

SCDOT Design-Build		SCDOT Design-Build SOQ Evaluation Score Sheet																															
		I-20 over Wateree and Overflow Bridges																															
		07/13/2022-07/21/2022																															
		Conti-JMT				Crowder-RK&K				Kiewit- KEG				Lane-HDR				Reeves-WSP				Superior-STV				Balfour Beatty-MBI							
Responsiveness		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments									
Is Proposer considered responsive?		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
3.2 Introduction		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments		Yes/No	Comments									
3.2.1 Identify the entity with whom SCDOT will be contracting and if this will be a sole		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
3.2.2 Identify the two Proposer Points of Contact for the procurement for this Project including mailing addresses, phone numbers, and email addresses.		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
3.2.3 Identify the full legal name of both the Lead Contractor and Lead Designer for the Project. The Lead Contractor is defined as the Proposer that will serve as the prime/general contractor responsible for construction of the Project. The Lead Designer is defined as the prime design consulting firm responsible for the overall design of the Project.		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
3.2.4 Provide D-U-N-S Number for all firms.		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
3.2.5 Provide a statement confirming the commitment of Key Individuals identified in the submittal to the extent necessary to meet SCDOT's quality and schedule expectations, and that they are available for the duration of the Project. Key Individuals are those persons holding specific positions required by this RFQ.		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
3.2.6 Limit the Introduction to one page which counts towards the specified page limit in Section 5.2.2.		Yes			Yes			Yes			Yes			Yes			Yes			Yes			Yes										
Procurement Officer Initials		CW				CW				CW				CW				CW				CW											
3.3 Team Structure & Project Execution		Points		Scale ID	Comments		Points		Scale ID	Comments		Points		Scale ID	Comments		Points		Scale ID	Comments		Points		Scale ID	Comments								
3.3.1 Organizational Chart, Team Structure, and Team Integration		Point Weight		10		Use the Likert Scale		10		Use the Likert Scale		10		Use the Likert Scale		10		Use the Likert Scale		10		Use the Likert Scale		10		Use the Likert Scale							
Provide an organizational chart showing the flow of the "chain of command" with lines identifying Key Individuals (by full legal name and firm) and any other disciplines (firm name only) the Proposer deems critical. The chart must show the functional structure of the organization down to the design discipline and construction superintendent level. Identify the critical support roles and relationships of project management, project administration, executive management, construction management, quality management, safety, environmental compliance, and subcontractor administration. The organizational chart shall be limited to one page and counts towards the specified page limit in Section 5.2.2.		2		1.7		Excellent - 5		0.7		Below Average - 2		0.7		Below Average - 2		1.7		Excellent - 5		0.7		Below Average - 2		1.3		Above Average - 4		1.0		Average - 3		Construction project engineer shown equivalent to the construction manger confuses the chain of command on the constructions side. DBE coordinator shown twice on the org chart. Lines of communication and reporting lines not included in the key. Good that communication is happening between design MOT and Construction. Construction preferred partners are shown reporting to both the CM and Construction Project Engineer. Communication between Design Lead and CM is a good thing.	
Provide a brief, written description of significant functional relationships and how the proposed organization will function as an integrated team.		4		2.0		Average - 3		2.0		Average - 3		3.3		Excellent - 5		1.3		Below Average - 2		2.7		Above Average - 4		2.0		Average - 3		2.0		Average - 3		Did not discuss any specific design build integration strategies. Did discuss functional relationship with each company but not how they will work together. Did include the alternative delivery design and support committee that will be there for design and construction.	
Identify in tabular form if any of the firms and/or Key Individuals have worked together on the same team (not just on the same job) in the past. Describe the types of projects they worked on, the year(s) they worked together, the level of participation, and a reference contact name, email address, and phone number for that project. Any references documented in this section must also be tabulated in a form that shall be provided in Appendix H.		4		2.0		Average - 3		2.0		Average - 3		3.3		Excellent - 5		2.7		Above Average - 4		0.7		Poor - 1		2.0		Average - 3		1.3		Below Average - 2		Only showed one project that they worked together on the same team, but not clear on how the members participated on this project. Did include that designer has worked with the major subs. No key individuals were shown in the chart.	
Subtotal:		10		5.7				4.7				7.3				5.7				4.0				5.3				4.3					
Procurement Officer Initials		CW				CW				CW				CW				CW				CW				CW							
3.3.2 Critical Risks		Point Weight		5		Use the Likert Scale		5		Use the Likert Scale		5		Use the Likert Scale		5		Use the Likert Scale		5		Use the Likert Scale		5		Use the Likert Scale		5		Use the Likert Scale			
SCDOT has identified the following risks as critical risks for this project: • Limitations on in-water and over-water construction and demolition • Limited site access • Maintenance of traffic for replacements and rehabilitations • Geotechnical seismic hazards • Market conditions Discuss the strategies the Proposer's team will implement to mitigate or eliminate each risk including how the proposed personnel and organizational structure would aid in the mitigation of the risk. Describe the role that the Proposer expects SCDOT or other agencies to have in addressing these Project risks.																																	
Limitations on in-water and over-water construction and demolition		1		0.7		Above Average - 4		0.5		Average - 3		0.7		Above Average - 4		0.7		Above Average - 4		0.3		Below Average - 2		0.5		Average - 3		0.3		Below Average - 2		Only understood part of the risk. Did show that they have a history with trestle work recent experience, but they did not include the site specific mitigation strategies for this project.	
Limited site access		1		0.5		Average - 3		0.5		Average - 3		0.3		Below Average - 2		0.7		Above Average - 4		0.3		Below Average - 2		0.7		Above Average - 4		0.3		Below Average - 2		Did not provide enough information to show they fully understand the risk. Other than trestle quantities they did not get site specific with bridge construction access or site constraints.	



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Maintenance of traffic for replacements and rehabilitations	1	0.5	Average - 3	Very general descriptions of the risk and the mitigation strategies. Just doing what the project requires and nothing more. Needed more concise responses in this categories.	0.5	Average - 3	The major MOT risk were covered. The mitigation strategies techniques were average. Public entities and local coordination was addressed and included that maintenance was going to be required on the project.	0.5	Average - 3	They understand the risk and items that contribute to it. Provided several strategies including 24/7 incident response and coordination with emergency personnel. Addressed the SCDOT's role in this risk but are really project requirements.	0.5	Average - 3	Understand the risk. Mitigation strategies were all standard practice and things you typically do.	0.5	Average - 3	Did address MOT risk appropriately. Mitigation strategies were mostly standard practice. Maximizing the effectiveness of each lane closure and minimize the number of closures. Mentioned sequencing the rehab scope to minimize driver confusion of multiple construction zones.	0.7	Above Average - 4	The do understand the risk with MOT. Building a portion of the bridge in the median to help with MOT. Included maximizing the work being done in the lane closures on rehab to ultimately have less lane closures.	0.3	Below Average - 2	Did not discuss what the risk was. There mitigations strategies are mostly generic and not site specific. They are including the use of smart zone technology but no discussion on how it will be used or implemented.			
Geotechnical seismic hazards	1	0.8	Excellent - 5	Very good identification of the what the risk is and potential mitigation strategies including geotech and structures. Pointed out the potential for issues with the pond dam. They have went through the same risk and developed a design on an adjacent project within corridor.	0.3	Below Average - 2	They do understand the risk. The mitigation strategies presented by the team were potentially not good for the site. Do mention our standard evaluation criteria for seismic events. Needed to go into detail on structural elements to be used to address risk.	0.5	Average - 3	They understand the risk. Were not detailed on the mitigation strategies. They are going to mitigate during design but that is expected. Nothing listed for the seismic hazards and how they handle it for this specific site.	0.7	Above Average - 4	Show understanding of the risk with site specific concerns. They acknowledge the difficulty in using conventional ground improvements in the existing embankment. They demonstrated knowledge of geotechnical and structural mitigation.	0.5	Average - 3	The did demonstrate understanding of the risk. Did not address any mitigation strategies specific to this project site. Standard involvement from SCDOT.	0.5	Average - 3	They did understand and described them well. Did not describe geotechnical or structural mitigations strategies. Did mention the pond but most was just an evaluation the risk through design.	0.5	Average - 3	Did demonstrate the understanding of the risk. Did not discuss the mitigation strategies specific to the site.			
Market conditions	1	0.5	Average - 3	They understand that market conditions will be and issue and called some of the issues with materials and labor availability. The mitigation strategies went into more discussion of the risk, but they did not really get into the specifics of how they mitigate.	0.7	Above Average - 4	The understand the market condition risk. The plan covered Labor, pricing, and Lead times. Very detailed discussion on how to mitigate these items. Mentioned the use of DBE and relationships with those DBE's. SCDOT's role could have been better.	0.5	Average - 3	Understand that workforce would be a risk but did not address materials under risk. Mitigation strategies are general but they are saying they are leveraging their National presence on materials. May have a problem with local workforce hiring. Needed to expand on the available materials locally.	0.8	Excellent - 5	Understand the risk. Mitigation strategies were specific to project. Construction in final configuration will reduce material needs. Mentioned that they would take the use of the separate NEPA documents to be more precise with schedule and cost. Have a transition plan to move Lanes workforce from the I-85 project.	0.5	Average - 3	The did demonstrate their understanding of the risk. Provided the following a mitigation strategies. They are going to provide materials storage. Did not discuss the labor market. The P6 schedule would be linked to subs providing a detailed delivery matrix to them.	0.5	Average - 3	The do understand the risk. The identify the risk in details. Provided early ordering of materials as a mitigation but most of this was more discussion of the risk.	0.3	Below Average - 2	Did understand the risk from a materials perspective but did not address workforce. Did include that they going to have a warehouse to store materials for the project to assist with the long lead materials.			
Subtotal:	5	3.0			2.5			2.5			3.3			2.2			2.8			1.8					
Procurement Officer Initials		CW			CW			CW			CW			CW			CW			CW					
3.3 Team Structure & Project Execution	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	
3.3.3 Project Resources, Strategies, and Execution	Point Weight	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale	5	Use the Likert Scale
Demonstrate the team's capacity and available resources including equipment and personnel for this project.	1.25	0.4	Below Average - 2	Did not discuss the number of employees the contractor could commit to project. Overall staffing for the contractor in this region is not clear. They have some of the equipment in the area that can move to the project from the US 17 project. Designer did specify the staff that can be made available. Could have gotten into the needs of the project and explain how their forces would be used to handle it.	0.8	Above Average - 4	They both have shown clearly that they have overall capacity for the project. The contractor has specified that they have local staff available and are ready to mobilize at least 2 crews to the site.	0.8	Above Average - 4	Very good chart showing specifically what staff was needed on the project and the available staff for the project. Did not get into these details on the equipment. Discussed the use of CPM and additional scheduling to optimize the use of these resources to include equipment and labor resources.	0.6	Average - 3	Show that they have the equipment and personnel for the project but did not get specific to the resources needed for this project. Did discuss that they have available equipment coming available in the next few years.	0.4	Below Average - 2	Talks about the amount of staff and resources the team has but did not get specific to what the project needs.	1.0	Excellent - 5	Included very detailed chart that was clear on the amount of staff and equipment they have and what they will need for the project. They covered both construction and design staff.	0.6	Average - 3	They did discuss the overall staff and equipment for each of the companies but did not detail the specific staff and equipment needs for this project.			
Discuss the Proposer's strategy for implementation of resources to execute the contract. Identify tasks that the lead contractor and lead designer will self-perform. If a joint venture, identify work items each entity will perform. If major tasks will be performed by others, identify those tasks as well as the firms responsible.	1.25	0.6	Average - 3	They identified they will self perform the major items for the project. Did mention that if a sub was not performing they would step in but really should be supporting them. Covered the items needed for the project well in the table. Provided several tasks that will be supported by other individuals to enhance the design.	0.8	Above Average - 4	Contractor and Lead Designer are self-performing the major construction items. Have a plan to adjust the capacity and resources and will adjust monthly to make sure this bridge is covered. Engineering has all the major design functions in house. Thorough knowledge of the design review process and procedures.	0.8	Above Average - 4	Are self performing all work on the critical path to control the schedule. They are including drilled shafts as work they will perform. Geotech and Structures in house will be helpful. Show 3 DBE's on the design team showing that awareness.	0.6	Average - 3	Are self performing most of the work on the critical path to better control the project schedule. They are self performing the major design disciplines. They are using regional designers with experience locally. Overall a little unclear who will be build the drilled shafts, rehab scope, and complete demolition.	0.4	Below Average - 2	The contractor is performing 70% of the work including the bridge construction and the bridge rehab. WSP completing all design work except for Geotechnical. No real method implementation of resources to this project. No discussion on seismic and relationship between geotech and structures. Current resources are on 2 bridge packages under construction.	0.6	Average - 3	Did mention including a resource loaded CPM Schedule. Included the major task for both the designer and contractor. Include a knowledgeable seismic expert on the team to assist on this job. Prime will be coordinating multiples sub for design work. Not clear who is performing the drilled shafts.	0.6	Average - 3	Contractor is performing most of the critical items on the critical path but not doing the drilled shafts. The lead design are have subconsultants for the geotech, survey and SUE. They are using local staff with past experience and availability.			
Discuss any innovative approaches or unique outreach or marketing concepts used successfully by the Proposer to encourage DBE participation.	1.25	0.6	Average - 3	Provided the generic write up on relationships and basic outreach.	1.0	Excellent - 5	They have mentioned several unique approaches to outreach. They are very involved in the DBE community. They explain that they will support and train the DBE community. They will provide support them on the project. Breaking the project up in to manageable pieces the help the DBE's.	1.0	Excellent - 5	Have a good company process for DBE's shown. Provide pre-qualification support. The sub-contractor default insurance a positive. They plan to match up the scope to the firms capacities and abilities. Showed that they had past participation show that was successful.	0.6	Average - 3	Have a process in place for the DBE's. They sponsor education and training events that discuss access to capitol, safety and bonding.	0.4	Below Average - 2	Providing the open house for DBE's to provide updates as the design progress. No other specific outreach ideas mentioned. No previous history of or successfully used innovative ideas mentioned in this section.	0.8	Above Average - 4	Giving a substantial portion of the design off to a DBE is a innovative way to meet the overall DBE goal. They have a mentorship program for small businesses and they have the Achievement award in Florida for the last 14 years.	1.0	Excellent - 5	Provided several innovative approaches to DBE outreach. Understand that they need to reach out to the DBE office if they need to do good faith efforts. Extensive DBE record. Employee a dedicated person that does all the DBE outreach.			
Indicate how the geographical location of the firms will enhance integration, communication, issue resolution and project execution	1.25	0.6	Average - 3	There offices are located within reason of the project and they will have field office during construction.	0.8	Above Average - 4	Indicate that they will have facilities to co-locate which would be on site. Design located in Columbia for the life of the project a benefit.	0.4	Below Average - 2	Nothing in this section that gets into specifics during construction including no mention of a field office. Indicate that all operations will be ran out of the Charleston. Not clear on where the design team is located. No mention of how meetings will be handled with SCDOT.	0.8	Above Average - 4	Lane will establish a local office after award to help with collaboration during design. Designer has 3 offices and Contractors office are within 70 miles of the site.	0.4	Below Average - 2	During the design phase will work out of the north and south Carolina offices. No discussion of work during construction or after award collaboration.	0.6	Average - 3	The companies are located regionally and they are going to have mobile office during construction. No other details provide on how they would address this item.	0.8	Above Average - 4	They plan to co-locate personnel for design and construction at the MB office. Did not really discuss what they will do during construction. Both firms have offices in South Carolina with designer being in Columbia and close to the project site.			
Subtotal:	6	2.3			3.5			3.1			2.7			1.7			3.1			3.1					
Procurement Officer Initials		CW			CW			CW			CW			CW			CW			CW					



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3.4 Experience of Key Individuals			Conti-JMT			Crowder-RK&K			Kiewit- KEG			Lane-HDR			Reeves-WSP			Superior-STV			Balfour Beatty-MBI		
			Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments
3.4.4 Project Management Team		Point Weight	20	Use the Likert Scale		20	Use the Likert Scale		20	Use the Likert Scale		20	Use the Likert Scale		20	Use the Likert Scale		20	Use the Likert Scale		20	Use the Likert Scale	
<p>The Project Manager shall be the primary person in charge of and responsible for delivery of the Project in accordance with the contract requirements. The Project Manager should have full authority to make final decisions on behalf of the Proposer and have responsibility for communicating these decisions directly to SCDOT. After award of the Project, the Project Manager shall be the primary contact for communications with SCDOT and is expected to attend and lead all regularly scheduled meetings. The SOQ must identify the Project Manager and the employing firm and, if the Project Manager does not have full authority, clearly define what authority the Project Manager has to finalize decisions, the role of the executive level in those decisions, and the role and responsibility of the Project Manager relative to the member firms.</p> <p>o The Project Manager must have a minimum of 10 years of experience that demonstrates growth in responsibility and expertise in the management of highway transportation projects.</p> <p>o The Project Manager must provide qualitative or quantitative proof that demonstrates experience in the management of projects with similar:</p> <ul style="list-style-type: none"><li>- Scope – project requirements, tasks, goals and deliverables;</li><li>- Magnitude – workload, contract size, and resources needed to successfully complete the project.</li><li>- Complexity – time constraints, sequencing, site accessibility, environmental concerns, engineering, uncertainty and risk.</li></ul> <p>o For the duration of the contract, the Project Manager shall be dedicated solely to assisting in managing this Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects.</p> <p>o The Project Manager shall be available to be on-site during all construction activities, attend weekly status meetings during the design and construction phases, and be available at the request of the SCDOT.</p>		20	13.3	Above Average - 4	16.7	Excellent - 5	13.3	Above Average - 4	16.7	Excellent - 5	10.0	Average - 3	10.0	Average - 3	13.3	Above Average - 4	He has 23 years of experience and 19 years with this firm. Shows that he has progressive experience on large transportation projects. 1 of the 5 projects presented was DB. He has been this role on the 1 DB, but not during the design phase. Was in the PM role on 3 of he 5 projects. Has experience with large bridges constructed over waterways. Had a good reference on I-140 project.						
Subtotal:		20	13.3		16.7		13.3		16.7		10.0		10.0		13.3								
Procurement Officer Initials			CW			CW			CW			CW			CW			CW			CW		
3.4 Experience of Key Individuals			Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments
3.4.5 Design Engineering Team		Point Weight	10	Use the Likert Scale		10	Use the Likert Scale		10	Use the Likert Scale		10	Use the Likert Scale		10	Use the Likert Scale		10	Use the Likert Scale		10	Use the Likert Scale	
<p>The Proposer's design engineering team shall have experience and expertise in all phases of roadway design and bridge structure design for the Project. The Proposer may elect to use a single individual for the Lead Design Engineer (6 points) and the Lead Structural Engineer (4 Points), the individual will be evaluated for all qualifications of both positions and scored based on a total of 10 points. Key Individuals of the design team shall have the following minimum qualifications:</p>																							
<p>• Lead Design Engineer (6 points)</p> <p>o The Lead Design Engineer shall be in charge of and responsible for all aspects of the design of the Project, subject to oversight of the Project Manager.</p> <p>o The Lead Design Engineer shall have a minimum of 10 years of experience and expertise in managing the design of highway transportation projects after acquiring a professional engineering registration.</p> <p>o The Lead Design Engineer shall provide qualitative or quantitative proof that demonstrates experience in the design of projects with similar:</p> <ul style="list-style-type: none"><li>- Scope – project requirements, tasks, goals and deliverables;</li><li>- Magnitude – workload, contract size, and resources needed to successfully complete the project.</li><li>- Complexity – time constraints, sequencing, site accessibility, environmental concerns, engineering, uncertainty and risk.</li></ul> <p>o For the duration of the design phase, the Lead Design Engineer will attend all routine project meetings in person, be primarily dedicated to design of the Project, and be available as needed by SCDOT.</p> <p>o The Lead Design Engineer shall be a full time employee of the lead design firm.</p>		6	4.0	Above Average - 4	6.0	Outstanding - 6	4.0	Above Average - 4	5.0	Excellent - 5	4.0	Above Average - 4	2.0	Below Average - 2	4.0	Above Average - 4	He has 22 years of experience all with the same firm. Progressive experience from road designer up to senior PM. All of the projects listed were DB but unclear as to which one she was the lead designer on and what her role and responsibilities were. There is experience with bridges over water. Has interstate mainline MOT experience. Reviews received on these project were outstanding to excellent. Good references were received.						
<p>• Structural Engineer (4 points)</p> <p>o The Structural Engineer shall have a minimum of 10 years of progressive experience in the design of bridge and roadway structures.</p> <p>o The Structural Engineer shall provide qualitative or quantitative proof that demonstrates experience in the design of projects with similar:</p> <ul style="list-style-type: none"><li>- Scope – project requirements, tasks, goals and deliverables;</li><li>- Magnitude – workload, contract size, and resources needed to successfully complete the project.</li><li>- Complexity – time constraints, sequencing, site accessibility, environmental concerns, engineering, uncertainty and risk.</li></ul>		4	3.3	Excellent - 5	4.0	Outstanding - 6	3.3	Excellent - 5	3.3	Excellent - 5	3.3	Excellent - 5	2.7	Above Average - 4	3.3	Excellent - 5	He has 18 years of experience all with the same firm. 2 of the 5 projects show experience is with DB projects. Experience with large bridges over water. Has experience with drilled shafts and seismic. Has interstate MOT experience. Has experience with rehab projects. Projects reference were outstanding to excellent.						
Subtotal:		10	7.3		10.0		7.3		8.3		7.3		4.7		7.3								
Procurement Officer Initials			CW			CW			CW			CW			CW			CW			CW		






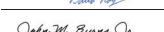
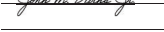
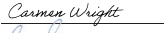

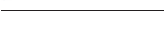
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3.4 Experience of Key Individuals		Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments			
3.4.6 Construction Management Team		10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale		
<p>• Construction Manager (10 points)</p> <p>o The Construction Manager shall be responsible for all aspects of the construction of the Project, subject to oversight of the Project Manager.</p> <p>o The Construction Manager must have a minimum of 10 years of experience that demonstrates growth in responsibility and expertise in the management of the construction of highway transportation projects;</p> <p>o The Construction Manager must provide qualitative or quantitative proof that demonstrates experience in the management of the construction of projects with similar.</p> <p>- Scope – project requirements, tasks, goals and deliverables;</p> <p>- Magnitude – workload, contract size, and resources needed to successfully complete the project;</p> <p>- Complexity – time constraints, sequencing, site accessibility, environmental concerns, engineering, uncertainty and risk.</p> <p>o For the duration of construction, the Construction Manager shall be dedicated solely to managing the construction of the Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects.</p> <p>o The Construction Manager shall be on-site during all construction activities for the Project and attend status meetings during the construction phase.</p>		10	5.0	Average - 3	34 years experience and 7 of those years with Conti. On the Volvo job he was not approved as a key individual on the project by SCDOT and duration would have him at the end of job. The remainder of the projects are not DB. 2 projects showing allot of bridge construction experience on large transportation. He has progressed to CM on project 4 while other project did not demonstrate sufficient experience to match up with this project. Did get a great reference on 1 project.	6.7	Above Average - 4	He has 16 year of experience. He has 4 years with Crowder. Project Superintendent on most of the projects but responsibilities on these very large projects that were similar to what we have here. These projects had significant bridge and structure work. Coordination required for the projects were substantial given the urban nature. Review that we received was great but responsibilities on this project not the same.	10.0	Outstanding - 6	He has 30 year of experience and they were all with this firm. Has experience with high capacity interstate MOT. Bridge rehab experience. Several bridges with work over the river. 4 of the 5 project were DB or Alt. Delivery. Very good reference on all references received. Duties that are shown on projects are the same that he will serve on this project.	6.7	Above Average - 4	He has 19 year of experience. 18 Years of that with Lane. Experience on these projects was progressive. Has experience with high capacity interstate MOT. No projects experience shown over waterways. 3 of the 5 project were DB. References received were average.	5.0	Average - 3	He has 26year of experience and 13 were with this firm. None of the projects present were DB. He was a project superintendent on the projects presented. Does have multiple projects with bridge experience. Several bridges were over water. References were average to outstanding.	5.0	Average - 3	He has 49 years of experience and 16 were with this firm. 1 of the projects presented was DB. Does have multiple projects with bridge experience. 1 projects with experience with bridge over water but was working for owner. References were above average to outstanding.	5.0	Average - 3	He has 46 year of experience and 7 were with this firm. 2 of the projects were DB. He was a structures superintendent on the projects presented. Project presented did include bridges were over water. Did not show experience with management of roadway and MOT in projects. Reference received was outstanding.		
Subtotal:		10	5.0		6.7			10.0			6.7			5.0			5.0			5.0					
Procurement Officer Initials		CW		CW		CW		CW		CW		CW		CW		CW		CW		CW		CW			
3.5 Past Performance of Team		Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments			
3.5.1 Experience of Proposer's Team		10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale			10	Use the Likert Scale		
<p>Provide no more than 3 projects awarded within the last 12 calendar years that identify the previous work experience by the Lead Contractor or any Major Subcontractors using the Work History and Quality Form o Contractor/Designer, Sections a through g. Projects that have reached substantial completion are preferred.</p>																									
Project 1		1.666666667	0.8	Average - 3	Project was DB and had bridgework, interstate MOT coordination, had large structures, had to deal with wet conditions, included both these teams on the project. Did have some seismic instability to design for. Project was not over a waterway.	0.8	Average - 3	Project was not DB. Did have key individual on project. Demonstrates bridge construction but not on a water crossing. Did demonstrate work within Limited accessed areas. MOT not at the interstate level.	1.4	Excellent - 5	Bridge project that was DB and was large bridge over water. Project had difficult MOT. Had 2 key individuals on the project. Bridge structure much more complex with staged construction.	1.1	Above Average - 4	Project was DB, and had bridge structures. Project did have some limited access issues. Project did have complex MOT on the interstate. Included public involvement for traffic shifts. 2 key personnel on this project.	1.1	Above Average - 4	Project was not DB, and was a large bridge structure and was over a waterway. Project had limited access and used temporary work trestle and barges. Project did include staged construction. Project included demo of bridge over the water. Project did include key personnel. Project was smaller in overall scale.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project had limited access. Project did have complex MOT on the interstate. Did have environmental compliance coordination. Bridge work was over a waterway.	1.1	Above Average - 4	Project was DB, and was large interstate project on new location that include some over water crossings. Project did not have complex MOT on the interstate. Did have key individual with the PM and CM working on project.		
Project 2		1.666666667	1.1	Above Average - 4	Not a DB job and no key personnel shown. Significant high rise bridge over water, similar foundation construction techniques, had environmental coordination. The size of the project was very similar.	0.8	Average - 3	Project was not DB. Did have key individual on project and performing the same role. Demonstrates bridge construction but not on a water crossing. Did have some interstate coordination with foundation construction.	1.1	Above Average - 4	Project was DB, and was a very large bridge structure, was a rehabilitation project on a historic bridge. Project had limited access and very complex MOT but not high speed. 3rd party coordination were required on the project. Rehab work is a minor piece of our project scope so this only addresses that.	1.4	Excellent - 5	Project was not DB, and was a very large bridge structure. Project did have complex MOT on the interstate. 3rd party coordination was included. Bridge work was over a major waterway. Project included placement of very large girders. Project included limited site access in urban environment beside an interstate. Included the PM at the key personnel.	0.8	Average - 3	Project was not DB, and was a large bridge structure and was over a waterway. Project had limited access and used temporary work trestle and barges. Project did not have complex MOT. Project included demo of bridge over the water. Project did include key personnel. Project was overall not similar in size and complexity.	1.1	Above Average - 4	Project was not DB, and was a very large bridge structure. Project was on new alignment. Project did not have complex MOT on the interstate. Bridge work was over a waterway. Did include a work trestle.	1.1	Above Average - 4	Was not clear if this was a DB project, and had a very large bridge structure with 26 total structures. Project did have complex MOT. Not clear exactly what the contractor responsibilities were. Did have key individual involvement with the CM.		
Project 3		1.666666667	0.8	Average - 3	Not a Db job and no key personnel. They did have to maintain a high level of traffic. Similar size in construction contract value. Was a rehabilitation project and not replacement.	1.1	Above Average - 4	Project was not DB. No key individuals on the project. Was a large bridge over a major river crossing. Would have had similar geotechnical work. Maintained traffic on roadway but not interstate traffic. Significant 3rd party coordination on project.	1.1	Above Average - 4	Project was CMGC, and was a large bridge structure, was a rehabilitation project. Had significant 3rd party coordination. Key individual involved on project before construction. Bridge was jacked up over water. Overall project scope did not match.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project had limited access requiring trestles. Project did have complex MOT on the interstate. 3rd party coordination was required on the project. Bridge work was over a large waterway. No key personnel involvement on the project. HDR involved as a major design sub-consultant.	1.1	Above Average - 4	Project was not DB. Project was bypass that included 9 bridges with some over waterways. Couple of locations had limited access using temporary work bridges. Project did not have complex MOT. They were a major sub completing all of the bridge work. Project did include key personnel.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project had limited site access. It had extreme or severe environmental restrictions. Description did not discuss the MOT in detail. 3rd party coordination was required on the project. Bridge work was over a waterway. No key personnel involvement.	1.1	Above Average - 4	Was not clear if this was a DB project, and was a very large bridge structure over water. Project had limited access. Project did not have complex MOT on the interstate. Significant 3rd party coordination was required on the project. Project included use of temporary access trestle. Had key personnel involvement with the PM.		
<p>Provide no more than 5 projects for which a design services contract was executed within the last 10 calendar years that identify the previous work experience by the Lead Designer or any Major Design Sub-consultants on the Work History and Quality Form – Contractor/Designer. Projects for which the design services have been completed and accepted by the owner are preferred.</p>																									
Project 4		1.666666667	1.4	Excellent - 5	Was a DB and had Structural Key personnel. Significant high rise bridge over water. Very large project with interstate MOT. Extensive coordination with other construction project, the public, and environmental agencies.	1.4	Excellent - 5	Project was DB, and was a large bridge over a river. Project completed on I-40 with major traffic and MOT considerations. Had the Lead designer on project as key individual. Project contained special permitting. The project had limited site access to deal with. Did not included a seismic model.	0.8	Average - 3	Project was not DB. It was a rehab of pedestrian structure and rail viaduct bridges that span interstates and railroad. Project did not have major MOT. Key individual for structures on the project. Work was not over a waterway. Dissimilar scope to our rehabilitation and bridge replacement work.	1.1	Above Average - 4	Project was DB, and included bridge structure. Project had limited access. Project did have complex MOT on the interstate. Did have some bridge work over a waterway. Project include Lead SE and CM on the project.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project had or did not have limited access. Project did have complex MOT on the interstate. 3rd party coordination for environmental work. Bridge work was over a waterway. Did not have any key individuals. Project did not require seismic design.	0.3	Poor - 1	Project was DB, and was a very large bridge structure. Bridge work was over a waterway. STV's scope of services for this project did not include the bridge or environmental services.	1.1	Above Average - 4	Project was DB, and was a interstate widening project with overpass bridges. Did not have any in water construction. Project did have complex MOT on the interstate. 3rd party coordination was required on the project. Did include key individuals with the Lead Designer and Structural Engineer.		
Project 5		1.666666667	1.1	Above Average - 4	Not a DB job. Significant high rise bridge over water. Did include the Lead Designer on this project. Bridge over the same river and located in vicinity of this project. Not as limited from a site access standpoint.	1.4	Excellent - 5	Project was DB, and was a large bridge over a marine environment. Had the Lead designer on project as key individual. Project did not have interstate MOT. Project included several complex features including geotech. Involved extreme environmental coordination efforts.	1.1	Above Average - 4	Project was a DB project. Project was larger interstate widening project that included 12 bridges. Significant MOT but not for mainline interstate. No major water crossings included. No key personnel on this job.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project did not have complex MOT on the interstate. 3rd party coordination was required on the project. Bridge work was over a major waterway with navigation. Project included seismic design. Had the Lead Designer involvement.	1.4	Excellent - 5	Project was DB, and was a very large interchange project with 15 bridge structures. Project did have complex MOT on the interstate. 3rd party coordination for environmental work. Bridge did have some bridge work over water. Did not have any key individuals. Project did not discuss seismic design.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project had limited access including a trestle in the median. Project did have complex MOT on the interstate. 3rd party coordination was required and they obtained the environmental permits. Bridge work was over a waterway. No key personnel involvement.	1.4	Excellent - 5	Project was not DB, and was a very large complex bridge structure over a navigable waterway. Project did not discuss limited site access or MOT. Did include 3rd party coordination and seismic design. Key individual involvement with the Structural involvement.		
Project 6		1.666666667	0.8	Average - 3	Not a DB Job. Work is very similar to the structural rehab scope on this project but not similar overall. Traffic management plan did include similar traffic control for the rehab work.	1.1	Above Average - 4	Project was DB, was a large bridge structure over a river. Had the Lead designer on project as key individual. Project did not have MOT to contend with.	1.1	Above Average - 4	Was a DB project. Had interstate MOT. Multiple bridges with not major water crossings. No key personnel on this job. 3rd party or stakeholders coordination was included.	1.4	Excellent - 5	Project was DB, and was a very large bridge structure. Project did not have complex MOT on the interstate. 3rd party coordination was required on the project. Bridge work was over a major waterway. Project included seismic design. Had the Lead Designer involvement.	1.1	Above Average - 4	Project was DB, and was a very large bridge structure. Project did have staged construction with high traffic volumes but not interstate MOT. Bridge work was over a waterway. Key personnel were involved in parts of the design. Not clear what portions in addition to approach span superstructure of the design the designer was responsible for.	1.1	Above Average - 4	Project was not DB, and was a very large bridge structure. Project had limited access. Project did not have complex MOT on the interstate. 3rd party coordination was or was not required on the project. Bridge work was over a waterway. Project included seismic design. Work was performed as sub-consultant.	0.8	Average - 3	Project is for a subconsultant providing hydrology design. Project was DB, and was a very large complex bridge structure over a waterway. Project did have limited access. 3rd party coordination was required on the project. Project did not have key individual involvement.		
Subtotal:		10	6.1		6.7			6.7			7.8			6.9			6.7			6.7					
Procurement Officer Initials		CW		CW		CW		CW		CW		CW		CW		CW		CW		CW		CW			



SCDOT Design-Build		SCDOT Design-Build SOQ Evaluation Score Sheet																							
		I-20 over Wateree and Overflow Bridges																							
		07/13/2022-07/21/2022																							
3.5 Past Performance of Team		Conti-JMT			Crowder-RK&K			Kiewit- KEG			Lane-HDR			Reeves-WSP			Superior-STV			Balfour Beatty-MBI					
		Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments	Points	Scale ID	Comments			
3.5.2 Quality of Past Performance		30	Use the Likert Scale			30	Use the Likert Scale			30	Use the Likert Scale			30	Use the Likert Scale			30	Use the Likert Scale			30	Use the Likert Scale		
<p>&gt; For each of the projects identified per Section 3.5.1, provide the information requested in Sections H and I of the Work History and Quality Form – Contractor/Designer that is included in the Appendix B.</p> <p>&gt; The Proposer shall provide a Work History and Quality Form – Contractor/Designer for all transportation projects, active or completed, within the last five years that has a "yes" response to any of the following questions. Sections A through G and Section J shall be completed.</p> <p>&gt; Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?</p> <p>&gt; Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.</p> <p>&gt; Have any projects been delayed more than 30 days such that liquidated damages were assessed?</p> <p>&gt; Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?</p> <p>&gt; Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?</p> <p>&gt; Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer's Errors and Omissions Insurance?</p> <p>&gt; Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?</p>																									
		Project 1	1.666666667	1.4	Excellent - 5	Project won multiple awards, project was completed on time. They had to adjust their work plan to deal with wet conditions. Had a NO for questions is section J. Met the expectations of the Stakeholders with completion. Allowed for early access to the Volvo plant opening a ramp early.	0.8	Average - 3	Project did indicate that it was on time. They proposed a design change that allowed them to mitigate an access issue. Successfully handled multiagency coordination between multiple jobs. Had schedule flexibility to move around to finish on time.	1.1	Above Average - 4	Project was on budget and ahead of schedule. Had a claim against EOR for deviations in plan design element. Provided a innovative construction method to build the bridge. Early opening that allow for early toll collection. References for the project were excellent.	0.8	Average - 3	Project is on schedule but not complete. Project included shifting of the alignment at Exit 100 to save on cost and schedule related to a major utility. Worked SCDOT to negotiate a change to include a utility without significantly impacting the schedule. Had a safety citation for being to close to the utility. Very good reference for the project.	0.6	Below Average - 2	The quality initiative described were normal construction and coordination techniques. The project finished behind schedule due to missed milestone. Did have good references for project.	0.3	Poor - 1	Project is still under construction and project has experience multiple delays due to very similar risk items that we will have on this project. The quality initiatives are very generic. Reference received on the project was below average.	1.1	Above Average - 4	Project is still under construction. Had a NO for questions is section J. While the project was delayed due to a litigation issue the contractor was given work to complete. Provided a conveyor system to move materials across the interstate to save on damage to adjacent roadways. No references received on the project.	
		Project 2	1.666666667	1.4	Excellent - 5	Project received an award. Project was on time and on budget. They partnered with owner and stakeholders to resequencing to mitigate a summer detour. Major issue with utility a project start that needed coordination.	1.1	Above Average - 4	Project reference was really good for the Crowder team on this project. Project was on time with no claims. Had to include emergency demolition during the project because of a bridge hit.	1.4	Excellent - 5	Project was under budget, zero claims, on schedule. Had full time QC person managing a critical element of the job. Accelerated work schedule and still finished on schedule.	1.4	Excellent - 5	Project received and award for work zone training. Project was completed ahead of schedule after implementing a compressed schedule for the owner. Held community outreach programs for the project and money raised for charities. Included water conservation efforts with use of wastewater in concrete. No references received.	0.8	Average - 3	No indication of completed on time, and on-budget. The quality initiative described were normal construction and coordination techniques. Had a NO for questions is section J. Did not have a project reference.	0.6	Below Average - 2	Project is still under construction. The quality initiatives are very generic. There is an outstanding claim. No references were received.	1.4	Excellent - 5	Project was completed ahead of time. Had a NO for questions is section J. Design an onsite detour to prevent a major shut down. Recovered time due to a hurricane and managed the project ahead of a adjusted schedule. Reference received on project was outstanding to excellent.	
		Project 3	1.666666667	1.4	Excellent - 5	Project received an award. Project was delivered on time. Conti got an alternate barrier crash tested, reduced construction stages, and reduced the project schedule. Mobilized additional crews to site working daytime and night time shifts.	1.1	Above Average - 4	Received a bridge award. Project did not have any claims. Project was completed within contract time. Provided the a Value Engineering proposal to help with environmental issues.	1.4	Excellent - 5	This project was completed under budget with zero claims and on schedule. Completed the work on a accelerated schedule. Had daily walk through with the RCE. Reference for the project was excellent.	1.1	Above Average - 4	Project won DBIA's Nation Award of Merit for Transportation. The project was completed without claims. Other quality initiatives are industry standard practice. Did have a really good project reference.	0.8	Average - 3	The quality initiative described were normal construction and coordination techniques and matched project 2 identically. The Owner requested acceleration of the project to complete and open US-17 to traffic six months early, with commitments by the Owner, Prime and Reeves, the Project Team developed a schedule and all parties worked together to meet the Owner's request. Even with this it was not very clear on the overall project being on time and on budget. The project reference for this project were satisfactory.	0.8	Average - 3	Project still under construction. The quality initiatives are very generic and matched previous project. Project is set to be completed in the allowable contract time. No references were received.	1.4	Excellent - 5	Project won multiple awards, project was completed on time and under budget. Had a NO for questions is section J. Used special technique to get a smooth ride on the final bridge deck. Did not have single lost time from a safety standpoint. Reference received on project was outstanding to excellent.	
		Project 4	1.666666667	1.4	Excellent - 5	Project finished ahead of schedule. Received high Performance evaluation scores from VDOT, and project was designed to take advantage of items to provide a reduced need for inspection and maintenance in the future.	0.8	Average - 3	Used multiple bridge packages to get plans to the contractors. Did respond to RFi's within 48 hrs. to help with the schedule. Very generic write up for quality initiatives. Project did finish on time and on accelerated schedule	0.6	Below Average - 2	Quality initiative were just items that were required by the job. Did not identify project specific quality initiatives. Project is still in construction.	1.1	Above Average - 4	Project was completed on time, on-budget, and had no claims. The team incorporated a temporary median access ramp at the existing US 29/US 601 flyover bridge to allow ingress/egress for construction crews, equipment and materials to the I-85 median. Other items were industry standard practice. No reference included.	0.6	Below Average - 2	Project is not currently complete and is behind schedule. Project included the use of a couple ATC's to help accelerate construction. The quality initiative described were normal design QA/QC for design build projects. Project reference on the project is below average.	0.8	Average - 3	Project is still under construction. They completed their portion of the design on time. The reduced the needed temporary pavement. The quality initiatives are very generic but did include independent quality reviews. No reference received for this project.	0.8	Average - 3	Project is not yet completed but is on track to finish on schedule. Had a NO for questions is section J. Write up was pretty generic for quality initiatives. Reference received on the project was above average.	
		Project 5	1.666666667	0.8	Average - 3	Project did finish on time and with the budget for the work JMT completed. Items mentioned seemed to be them working through the standard design review process. Did have successful coordination with the owner.	1.1	Above Average - 4	Developed a project specific advancing rail system help facilitate construction. Showed design support during construction. Project did finish on time and on accelerated schedule. No claims within the team. Used repetitive bridge elements to accelerate construction.	1.4	Excellent - 5	One significant cost and schedule reducing innovation that was implemented on this project was reconfiguring the bridges at Cilma Drive reducing the cost and schedule. Minimize geotechnical challenges and eliminated the use of 2 stage MSE walls. Got an excellent review from the owner on project.	1.1	Above Average - 4	Project was finished on time and on schedule. The team partnered with SCDOT to perform the survey under a limited notice to proceed and efficiently implement the changes to the bridge typical section with no delay in the design schedule. Team performed a drilled shaft load test early in the project to improve the schedule and avoid delays. Design adjustment was included to minimize impacts to wetland, ROW, and utilities. Reference provided had mixed reviews.	1.1	Above Average - 4	Project is not complete. No discussion of on time and on budget. Project included the following quality improvements or initiatives; Contractors involvement throughout the design process to help avoid changes was good. Included an ATC during the procurement to eliminate the suppliers and subs in the design process. No reference received.	1.4	Excellent - 5	Project won multiple awards, project was completed on time, and on budget, and had no claims, disputes, and arbitration. Had a NO for questions is section J. Project included change the to work access that helped reduce construction time. The designed top down construction on a bridge that held avoid a utility reducing coordination time. No reference received for the project.	0.8	Average - 3	Project won multiple awards. No information provided for on time and on budget. Describes a lot of cost cutting measures but did not discuss quality. Had a NO for questions is section J. No references for the project.	
		Project 6	1.666666667	0.8	Average - 3	Project not completed so can't determine on time and on budget. Gannett Fleming is developing new technical specifications for the VHPC link slabs and PCG repair with VHPC and FRP. Design not being completed and not constructed caused some concern.	0.8	Average - 3	Project completed within the schedule and under budget. Did respond to RFi's within 48 hrs. to help with the schedule. Very generic write up for quality initiatives. Reference for the project was good.	0.8	Average - 3	Not clear if the quality component of this write are attributed to the added scope provided by KEGI. They had a good ROW plan for the project and finished in the 14 month time frame.	0.8	Average - 3	HDR revised the traffic control plans to include a temporary crossover which would allow for demolition to begin earlier than the original plan would allow. In addition, HDR worked with PCL top develop a detailed plan for cranes and haul trucks to operate on the new bridges under lane closures which allowed for use of larger equipment which ultimately accelerated the demolition process. Had an above average reference.	1.1	Above Average - 4	Project included the following quality improvement or initiatives; Designer performed analysis after barges hit bridge because of hurricane to determine if damaged pieces were able to remain in place. They held a 6 month design schedule. The held interdisciplinary design reviews. Key individual had a good reference on this project.	0.8	Average - 3	Design was completed on time, on-budget, and had no claims. Had a NO for questions is section J. Eliminated the need for fender system using longer spans reducing the need for in water construction and future maintenance. Quality initiatives were generic. Project had and average to outstanding reference.	0.8	Average - 3	Design plans and construction was completed on time. Project earned a no excuse incentive. Had a NO for questions is section J. Developed separate traffic control plans to allow for an early construction start prior to construction plans. No quality and innovation with relation to hydrology and environmental permitting. No reference was received on the project.	
All other projects		5	2.5	Average - 3	Conti has one OSHA violation of the General Duty Clause that was serious. 2 claims against the Professional Liability insurance that have no resolution at the moment.	4.2	Excellent - 5	One claim for errors and omissions that is going to arbitration but this did not involve the key individuals involving the Lead Engineer.	5.0	Outstanding - 6	No additional projects listed.	3.3	Above Average - 4	146 days of LD's on a project costing \$2.3M. OSHA violation for not having the proper PPE on project.	0.8	Poor - 1	31 projects with LD's. The majority of the projects were paving related with one bridge rehab.	4.2	Excellent - 5	Designer has one potential project with error and omission claim.	5.0	Outstanding - 6	No additional projects called out in this section.		





SCDOT Design-Build		SCDOT Design-Build SOQ Evaluation Score Sheet																				
		I-20 over Wateree and Overflow Bridges																				
		07/13/2022-07/21/2022																				
		Conti-JMT		Crowder-RK&K		Kiewit- KEG		Lane-HDR		Reeves-WSP		Superior-STV		Balfour Beatty-MBI								
Previous Contractor Performance Evaluation System and Consultant Performance Evaluation Scores. Other available information related to past performance.	15	10.0	Above Average - 4	Design Build Performance Scores for JMT started out below average on a couple projects but have recently been performing about average and even had some higher ratings on some recent project. DBPS for Conti's only project were consistently above average. CPES - 3 year average is 6.61 out of 10 and this is above average. CPS - 81.2 which is above average for project they were evaluated for. Additional references received either for the team or individual members has JMT at average to above average. Conti was a mostly above average to excellent.	12.5	Excellent - 5	Design Build Performance Scores were above average for the Crowder and RK&K. CPES - 3 year average was 7.54 which well above average on the for RK&K. CPS - 79.75 which is above average for the 5 projects for SCDOT and would be qualified for any DOT work. No claims on Bid-Build projects. Additional references received either for the team or the individuals had RK&K above average and Crowder's references were exceptional.	10.0	Above Average - 4	CPS - 74.25 - which would allow them to pursue projects with SCDOT. They had a lower QMT score on project but was only project in SC. Did not have a Design Build Performance Eval Score or CPES. There are several references we received for Kiewit and KEGI on projects shown that were excellent.	7.5	Average - 3	Design Build Performance Scores for this Designer slightly below average and average on 2 projects. DBPS for this contractor has progressed and are currently well above average on one project but did have below average marks for a project that they are a JV partner on. CPES - 3 year average is 7.54 out of 10 and this is above average. CPS - 79.85 which is above average for project they were evaluated for. Additional references received either for the team or individual members has the designer at above average and contractor was overall average but did have a couple projects with below average marks for issue resolution.	7.5	Average - 3	Did not have any Design Build Performance Scores for this Designer. DBPS for this contractors only project were above average. CPES - 3 year average is 7.78 out of 10 and this is well above average. CPES - 66.01 for Reeves and Sloan was 79.59 and this is now one company. The CPS for Reeves is lower than the quality threshold set by DOC's office. Additional references received either for the team or individual members has the designer at average to outstanding and contractor had mixed reviews included several projects that were concerning.	5.0	Below Average - 2	Design Build Performance Scores for this Designer were average. DBPS for this contractor only project were average in design phase and went to below average during construction. CPES - 3 year average is 7.03 out of 10 and this is above average. CPS - 80.23 based on safety index and is well above the threshold established by DOC. Additional references received either for the team or individual members has the designer that range from weak to outstanding with couple low reviews related to staffing and management. Contractor reviews were overall below average with several negative comments related to staffing, quality, and schedule.	10.0	Above Average - 4	Design Build Performance Scores for this Designer had early slightly below average but have improved throughout project to be above average. Do not have DBPS for this contractor. CPES - 3 year average is 7.62 out of 10 and this is above average. CPS - 84.80 scored on one project that is significantly higher than the threshold established by the DOC. Additional references received either for the team or individual members has the designer at overall above average with a couple reference saying they had communication issues. The contractor was overall above average.
		Subtotal:		30	19.7		22.5		21.7		17.2		13.3		13.9		21.4					
		Procurement Officer Initials			CW		CW		CW		CW		CW		CW		CW					
		Total Score		Conti-JMT		Crowder-RK&K		Kiewit- KEG		Lane-HDR		Reeves-WSP		Superior-STV		Balfour Beatty-MBI						
		Points		100.0		100.0		100.0		100.0		100.0		100.0		100.0						
		Total:		62.5		73.2		72.0		68.4		50.4		51.5		63.0						
		Procurement Officer Initials		CW		CW		CW		CW		CW		CW		CW						
				I certify that the scores (weighted scores are rounded) shown on this sheet(s) accurately reflect the actions of the Committee on 07/13/2022-07/21/2022 and that the evaluation was done in accordance with the RFQ.																		
				<div><div><div>Brad Reynolds Chairperson</div><div>John Caver Voting Member</div><div>Trapp Harris Voting Member</div><div>David Rogers Voting Member</div><div>John Burns Voting Member</div><div>Voting Member*</div><div>Carmen Wright Procurement Officer</div><div>Brian Gambrell Legal</div><div>FHWA</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>																		