

SCDOT Design-Build SOQ Evaluation Score Sheet
Carolina Crossroads Phase 1 - Colonial Life Blvd. - Project ID P039718 - Richland and Lexington Counties
Thursday June 18, 2020 and Friday June 19, 2020

Responsiveness	Archer-United JV		Blythe Development Company		Superior-Sloan JV		The Lane Construction Corporation	
	Yes/No	Comments	Yes/No	Comments	Yes/No	Comments	Yes/No	Comments
Is Proposer considered responsive?	Yes		Yes		Yes		Yes	

3.2 Introduction	Archer-United JV		Blythe Development Company		Superior-Sloan JV		The Lane Construction Corporation	
	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 proprietorship, partnership, corporation, LLC, joint venture, or other structures. Partnerships, corporations, LLC, joint ventures, or other joint entities are collectively referred to herein as joint ventures. Identify any parent company of the entity that will be contracting with SCDOT. If a joint venture, identify the entities that comprise the joint venture and name the person who has authority to sign the contract on behalf of the joint venture. Provide contact name, mailing address, phone numbers, and e-mail address for contracting entity. Identify the office from which the Project will be managed.	Yes		Yes		Yes		Yes	
3.2.2 Identify the two Proposer Points of Contact for the procurement for this	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	
3.2.4 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	
3.2.5 Limit the Introduction to one page which counts towards the specified page limit in Section 5.2.2.	Yes		Yes		Yes		Yes	

3.3 Team Structure & Project Execution		Archer-United JV			Blythe Development Company			Superior-Sloan JV			The Lane Construction Corporation		
		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	7		Use the Likert Scale	7		Use the Likert Scale	7		Use the Likert Scale	7		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.	3	4.0	Above Average - 4	Met the basic requirements of the section. Highlighted a proposed team to mitigate critical risk including craft personnel department. Safety and Quality not under PM is good because the function independently from production. Utility manager has no line of communication to construction.	4.0	Above Average - 4	Quality and Safety being independent of Production and the Utility Manger does have a link to Construction Manager show are a plus. Additional name presented on the chart that were not requested. All other items requested were covered.	4.0	Above Average - 4	They have the utility manager talking with the construction staff. Quality and safety is separated from production. Showed that construction surveys and preconstruction surveys are talking with one another. Traffic engineer is coordinating with MOT manage.	3.0	Average - 3	Showed that IQF reports to the Executive committee. QC and safety not shown independent of production. Lead Design shown going through Deputy PM and not PM. Good that they identified addition players and shown utility design and they already pre-approved with City.
• Provide a brief, written description of significant functional relationships and how the proposed organization will function as an integrated team.	2	3.0	Average - 3	Not a real detailed discussion on the significant relationships. Overall it was just a basic understanding of how they will function as an integrated team.	4.0	Above Average - 4	Good detail on how the significant relationships will work. Demonstrated that the team would be integrated.	5.0	Excellent - 5	Provided a table with detailed write up showing functional relationships. A positive that Responsibility and key qualifications were provided.	2.0	Below Average - 2	Not much description as how they will function as integrated team. Captured in flow chart and not written.
• 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.	2	3.0	Average - 3	Good job showing the individual firms worked together. Chart is a little to busy. No projects where the JV and Lead Designer Key individuals worked together. Overall the chart had all items requested.	2.0	Below Average - 2	Overall the chart looked pretty good but did not have any projects where the PM and CM worked with the Lead Design Firm in the past.	3.0	Average - 3	Firms have worked together but not showing the key individuals have worked together.	2.0	Below Average - 2	Provided a couple projects that had Lane and RK&K teamed together. One project with RK&K and WSP but not the contractor. Did not discuss key individuals.
Subtotal:	7	4.0			4.0			4.7			2.8		



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	Point Weight	Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.3.2 Critical Risks		5		Use the Likert Scale or Identify Risk	5		Use the Likert Scale or Identify Risk	5		Use the Likert Scale or Identify Risk	5		Use the Likert Scale or Identify Risk
SCDOT has identified the following risks as critical risks for this project: • Utility relocations • Skilled labor availability • Rock hardness													
Risk 1 - Utility Relocations													
Discuss the strategies the Proposer's team will implement to mitigate or eliminate each risk including how the Proposer's 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.	1.67	4.0	Above Average - 4	Format of the section made it hard to follow. Hit on the key points for Utility Relocations. Had very reasonable roles specified for SCDOT. Unclear if the team fully understood the ROW acquisition status. Important that they called out the coordination with Phase III.	2.0	Below Average - 2	Mitigation Strategies and SCDOT and Third party roles were very generic. No mentioned or specific utilities.	4.0	Above Average - 4	In mitigation they are providing a utility relocation window for relocation. Acknowledge the in-contract utility work. Covered the major project specific utilities that are associated with Phase 1. Discussed how these can impact the schedule. Very organized format.	5.0	Excellent - 5	Recognized the 30" sewer main, the RR coordination and utility work adjacent to it. Pointed out the demolishing flyover and conflict with transmission. Pointed out the utilities may have issues with hard rock. Pointed that they will sequence work around utility relocations.
Risk 2 - Skilled labor availability													
Discuss the strategies the Proposer's team will implement to mitigate or eliminate each risk including how the Proposer's 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.	1.67	4.0	Above Average - 4	Format of the section made it hard to follow. Positive that have a full-time, local, HR Recruiter. Great that local work force has been established since 2015. Could have discussed how the type of construction proposed could minimize the need	2.0	Below Average - 2	Very generic write up and are very dependent on in-house staff. Not clear how COVID-19 allows for ample skilled and unskilled labor. No discussion on incentives or sign on bonuses to attract employees.	4.0	Above Average - 4	After clarification the team will use their mentor/mentee program outside of SCDOT unfunded program. Very general description of mitigation/elimination strategy. Important that they have ability to self perform work.	4.0	Above Average - 4	Provided performance incentives and project based compensation incentives. Project specific website for application. Mentioned the use of SCDOT and DBE office for outreach efforts.
Risk 3 - Rock Hardness													
Discuss the strategies the Proposer's team will implement to mitigate or eliminate each risk including how the Proposer's 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.	1.67	3.0	Average - 3	The did the necessary research on the area. Acknowledge that this is a real risk and construction may be impacted by this. Would like to have more ways mentioned other than Blasting to handle the rock. Schedule mitigation was not mentioned.	2.0	Below Average - 2	It is positive that you mention additional borings. Nothing mentioned about the impacts to schedule. Hard rock never really mentioned. No mention of construction techniques to help with mitigation or hard rock.	4.0	Above Average - 4	Recognized the weather/fragmented rock. Included discussion on the rock hardness. Mentioned a means and method to construct in the hard rock.	5.0	Excellent - 5	Positive that mention additional investigation. Consideration for schedule to accurately reflect work is a plus. Leveraging nationwide experts to self-perform rock work. Minimize the conflict with utilities and rock work.
Subtotal:	5	3.1			1.7			3.3			3.9		

	Point Weight	Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.3.3 Project Resources, Strategies, and Execution		8		Use the Likert Scale or Identify Risk	8		Use the Likert Scale or Identify Risk	8		Use the Likert Scale or Identify Risk	8		Use the Likert Scale or Identify Risk
• Demonstrate the team's capacity and available resources to include personnel but not construction equipment, for this project.	1.6	5.0	Excellent - 5	The chart was very good. On the construction side it calling out need and available resources, but would have liked to see that on the design side. Very clear on how they will transition resources with ongoing I-26 Widening.	3.0	Average - 3	Available staff was presented but not clear on what the project needed. The Lead engineering will be performed out of the Columbia office is a positive.	5.0	Excellent - 5	Chart was very well presented and included their available resources, how many this project needed, and how many was being used on I-20 in construction. Very good description of the type of work they specialize in.	2.0	Below Average - 2	Showed that the team has the staff to work on the project. Would have liked to see specific to the project. No indication of current project staff availability.
• 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.	1.6	5.0	Excellent - 5	Very good that the JV will self-perform all major construction task other than paving. The major design task will also be performed by the Lead Designer. Would have liked to see the percentage of work that is being performed by the JV in this section.	4.0	Above Average - 4	BDC has the ability to do all the major items. The noted that the will co-locate their construction to site and have weekly design meeting to enhance communication. Would like to see the percentage of Self-work performed.	3.0	Average - 3	They mentioned the percent of the work that they will self perform. They cover the items that they will self perform. The also discuss how design will be broken up between subs.	4.0	Above Average - 4	Positive that the Contractor and Designer are doing the critical path work. They will be doing 65 to 70% of the work.
• Discuss any innovative approaches or unique outreach or marketing concepts used successfully by the Proposer to encourage DBE participation.	1.6	4.0	Above Average - 4	Important to that mentioned the additional meetings and assistance after the SCDOT standard meet and greet.	2.0	Below Average - 2	No mention of our use of DBE's on the professional services side. No real innovative or unique concepts presented but did make a statement they would meet the goal and do a DBE fain after Short List.	4.0	Above Average - 4	They mentioned using their own mentor/mentee program and have been using it in Florida for years. .	4.0	Above Average - 4	Pointing out the professional service DBE's early is a positive. They currently have a successful DBE program on a DB project with SCDOT.



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• Describe the approach to environmental coordination, utilities, public relations, and permitting. Describe how your team will ensure environmental commitments are honored, utilities are dealt with in a timely manner, the public is kept informed about the project and all permits are secured.	1.6	3.0	Average - 3	Minimum content provide to address items in this section. Not a lot of information provided on the environmental coordination. No mention of reducing environmental impacts to make sure commitments are honored. Not clear on how the water and sewer plans would be integrated into design build team plans. Good idea to provide the Utility Tracking System. No real discussion on how the permits will be secured.	2.0	Below Average - 2	Did mention the 3 steps to mitigation. They are aware on mitigation plan and conditional IP. No detail provided on Utility Coordination specifically in contract utilities. In the public relations section they do not show they know how the SCDOT CCR team is structured for construction inspection.	5.0	Excellent - 5	Acknowledge the canal and the buffer zone. Achieve FEMA "No Rise" requirements at each cross-drainage. Called out major players that Environmental Coordination will be required. Mentioned proactively anticipate and mitigate schedule impacts from utilities.	4.0	Above Average - 4	Pointed out how they will track commitments and have regular status reporting. Pointed out the amount environmental commitments and the ones that are their responsibility. They noted that they have no violations since 2015 with 150 project completed. Show they have experience staff to do utility design and coordination they will help expedite utilities. They recognized that we have a program and continue that in future phases. Mentioned minimizing impacts to assure the permits is secured.
• Describe the approach to communication, issue resolution and project execution relative to SCDOT's proposal to acquire all right of way in advance of the project, OVTI process, in-contract third party utility relocation and USACE permit modifications.	1.6	3.0	Average - 3	On ROW they mentioned trying provide a technical solution that will stay within ROW and mention priority list on ROW. Could have expanded on the USACE Permit Modification.	3.0	Average - 3	Right of way section good on with emphasis early coordination at the appropriate levels and with escalation they mention on the involving decision makers. Need more discussion on how their design is going to work with in-contract utilities. Other items are just standard practice.	5.0	Excellent - 5	The chart was very well presented. The issue resolution matched up with project execution. The know exactly what it is going to take on the permitting. Acknowledge that they want to avoid the Black River Mitigation Bank. Very acknowledgeable on how the ROW process will be handled. Mentioned the utilities that will be handled in contract.	3.0	Average - 3	Did like that they would support on Right of way acquisition. They mentioned training their personnel in our software. Positive they are going to host multi-disciplinary and focus teams per discipline.
Subtotal:	8	5.3			3.7			5.9			4.5		
		Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.3.4 Quality Assurance Program	Point Weight	5		Use the Likert Scale or Identify Risk	5		Use the Likert Scale or Identify Risk	5		Use the Likert Scale or Identify Risk	5		Use the Likert Scale or Identify Risk
In the Proposer's Statement of Qualifications, the Proposer shall discuss the Proposer's team understanding of the QAP and describe individually how the team will meet the Quality Control (QC) and Quality Acceptance (QA) component requirements of the QAP. The QC discussion must cover the role and interactions of the QC manager with the Independent Quality Firm and SCDOT, document control strategies, and understanding of hold points at a minimum. The QA discussion must cover the role and interactions of the Independent Quality Manager with the Proposer's team and SCDOT, engineering judgement use, implementation, and coordination with SCDOT, AASHTO-accredited laboratory capabilities and outline anticipated staffing levels for SCDOT-certified testing and inspection needed to perform the required volume of work as outlined in the QAP at a minimum.	5	2.0	Below Average - 2	Did not have any discussion on the QC portion of the Program. Using the ICE lab for QA will not be allowed on project. Good that they acknowledged the develop a procedure for use of engineering judgement. Did like the discussion on weekly meetings with entire project team. Mention of the staffing levels moving with the construction progression a plus.	4.0	Above Average - 4	Did a very good job of defining the 4 components of the QAP. Have a good general understanding of the QAP. Did acknowledge they have a lab with in 5 miles of the site which is positive. The IQF team has direct experience with a similar QA structure and required statistical verification and validation of acceptance data is a plus.	5.0	Excellent - 5	All components of the QAP were touched in the write up. Clearly aware that of the independent relationship between the QC and QA. Like that they mention the QC manager can stop work and reject material. There chart showing inspection needs fits the project very well.	2.0	Below Average - 2	They touched on all the elements of the QAP but did not go into detail on they would work on this project. Communication and coordination language were lacking. No mention of a Lab within required distance of project. The did not get specific on staffing and what they plan to put on the job. Important that they are committed to tailoring document control system to SCDOT.
Subtotal:	5	1.7			3.3			4.2			1.7		



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3.4 Experience of Key Individuals		Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.4.4 Project Manager	Point Weight	15		Use the Likert Scale	15		Use the Likert Scale	15		Use the Likert Scale	15		Use the Likert Scale
<ul style="list-style-type: none"> 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, with exception to activities associated with the Quality Acceptance. 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. 													
<ul style="list-style-type: none"> The Project Manager shall have a minimum of 10 years of progressive experience and expertise in the management of highway transportation projects and must include experience and expertise in the management of projects of similar scope, magnitude, and complexity. The Project Manager shall be dedicated solely to managing the Project, shall have no other assigned Project responsibilities, and shall not be utilized on any projects, except other phases of Carolina Crossroads, lead weekly status meetings during the design and construction phases, and be available at the request of the SCDOT. 	15	5.0	Excellent - 5	Significant years of experience in road construction. He has Design Build and experience working over water. Would have liked to see some similar construction experience on interstate in a urban environment.	2.0	Below Average - 2	Significant years of experience. Based on write up only has 1 DB project. Similar projects from the interchange and interstate standpoint. Size of projects seem smaller based on cost. Not really showing projects with RR and minimal work shown on water crossings.	4.0	Above Average - 4	He meets the years of experience. He has recent DB experience, utilities relocation, river crossing construction, work in urban areas, work with structures. Did not show that he had experience with RR Coordination.	2.0	Below Average - 2	He has substantial amount of experience. Projects listed were similar. On projects listed he has not performed in the project manager roles. Resume does not support this role.
Subtotal:	15	12.5			5.0			10.0			5.0		
		Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.4.5 Design Engineering Team	Point Weight	8		Use the Likert Scale	8		Use the Likert Scale	8		Use the Likert Scale	8		Use the Likert Scale
Lead Design Engineer													
<ul style="list-style-type: none"> 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. 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, and must include experience and expertise in the design of projects of similar scope, magnitude, and complexity. 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. The Lead Design Engineer shall be a full time employee of the lead design firm. The Lead Design Engineer shall be available as needed by SCDOT to attend meetings and address design questions during the construction phase. 	5	6.0	Outstanding - 6	Significant year of design experience. Significant design build experience, very similar projects, and of very similar magnitude.	5.0	Excellent - 5	He has a substantial number of years of experience. Completed several DB projects that are on the interstate with interchanges. Projects are of similar magnitude and complexity. Held this role on some pretty large projects.	2.0	Below Average - 2	Has the required years of experience. Similar project experience but only one of those was DB. Only owners rep on the DB project. Only one project show as Lead Design Engineer and that was just during construction phase of the project.	5.0	Excellent - 5	He had the years of experience. He had DB experience in the role that we are asking for. He has bridge, railroad, and interchange experience. The projects he has worked on are very similar in size.



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Utility Manager													
Utility Manager (3 points) o The Utility Manager shall be responsible for coordination with all utility companies that are affected by the Project. o The Utility Manager shall be responsible for the coordination of all in-contract utility relocations. o The Utility Manager shall have a minimum of 10 years of progressive experience with utility coordination and design support. o The Utility Manager shall have experience on projects of similar scope and complexity. Experience should include coordination with municipal and private utility companies.	3	6.0	Outstanding - 6	Significant years of experience. Very similar projects, DB experience, similar scope and complexity. He has some experience with the Utility Bill and doing the in contract work with utilities that will be on this project.	2.0	Below Average - 2	He has the number of years experience. He has projects of similar size and complexity. Concern that they list Mark as the Utility Manager and have another individual completing the items that the UM shall be responsible for.	3.0	Average - 3	Has substantial years of experience. Similar experience for interstate widening's, interchanges, bridge replacements, municipal capital improvement project, and coordination with the RR. Projects listed are all bid build.	3.0	Average - 3	Substantial years of experience. Familiar with the Utilities and RR company on the project. Projects indicate that he has been on the Owners side with extensive experience. Nothing showing working in this roles for the DB Contractor.
Subtotal:	8	8.0			5.2			3.2			5.7		

		Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.4.6 Construction Management Team	Point Weight	12		Use the Likert Scale	12		Use the Likert Scale	12		Use the Likert Scale	12		Use the Likert Scale
Construction Manager													
o The Construction Manager shall be responsible for all aspects of the construction of the Project, subject to oversight of the Project Manager. o The Construction Manager shall have a minimum of 10 years of progressive experience and expertise in the construction of highway transportation projects and must include experience and expertise in the management of the construction phase of projects of similar scope, magnitude, and complexity. o For the duration of construction, the Construction Manager will attend all routine project meetings in person, be primarily dedicated to construction of the Project, and be available as needed by SCDOT. o The Construction Manager shall be on-site during all construction activities for the Project, and provide construction oversight of the PRM site.	7	5.0	Excellent - 5	Has significant year of experience. He has DB, interstate in urban environment, and Railroad experience. No work shown for construction of structures over water.	2.0	Below Average - 2	He has the years of progressive experience. The size and complexity of projects listed were not similar. Only the construction manager on one of the projects presented. No projects with experience of on river crossings.	4.0	Above Average - 4	Substantial year experience. Has DB experience. Has experience with Interstate, interchange, bridge construction, river crossing construction, and worked in Urban environment. Minimal RR coordination shown in resume.	3.0	Average - 3	He has the years of experience. Most of the projects mentioned are still in construction. Minimal RR and river crossing construction experience.
Independent Quality Manager													
o The IQM shall be responsible for ensuring that all workmanship and materials are in compliance with the contract requirements, and for carrying out the IQF responsibilities of the Quality Acceptance (QA) portion of the Quality Assurance Program (QAP) for the Carolina Crossroads Project. The QAP is available at https://www.scdot.org/business/pdf/CCR/Draft-Quality-Assurance-Plan.pdf . o The IQM shall coordinate with the SCDOT Construction Manager for Mega Projects or their designee for all owner verification testing and inspection activities, and Independent Assurance Program compliance. o The IQM shall have a minimum of 15 years of progressive experience and expertise in the Quality Acceptance (QA) of highway transportation projects and must include at least one project of similar magnitude and complexity as the Project. o The IQM shall be a licensed professional engineer in the state of South Carolina and an employee of the Proposer's Independent Quality Firm. o The IQM shall report jointly to the Proposer's Project executive committee board of directors (construction joint venture or construction company if only one prime contractor) and SCDOT. IQM shall have the authority to stop construction work. o For the duration of construction, the IQM shall be dedicated solely to Project QA, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects. o The IQM shall be on-site during Project construction and be available for weekly status meetings during the construction phase, and at the request of the SCDOT.	5	6.0	Outstanding - 6	Substantial years of experience. He has similar projects of scope and complexity. A plus that he has been hands on in the IQF environment. Would have liked to see the a statement say he will relocate to this project.	2.0	Below Average - 2	He has significant year experience but it appears that most of those years more traditional CE&I without the engineering decision making component. Not recent relevant project experience is a concern. Projects that were mentioned were similar in magnitude and design build.	6.0	Outstanding - 6	Substantial years experience. Most of years experience he was the OVTI manager. He has been involved with the process. The projects he has been involved were large and included the items we are looking for. The years of experience in Texas a plus because of the process we are using for the QAP.	3.0	Average - 3	Substantial years of experience. QA manger experience on project. Projects he worked on are similar projects and similar size. Not currently serving in this role on a project.
Subtotal:	12	10.8			4.0			9.7			6.0		



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3.5 Past Performance of Team		Points		Comments	Points		Comments	Points		Comments	Points		Comments
3.5.1 Experience of Proposer's Team	Point Weight	10		Use the Likert Scale	10		Use the Likert Scale	10		Use the Likert Scale	10		Use the Likert Scale
• Provide no more than five projects awarded within the last 10 calendar years that identify the previous work experience by the Lead Contractor or any Major Subcontractors using the Work History and Quality Form – Contractor/Designer, Sections A through G. Projects that have reached substantial completion are preferred. For each of these projects, if any Key Individuals being proposed for this RFQ worked on the project, identify in Section G, the Key Individual name, role, and time on the project.													
Project 1	1.0	3.0	Average - 3	Interstate Widening but did not have Urban Interchange over waterway work.	3.0	Average - 3	Showed that it had river crossing and RR coordination. No key individuals listed but did have project staff on job. This project was a Design Build job.	5.0	Excellent - 5	Project is DB, It has RR coordination, bridge over river crossing, interchange, and interstate construction. None of the Key individuals involved. Magnitude of project is a little less.	4.0	Above Average - 4	Project is DB, Interchange and interstate work. Most of project on new alignment. Significant utility coordination and relocations. Coordinated with adjacent projects. Large bridge structures on project. No key members mentioned.
Project 2	1.0	4.0	Above Average - 4	Express Lane project that did have long curved bridge, mse walls, and in an urban environment. CM the same as proposed for the project. Team had to work with and Independent Quality Assurance Manager. No construction shown over waterways.	3.0	Average - 3	Project was a Design Build job. Located in a major urban area and had RR coordination. No river crossing construction and did not compare in magnitude the current project. One key individual worked on this job in same role.	4.0	Above Average - 4	Project is DB, interchange, and interstate construction. None of the Key individuals involved. Magnitude of project is a little less. Project had in contract utility work. Project was a multi phased project.	4.0	Above Average - 4	Contractor is the prime on the project. Project is DB, Interchange and interstate work. Included Utility relocation and environmental permitting similar this project. Similar in size and complexity. No key team members on the project.
Project 3	1.0	3.0	Average - 3	Project was DB. No Key personnel on this project. Complex MOT for the project. Worked within a ROW schedule established by FDOT.	2.0	Below Average - 2	There are 2 key individuals that also worked on this job. Project was DB. Project did not have RR or river crossing construction included in project. Not of the same magnitude. Project not located in a very urban area.	4.0	Above Average - 4	Project is DB, interstate construction, bridge construction over river crossing, and construction in a environmentally sensitive area. Magnitude on the project similar. PM the same as on our project.	4.0	Above Average - 4	Project is DB, Interchange and interstate work. Utility relocations in contract. Project similar in magnitude and cost. No key members mentioned.
Project 4	1.0	4.0	Above Average - 4	Project was DB. A lot of the bridge work and similar bridge construction. No key members on the project.	1.0	Poor - 1	Project was not a Design Build job. This project is just the overpass. No key individuals provided on the job. Not of similar scope or magnitude.	3.0	Average - 3	Not a DB project, project did require complex MOT, and provided a innovative pavement design. No key individual shown on job.	3.0	Average - 3	Project is DB, Interchange and interstate work, RR coordination and bridge construction. Project not in a Urban setting. No key team members identified.
Project 5	1.0	4.0	Above Average - 4	Larger scale project but on new location. CM was on the job as the Key individual in a different role. Project was DB but they did the bridges.	3.0	Average - 3	Interstate project that was an interchange. Similar in size and complexity. No indication of river crossing construction and RR coordination. No key individuals listed from this project.	4.0	Above Average - 4	Project was DB, there was in contract utilities, bridge construction over river crossing, work in environmentally sensitive areas, construction on curved flyover bridge, and had adjacent project construction. No mention of RR coordination and key individual involvement.	3.0	Average - 3	Project is DB, Interchange and interstate work, complex MOT, Utility conflicts, and RR coordination.. Project is in a Urban setting. No key team members identified. Project not of same magnitude. No key individuals listed
• Provide no more than five 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.													



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		Archer-United JV			Blythe Development Company			Superior-Sloan JV			The Lane Construction Corporation		
Project 6	1.0	3.0	Average - 3	Non-urban interstate project with interchanges that are not of similar complexity. Does have Key members in same roles. Project did have IMR and NEPA re-evaluation.	4.0	Above Average - 4	Project was a DB job in a rural setting. Interstate widening project with interchange work. Lead Design engineer working on this job in the same role. No river bridge replacements on the job. Had minimal RR coordination with road design.	5.0	Excellent - 5	Project was DB, River crossing, very urban project, RR coordination, curved bridge construction, and interstate, and had historic properties to consider. Project had in contract utility construction and adjacent project coordination. No key individual show on this project.	4.0	Above Average - 4	Project was on new alignment. Project was DB, Interstate and Interchange work, had utility design coordination, and coordination with adjacent projects. Project was larger in size. No key individuals listed
Project 7	1.0	3.0	Average - 3	Project is DB. No interchange work on the project. Does have Key members in the same roles.	2.0	Below Average - 2	Projects has RR coordination. Project was bridge replacement project and not a interchange. Has similar aspects to Interstate design. Not similar in size and magnitude. Lead designer on project in difference role.	3.0	Average - 3	Project is DB. Project consisted of pavement reconstruction and bridge rehabilitation. Work was on the interstate with complex MOT. PM for this project was involved in different role.	4.0	Above Average - 4	Project was a widening. Project was DB, Interstate and Interchange work, had utility coordination, and coordination with adjacent projects. Had complex MOT. No mention of RR coordination. Project was larger in size. No key individuals listed
Project 8	1.0	2.0	Below Average - 2	Does have a complex bridge design. Project was Design Build. Key members were involved on the project. Did not have coordination with the RR. Not a lot of utility work required. Not a interchange project.	3.0	Average - 3	This project is on new alignment which does not compare to working under traffic. Project did contain RR coordination. Project was larger in magnitude. Lead designer was on project in a different role. Utility design was included as a part of the scope of services.	4.0	Above Average - 4	Project is DB. Included interstate interchange, in contract utilities, curved fly over bridge, noise wall, and adjacent project coordination. No key individuals on this job. Had Superior on project as major sub and coordinated with them.	3.0	Average - 3	Project was DB, Interstate and Interchange work, and had utility design and coordination. Had complex MOT. Does have RR coordination. Project not of similar magnitude. No key individuals listed
Project 9	1.0	1.0	Poor - 1	Design team was owner rep not project designer. Not urban interstate design work.	4.0	Above Average - 4	Project was interstate with and a interchange. Project located in urban setting. IMR was completed by team. Lead Designer on this project in same role on it. Require RR coordination on the project. Did not include river crossing construction.	3.0	Average - 3	Project is Bid-Build. Included bridge work over a water crossing. Project had in contract utility relocations. Lead Designer on project the same as this one.	3.0	Average - 3	Project was DB, Interstate and Interchange work, and had utility coordination. Had complex MOT. Does not have RR coordination. Was a larger magnitude project. Project is for a major sub on project. No key individuals listed
Project 10	1.0	3.0	Average - 3	Project is DB. Does have significant Utility work but no other design work. Key members did work on job.	2.0	Below Average - 2	Only provided a few of the design elements for the project. Project was a interchange reconfiguration with a bridge replacement.	4.0	Above Average - 4	Project is Design Build, bridge design, and had railroad bridge design and coordination. Interstate design and curved flyover construction. Did not show any Key individuals.	4.0	Above Average - 4	Project was on new location suburban area. Project was DB, Interstate and Interchange work, and had utility design and coordination. Does have RR coordination. Was a larger magnitude project. Project is for a major sub on project. No key individuals listed
Subtotal:	10	5.0			4.5			6.5			6.0		



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	Point Weight	Points		Comments	Points		Comments	Points		Comments	Points		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
• 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. • 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. o Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project? o 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. o Have any projects been delayed more than 30 days such that liquidated damages were assessed? o Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated? o 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? o Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions? o Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?													
Project 1	1	3.0	Average - 3	No existing or pending claims, disputes or litigation/arbitration. No mention of finishing on time and on budget. Quality initiative were expected items on the job.	4.0	Above Average - 4	Project is currently on schedule with revised schedule, no current warranty, no claims currently on project. Were able to reduce the number of traffic shifts to expedite the project. The have dealt the challenge of rapid changes in river levels and the effects it has on bridge construction.	5.0	Excellent - 5	Project was on schedule, no claims, no dispute proceedings, no litigation, and no arbitration. Had significant RR coordination. Avoided large utility during construction.	2.0	Below Average - 2	Project is ongoing and currently on schedule. Nothing provided that indicated in Quality indicates the exceeded expectations. Project is not currently complete.
Project 2	1	4.0	Above Average - 4	Very large project that was delivered on time, on budget, and no claims. Quality initiative were expected items on the job.	3.0	Average - 3	The project was on budget and on time without warranty issues. Adjacent project was used for borrow use efficiency. Had complex MOT and coordination of	5.0	Excellent - 5	Project was on schedule, no claims, no dispute proceedings, no litigation, and no arbitration. Provided innovative interchange revision	5.0	Excellent - 5	Provided an ATC that saved a significant amount of money which helped with the budget on the project.
Project 3	1	5.0	Excellent - 5	Project was delivered on time, on budget and had no claims. Provided an ATC tor reduce number of traffic shifts and reduced overall project schedule.	2.0	Below Average - 2	No mention of claims and budgetary impacts on the project. Discussion of Quality was generic.	5.0	Excellent - 5	Project is currently on schedule, no claims, no dispute proceedings, no litigation, and no arbitration. Worked with DOT delay/claim avoidance over sink holes. Eliminated 10 traffic shifts on the MOT. Used precast caps to accelerate schedule and load test on the segmental form traveler to show that it would work for construction. Shifted resources to mitigate delays. Avoided sensitive environmental areas with top down construction.	5.0	Excellent - 5	Project had no delays, claims, disputes, litigation, or arbitration. They used a innovative media access to supply materials to enhance production and safety. Project was completed 11 months before owner required completion.
Project 4	1	4.0	Above Average - 4	Kept Prime contractor on schedule and came in and worked at an accelerated pace. Kept project on schedule and under budget. Use VE's and alternative construction methods, and reduced 3rd party components.	3.0	Average - 3	Project met the revised completion date with no warranty issues, claims, and on budget. No details provided for revised completion date. Discussion of Quality was generic.	4.0	Above Average - 4	Completed the project under budget and on time . Used warm mix asphalt and multiple crews to advance construction. SCDOT has since adopted the pavement design.	3.0	Average - 3	Project is currently under construction. Did work with SCDOT to incorporate utility in contract. Shifted ramp 750' to bypass utility and reduce ROW acquisition.



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Project 5	1	4.0	Above Average - 4	3D modeling system used produce a high quality end project. 24 hour shifts at intersections to eliminate work phases. Project had a high safety rating.	2.0	Below Average - 2	Not clear on the efforts BDC met the goals on the project. No mention of project schedule and progress on it. Coordinated with team to reduce traffic staging as required.	4.0	Above Average - 4	Rearranged schedule when ROW not secured. Proposed changes to MOT phasing that led to 5 months savings in time on critical path. Quality initiatives very generic.	3.0	Average - 3	Project was completed on time with significant weather impacts. Project stayed schedule despite some quality issues.
Project 6	1	3.0	Average - 3	All dates have been met. Project is not yet completed.	2.0	Below Average - 2	No mention of schedule for RFC plans even though project is ongoing. Discussion of Quality was generic.	5.0	Excellent - 5	Multiple ATCs used on MOT, schedule, drainage, and utility designs. Avoided a critical fiber optic duct and right of way.	3.0	Average - 3	24 ATC's submitted many incorporated to result in a cost and time reduction. There was a couple delays as result of environmental lawsuit and team remained committed to project. Quality Initiatives lacked detail.
Project 7	1	4.0	Above Average - 4	Design was completed 3 months ahead of schedule.	3.0	Average - 3	Design was completed on time and within budget. No delays, claims, dispute proceedings, litigation, or arbitration for the project. Discussion of Quality was generic.	4.0	Above Average - 4	ATC that saved money that allow owner to add additional scope to the project. They evaluated closely the difference in pavement reconstruction to prevent water ponding.	4.0	Above Average - 4	Use conveyor belt carrying materials to median to improve production and safety. Coordinated design changes for constructability. Coordinated with Agencies to reduce impacts and future maintenance. Project still under construction.
Project 8	1	3.0	Average - 3	Plan review completed on compressed schedule. Quality initiatives were general.	2.0	Below Average - 2	Design was completed on time and on budgets. Provided extensive utility relocation and right of way coordination that coincided with RFC plans. Discussion of Quality was generic. This project was provided for P&P staff who was not at P&P at the time.	3.0	Average - 3	Used innovation on lighting design. Used precast and posttensioning elements on project to expedite schedule. Used separate peer reviews for the curved structure as required by FDOT.	4.0	Above Average - 4	Design completed on schedule and on budget. Maintained traffic during construction. Provided design changes during construction that improved upon schedule, permit, and MOT. Used single span bridge to minimize work in median of interstate.
Project 9	1	2.0	Below Average - 2	They did meet our desired schedule and the overall budget was a less. This was not a fully designed project.	2.0	Below Average - 2	Design was completed on time and on budget. This project was provided for P&P staff who was not at P&P at the time.	3.0	Average - 3	Environmental concerns addressed and transmission towers avoided.	4.0	Above Average - 4	Prioritized the Right of Way acquisition to the priority areas. Quality Initiatives write up was very general. Provided an ATC to eliminate the 3rd level structures for a cost and schedule savings on project.
Project 10	1	3.0	Average - 3	The utility coordination was with 25 utilities entities with over 930points. Only shows one component in what we look for the design team.	3.0	Average - 3	Circumstances required them to use outside staff to assist them in completion of this project on schedule and within budget.	3.0	Average - 3	Used ATC to replace rather rehabilitate the bridges. Completed one design in 45 days of NTP. Quality initiatives were generic.	4.0	Above Average - 4	Significantly reduce overall bridge square footage and eliminated steel girders. Overall construction cost reduced significantly. Project is under construction. No mention of status of schedule for design.
All other projects	5	4.0	Above Average - 4	1 project with a serious OSHA violation and LD's On 3 projects with one with at 101 days.	6.0	Outstanding - 6	No other projects provide any other projects.	3.0	Average - 3	Listed 2 serious OSHA violations on 2 projects. Sloan had LD's two separate projects. RS&H had major claim on the a project. All 3 major members do have an issue.	3.0	Average - 3	Listed 2 serious OSHA violations on 2 projects. Had LD's on two separate projects. RK&K has a pending errors and omission arbitration.
In addition to the required information above and in order to evaluate past performance, SCDOT will utilize information available on each Proposer, or any member of the Proposer's team, through the following: o Contractor Performance Evaluation System o Consultant Performance Evaluation Scores o Lead Contractor and major subcontractor's Design-Build Team Performance Evaluation Scores o Lead Designer and major sub-consultant's Design-Build Team Performance Evaluation Scores o Experience Modification Rate (EMR) Scores o References	15	5.0	Excellent - 5	CPS - 83.17/82.41 and CPE - 7.84, LCDBT - 5.1 and 4.3, LDDBT - 5.7, Overall they have above average rating on all of the references. The Key individuals had great scores and references.	4.0	Above Average - 4	CPS - 72.55 and CPE - 7.3, LCDBT - No Information, LDDBT - 5.0, References for both BDC and P&P were above average to outstanding. PM and Lead designer had high score on references.	4.0	Above Average - 4	CPS - 81.05/79.53 and CPE - 7.65 LCDBT - No Information, LDDBT - No Information, References for both Superior were satisfactory, Sloan had few reference indication a project delay, and quality issues. RS&H scores were in most case above average to outstanding. All key personnel to include PM, Lead Designer, Utility Manager, and IQM had outstanding to perfect score on references. No personnel references provided from Sloan.	3.0	Average - 3	CPS - 79.25 and CPE - NO information LCDBT - 4.1, LDDBT - No Information, References for Lane on the Port project are below average. On I-85 project their references are above average. Key individual references were above average for team. No references received for RK&K and WSP on projects. RK&K did get an internal reference were they were satisfied to outstanding.
Subtotal:	30	21.7			19.3			19.3			16.2		



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		Archer-United JV	Blythe Development Company	Superior-Sloan JV	The Lane Construction Corporation
Total Score		Archer-United JV	Blythe Development Company	Superior-Sloan JV	The Lane Construction Corporation
		100.0	100.0	100.0	100.0
Total:	100.0	72.1	50.7	66.7	51.8

I certify that the scores shown on this sheet(s) accurately reflect the actions of the Committee on June 18 and 19, 2020 and that the evaluation was done in accordance with the RFQ.

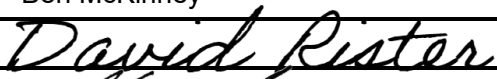
Brad Reynolds, Chairman




Ben McKinney (Voting)

Ben McKinney


David Rister (Voting)



Chris Lacy (Voting)



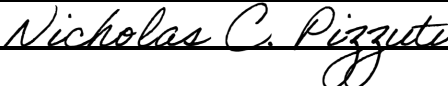
Tony Magwood (Voting)



Ron Hinson (Voting)

Ron Hinson

Nick Pizzuti (Procurement Officer)



Jim Martin (FHWA)