

CCG6B SOQ | Scoring Evaluation Notes

CUY-77-13.80 | PID 82388 | Project# 3001 (17)

Cleveland Innerbelt CCG6B

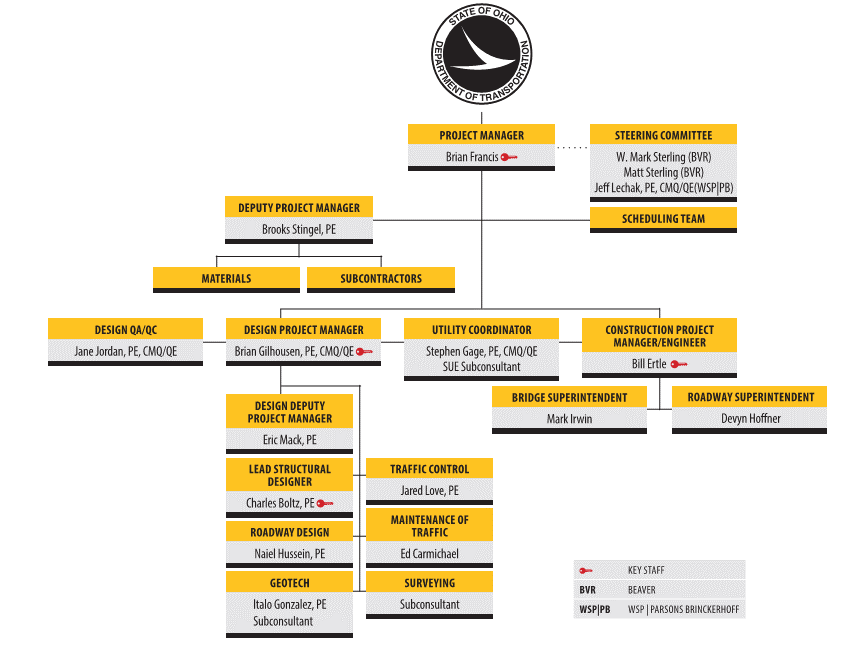
| **BEAVER** | **BRAYMAN** | **GREAT LAKES** | **KOKOSING** | **RUHLIN-TRUMBULL JV** | **WALSH** |
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| **B Project Understanding and Approach (30 Points Max)**  Evaluate how well does the Offeror demonstrated an understanding of the design and construction requirements of this Project through the following: | | | | | |
| **(Reviewer note – To assist in evaluating SOQs, major tasks have been rearranged from the order they appeared in each Offeror’s SOQ. The number in brackets following the major task indicates the order of the task’s appearance in the SOQ.)**  **1. Evaluate the description of the top three (3) major tasks involved with the Project as identified by the Offeror**  **2. Evaluate the potential risks associated with the identified major tasks, planned methods to mitigate, and manage those risks.**  **3. Evaluate the Offeror’s anticipated level of Department involvement in the mitigation of the risk.** | | | | | |
| **6**  2 Strengths  1 Minor Weaknesses  **1 Weakness**  **Utility Coordination [1]** (p. 4 of 28)  “Our DBT will establish an overall understanding of the project scope by scheduling partnering sessions with all utility stakeholders.” (p. 4 of 28)  “…will provide a dedicated Utility Coordinator to be the primary contact between these utilities and the DBT. This utility coordinator will be Stephen Gage from Parsons Brinckerhoff. Stephen has extensive experience with utility coordination on similar projects and through his experience will provide vital knowledge to formulate a utility coordination/relocation plan. The Parsons Brinckerhoff utility coordinator for CCG6B and his local staff are currently completing the utility coordination of the new $5 billion LaGuardia D/B Airport Project.” (p. 4 of 28)  *(Below is from table on p. 4 of 28)*  “Potential Risks  »»Schedule delay due to unresponsive utilities  »»Miscommunication between numerous utilities  »»Unknown buried obstructions  Method(s) to Mitigate & Manage »»Initial Partnering Session  »»Bi-weekly meetings during design »»Weekly meeting during construction to monitor 3rd party schedules  »»Additional SUE to accurately locate existing facilities” (Strength)  ODOT’s Involvement  “Minor: Attendance of utility meetings and help to motivate unresponsive utilities” | **8.5**  4 Strengths  **Utilities [1]** (p. 3 of 28)  “Our team holds years of experience coordinating with many of the utilities impacted by this Project, including: the Northeast Ohio Regional Sewer District (NEORSD), Cleveland Water Department (CWD), Water Pollution Control (WPC), and the various power and telecommunications companies. Specifically, HDR has an on-going relationship with NEORSD through work on projects such as the Mary Street Pump Station Upgrade which is currently in construction and the Automation Program Management project they recently undertook with the District.” (p. 3 of 28)  Potential Risks (p. 3 of 28)  • Unforeseen needs or concern affected utilities  • Unknown utility location or uncertain status  • Insufficient communication between the DBT and the Utilities  • Coordination of the gas line outage with construction of Broadway Avenue and the closure of I-77  • Failure of the Utilities to design or construct their required facilities per the mutually agreed schedule delaying the project.  Risk Management (p. 3 of 28)  “We will start by having a utility kick-off meeting to confirm all of the key contacts detailed for each utility company in the AER and to establish the importance of the project to the utility companies.”  “The Utility Matrix started during the preliminary phase of this Project will be built upon and used to advance the coordination with the utility companies. HDR recently utilized this process for the BEL-CR29- 0.04/ Commons Mall Crossing where a detailed Utility Matrix was used to track owners, utility type/size, conflict description, SUE work, and resolutions for over 200 utility locations.”  “…monitoring of the 60” combined sewer running parallel to Dille Road, beneath a portion of Broadway, and the proposed Retaining Wall 1A. The sewer is a 60” brick sewer built in 1957 which flows to Southerly treatment plant. The location of the sewer is approximately 40’-50’ below the existing ground in this area. The exact location will need to be determined and then monitored during the construction of Wall 1A.” (p. 3 of 28 *(Note: Key project detail clearly understood.)* (Strength)  “During the design, consideration of the location of the sewer and piles will need to be considered if a soldier pile wall is determined to be the most efficient wall type. Brayman has previous experience with successful completion of this work type on our SR-28 / I-279 Connector project.” (p. 3 of 28)  “To ensure the Utility Companies will remain informed and engaged in the Project, the Brayman DBT will employ a full-time Project Utility Coordinator.” (p.4 of 28)  “A key difference with the utility coordination necessary for this Project is the additional coordination necessary with nearby projects which are also placing facility relocation demands on these utility companies.” (Pg 3/4 of 28)  *Note: Demonstrates an understanding of the overall needs of impacts to the utilities and relocation needs within the region. (Strength)*  “Significant coordination will be necessary between the Brayman DBT and Dominion East Ohio for the relocation of the gas line.” (p. 4 of 28)  “Brayman has had continual success with projects involving significant Utility coordination and relocation, Hulton Bridge, Freeport Bridge, Ironton-Russell Bridge and the SR 28 Widening project (see project sheets) which were all completed without impacting the project’s schedule.” (p. 4 of 28)  Department Involvement (p. 4 of 28)  “While the Brayman DBT intends to manage all aspects of the Utility coordination and involvement, we do anticipate the Department to be involved in the following ways:  • Attendance at the kick-off meeting and all subsequent meetings between the Brayman DBT and the Utilities.  • Issuance of an Obstruction Removal Notice if one becomes required.” | **6**  1 Strength  **1 Weakness**  **Utility Coordination [1]** (p. 4 of 28)  “Our recent ODOT District 12 experience within the City of Cleveland, including projects 130314 West 73rd Street, 133000 CCG2, and 163000 OC2, will help expedite the coordination process with the project utility owners.” (p. 4 of 28)  Risk - Utility Conflicts (from table on p. 5 of 28)  “Mitigations:  • Start utility coordination immediately after execution of the contract and continue throughout the project.  • Our team’s local utility experience will promote communication with the identified utilities.  • The Utility Conflicts Matrix will be utilized and updated throughout the duration of the project.  • Dedicated design and construction utility coordinators. *Note: No depiction within Organization Chart.*  ODOT Involvement:  As defined in Section 13 of the Draft  Scope of Services document.”  Risk – Utility Relocation (from table on p. 5 of 28)  “Mitigations:  • Confirmed timeframes will be incorporated into the project schedule.  • Early Buildable Units developed for utility relocations.  ODOT Involvement:  Minimal.” | **9**  5 Strengths  1 Minor Weakness  **Utility Coordination [1]** (p. 3 of 30)  “The proposed project schedule is primarily driven by utility relocations, requiring precise timing and coordination between plan development, material ordering/ delivery, plan reviews and construction. Three major utilities have specific time frames and windows within which they must be started and completed. This includes the AT&T fiber optic line under wall 2A, a 20” Dominion Gas line that feeds downtown, and a CEI Electric Duct.” (p. 3 of 30)  “Prior to the establishment of the project schedule, the DBT will coordinate review times with all affected utility owners. E.L. Robinson will utilize existing relationships within the City of Cleveland, NEORSD and the affected private utilities to ensure timely reviews and decisions are properly managed.” (p. 3 of 30)  “Impacts to utility design such as bridge foundation type, abutment type and wall types will be identified during the bidding process, allowing preliminary coordination to begin during the bidding process and immediately after award.” (p. 4 of 30)  “At the onset of project design, we will hold a utility coordination meeting outlining the roles and responsibilities of all parties. In addition to these specific meetings, the utilities will be encouraged to attend project Task Force and coordination meetings. We will coordinate with each utility owner to incorporate third party relocation timeframes and allowable outages into the project schedule. Early coordination is particularly critical for the AT&T line that shall be exposed by April 15, 2017, roughly a month after expected Notice to Proceed.” (p. 4 of 30)  (*Note: Key project detail clearly understood.) (Strength)*  “The Kokosing DBT is highly experienced in utility coordination as evidenced by our efforts on the I-71/MLK DB and Hopple Street projects in Cincinnati and I-670/71 Columbus Crossroads DB where we moved an entire bridge and redesigned retaining walls in order to salvage an existing sanitary siphon instead of replacing it as contemplated by the scope.” (p. 4 of 30)  *(Below is from table on p. 6 of 30)*  “Potential Risks:  · Accurate utility location for design  and during construction  · Timely design reviews by utilities  · Timeliness of third-party utility  relocation  · Rejection of utility relocation plan  · Construction delays during outage of utilities crossing Broadway bridge”  “Mitigation:  · Obtain additional SUE and field verification of utility locations (Strength)  · Locate and expose prior to construction  · Involve utility owners in early design decisions  · DB Coordinator will track all submittals to utilities and ensure they understand their review responsibilities”  “ODOT’s Involvement:  ODOT’s role in the mitigation of potential utility risks will include providing known utility locations and applicable relocation durations in the scope documents. The District Utility  Coordinator will be an active participant in all utility meetings. *(Minor Weakness – More assignment to ODOT than Scope of Services. Role to be assigned to the DBT)* The Department will be responsible for issuing an Obstruction Removal Notice if any utility fails to relocate their facility in a timely manner and will be engaged if any utility is unresponsive.”  *Note: Overall – demonstrated a good understanding of specific project issues with utilities and the needed relocation timelines. Expectations of parties involved clearly described and indicated. (Strength)* | **9.5**  5 Strengths  **Utility Coordination [1]** (p. 5 of 28)  **“**ms consultants will work with Osborn Engineering. As the Utility Coordinator, they have been effective in many recent complicated projects in Cleveland such as the Public Square project, which involved coordination with twenty-three different utility companies. The success of utility coordination on CCG6B revolves around following these procedures:  • Identify locations, type and size of existing utilities  • Identify possible conflicts and necessary relocations  • Perform necessary subsurface utility  investigations  • Meet with Utility Owners to review scope of work, discuss conflicts and schedule requirements  • Develop necessary utility relocation design for public utility owners and submit for initial review  • Submit preliminary proposed project design to private utility owners to facilitate design and relocation efforts by others  • Finalize relocation requirements; meet with individual utility owners to resolve comments, review final proposed project design  • Final design development of utility  relocation  • Prepare detailed schedule for relocation efforts in cooperation with utility owners  • Obtain necessary permits  • Meet weekly with utility owners as construction progresses” (p. 5-6 of 28)  Clearing utility conflicts along the alignment of the Frontage Road is the first major task of this project. There are waterline, sewer, electric and communication utilities in conflict with the new Frontage Road, retaining walls, and rear abutment to the Broadway Avenue Bridge. AT&T’s communication duct bank has a long-specified duration for relocation and will require early coordination to keep the project on schedule. *(Note: Key project detail clearly understood - Strength)*  Risk – Inaccurate/missing utility information (from table on p. 6 of 28)  “Mitigation:  • SUE investigation to supplement existing data (Strength)  • Early meetings with utilities  • Thorough review of record drawings”  Risk – Utility owner performance (from table on p. 6 of 28)  “Mitigation:  • Early meetings to define expectations  • Prioritize sequence of work for utilities  • Understanding of design/construction to be performed  by DBT or by private utilities  • Understand outage constraints  • Task Force meetings”  Risk – AT&T duct bank relocation – rear abutment Broadway Avenue Bridge (from table on p. 6 of 28)  “Mitigation:  • Careful planning and sequencing of work to facilitate AT&T work and DBT work  • Use of BU to facilitate completion of work concurrent with long duration relocation efforts”  Risk – 20” DEO gas line on Broadway Avenue Bridge (from table on p. 6 of 28)  “Mitigation:  • Thorough understanding of work and schedule of individual elements – off bridge, on bridge, tie in  • Detailed planning for work around the gas line”  Anticipated ODOT Involvement (from table on p. 6 of 28):  • “Invited to participate with Task Force  meetings  • Meeting to update team on current ODOT utility coordination progress and utility personnel connections established  • If needed, approach utilities that are not responding in a timely fashion” | **6.5**  2 Strengths  **1 Weakness**  **Extensive Utility Coordination [3]** (p. 5 of 33)  “We will also maintain and provide monthly updates to the utility impact matrix with all affected utilities. ODOT and utilities will be updated regularly regarding changes.” (p. 5 of 33)  “Karin Ely, Utilities Lead, is experienced working with local public and private utilities, currently advancing efforts on ODOT’s Harvard Avenue Bridge Replacement Project, just two miles from CCG6B. Karin will work with Coleman Lange, Utilities Coordinator, to eliminate relocations wherever possible and minimize risks to existing facilities. Coleman brings experience coordinating with utility owners to optimize design and minimize impacts like he did on the ORB East End Crossing.” (p. 5 of 33)  “We will include major utility issues in the P6 CPM project schedule and keep ODOT informed of all coordination by copying the District Utility Coordinator on all correspondence between the Walsh DBT and utility owners.” (p. 5 of 33)  Risk – Impact to existing utilities (from table on p. 5 of 33)  Mitigation:  **»**Protect existing facilities/infrastructure  **»**Prevent disturbance and increased loading/cover  **»**Perform work to minimize inconvenience to utility owner and customers  **»**Engage Cardno to complete SUE (Strength)  Risk – Coordination Impacts to Schedule (from table on p. 5 of 33)  Mitigation:  **»**Apply experience and lessons learned from previous projects, including CCG1 and Harvard Avenue  **»**Copy ODOT Project Manager and District Utility Coordinator on all utility coordination  **»**Prioritize elimination of relocations, then efforts to minimize  Risk – Utility-caused delays (from table on p. 5 of 33)  Mitigation:  **»**Leverage experience of project personnel who understand expectations of local utility owners and have developed relationships on past projects  Risk – Late start, long lead time relocations (from table on p. 5 of 33)  Mitigation:  **»**Engage utilities early and often  **»**Include special utility schedule requirements in schedule development  **»**Stake, clear and grub, and grade as soon as feasible to allow early relocations  Risk – Service Interruption (from table on p. 5 of 33)  Mitigation:  **»**Regularly coordinate with utilities  **»**Diligently update the utility impact matrix  **»**Gain buy-in by all parties, especially those utilities supported on the existing structure  Anticipated ODOT Involvement:  “We expect ODOT’s involvement in utility risk mitigation to be limited. If the Walsh DBT identifies an issue where a utility has failed to relocate their facility or construct new facilities in a timely manner, we will look to ODOT and the City of Cleveland to issue Obstruction of Removal Notice(s).” (p. 5 of 33)  *Note: Did not include project specific utility conflicts. Approach and discussion to utility risk and mitigation potentially applicable to any project.* ***(Weakness)*** |

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| **Bridge Construction [2]** (p. 5 of 28)  “Our DBT will implement a plan to start bridge work prior to the allowed gas line closure to ensure the September 1st milestone date of resuming the DEOG line service will be achieved. Starting the Broadway Bridge closure and beginning work on the northern portion prior to May 15th will allow for a more manageable schedule during the 109 day DEOG line outage.” (p. 5 of 28)  *(Below is from table on p. 5 of 28)*  “Potential Risks:  »»Schedule Delay for construction »»Demolition  »»Phased construction with active gas line”  “Method(s) to Mitigate & Manage »»Preform work prior to gas line shutting down  »»Additional labor force during weekend closures  »»Backup equipment  »»Demolition Procedure, Pre-Demolition Meeting, Designer Oversight During Demolition, Facilities Protection  »»Daily readings of gas monitor system  »»PCB placed above gas line to designate it from ground level”  “ODOT’s Involvement: Minor  Demolition sequence approval” *(Note: Approval of demolition plan not an ODOT Role – Acceptance only by ODOT. Minor Weakness)*  *Note: No discussion of high skew issues and construction impact.* ***(Weakness)*** | **Design and Construction of Project Structures [3]** (p. 5 of 28)  Potential risks: (p. 5 of 28)  • “Significantly complicated behavior of steel I-girder bridges due to skewed supports and longer spans  • With skew of nearly 68 degrees, structure falls outside of the applicable range of any AASHTO live load distribution factors  • NCHRP Report 725 notes commercially available 2D analysis programs may result in inaccurate results related to crossframe /  diaphragm forces  • Implementation of new seismic design procedures  • Deck placement sequence on the highly skewed structure  • Steel erection over I-77”  Risk Management: (p. 5 of 28)  “Through previous experience designing similar structures, HDR knows the interconnected girders and crossframes act as a three dimensional system in response to applied loads. As a result, the girders deflect vertically and simultaneously twist when loaded, in a manner somewhat similar to the behavior of a curved girder bridge. The twisting in a skewed bridge occurs primarily because of the differential defections between adjacent girders and the presence of the perpendicular intermediate crossframes connecting the girders.” (p. 5 of 28)  “The 3D FEM will be used for design, as  well as investigate a steel erection sequence, the specified deck placement sequence, and a future redecking procedure.” (Pg 5 of 28) Note: Performing the 3D Analysis for future redecking above scope requirements. (Strength)  NCHRP and AASHTO experience cited. (p. 5 of 28)  Additionally, HDR was a co-principal investigator on the NCHRP 12-79 research project that resulted in the aforementioned NCHRP Report 725 and several improvements regarding the analysis of curved and skewed steel girder bridges that have been adopted by the AASHTO LRFD Bridge Design Specifications. (Pg 5 of 28)  *Note: Ability to contact recognized nationwide expert who is internal to Designer. (Strength)*  “Steel erection will require the closure of I-77 and involve significant coordination with many stakeholders. Brayman will ensure appropriate equipment and manpower to complete this operation as safely and efficiently as possible to minimize the impact to the traveling public. Brayman has extensive experience with construction and erection in urban environments. The area is very similar to Brayman’s SR-28 / I-279 Connector project.” (p. 5 of 28)  Department Involvement: (p. 5 of 28)  “The Brayman DBT expects to handle all aspects of the risk associated with the design and construction of the Broadway Avenue Bridge.” | **Structure Design and Construction (Bridge and Retaining Wall) [3]** (p. 4 of 28)  “GLC has extensive experience removing bridges over local high volume interstates and will utilize falsework and allowable lane/road closures to perform this work safely.” (p. 4 of 28)  Risk – Demolition (from table on p. 5 of 28)  Mitigation:  • “Project specific demolition plans will be prepared.  • GLC has extensive structure demolition experience.  ODOT Involvement:  Minimal – Review and Oversight”  Risk – Bridge Design and Construction (from table on p. 5 of 28)  Mitigation:  • “PRIME’s engineers have designed ODOT structures with long spans and high skews on past projects.  {{ Tom Stora, PE: ODOT 143005 DB Ledge Road (495 ft. three-span steel girder 52-degree skew)  {{ Todd Bergstrom, PE: Jennings Road over SR-176 (415 ft. two-span steel girder 61-degree skew)  • PRIME’s staff uses 3D modeling software on high skew structures.  • GLC has constructed similar structures for ODOT.”  ODOT Involvement:  “Minimal”  Risk – Retaining Wall Design and Construction (from table on p. 5 of 28)  Mitigation:  • “Retaining wall types will be evaluated during the bid process by the Structures Task Force.  • Appropriate wall types will be selected based on constraints due to limited access, existing utilities in the area of the walls, and the overall project schedule.  • GLC has multi-type retaining wall construction experience.”  ODOT Involvement:  “Minimal – Review and Oversight” | **Structures (Bridge/Wall) [2]** (p. 4 of 30)  **“**Our team will seek solutions that simplify the design. As an example, we will look to implement circular elastomeric bearings in lieu of disc bearings which will reduce cap width to 3’ while minimizing costs and maintenance.” (p. 4 of 30)  “(E.L. Robinson is) highly-skilled with 3D structure modeling for complex steel structures including complicated substructures, challenging foundations and retaining walls. E.L. Robinson’s recent designs for the West Virginia  DOH Corridor H DB project had four bridges with similar maximum span lengths and substructure types.” (p. 5 of 30)  “We will investigate if Span 2 can be shortened from the arrangement shown in ST-01, potentially by counterweighting the superstructure.” (p. 5 of 30)  *(Note: This will not be allowed – future Scope revision.)*  “Kokosing has constructed numerous complex structures requiring detailed analyses and support for temporary stability. We understand the unique characteristics of heavily skewed structures during all phases of construction. On our I-75/SR4 project in  Dayton we constructed a single span concrete beam structure with a 62° skew. We also performed a superstructure replacement of the US29 bridge in Sidney, a heavily skewed rail crossing that experienced beam rotation during initial construction by others.” (p. 5 of 30)  “The design and construction of the walls will need to account for both existing and proposed utilities and continuity of service during construction. The Kokosing DBT will explore numerous wall types including MSE, cast-in place, faced soldier pile and full height precast to determine the best solution for the project. We recently completed several similar aesthetic walls on our MLK DB project.” (p. 5 of 30)  *(Below is from table on p. 6 of 30)*  Potential Risks:  “· Impacts to I-77 traffic  · Temporary stability of heavily skewed structure  · Erection of long steel spans including heavy picks  · Support of existing utilities and  roadways during construction  · Constructability of tall retaining walls  · Ensuring high quality construction and aesthetics of final product”  Mitigation:  “· Leverage ELR’s Finite Element Analysis experience (CUY-480-18.42, MUS-70-19.61)  · Kokosing’s in-house P.E.’s have developed hundreds of demolition/ erection plans which are reviewed and additionally stamped by independent engineers  · Self-performance of any type retaining wall allows for better cost, schedule and quality control  · Investigate multiple foundation types to minimize footprint”  ODOT Involvement:  “ODOT’s role in the mitigation of potential structure risks starts with being an active participant in project Task Force meetings. All project stakeholders need to be invested in the solutions and schedule to generate success. During design and construction, we expect ODOT to be partnered with the Kokosing DBT for timely issue resolution.” | **Skewed Structure [2]** (p. 6 of 28)  “The Structure Task Force will address all issues with weekly meetings and continuous communication, with a key focus on designing the superstructure to meet all interim loading conditions during beam erection and deck construction. The lessons learned by both designers and contractors on this type of bridge construction will be discussed in detail during the Task Force meetings.” (p. 6-7 of 28)  “Our DBT has experience with the design and construction issues with skewed bridges, evidenced by our designer’s experience on the Southern Ohio Veterans Memorial Highway (aka Portsmouth Bypass) DB project for ODOT, where ms consultants designed a 72 degree, curved, 2-span plate girder bridge, using 3D Finite Element modeling. The design of this bridge was coordinated with the contractor, steel and bearing fabricators during preliminary and final design, which allowed for incorporation of the contractor’s means and methods. The construction team’s experience with skewed bridges includes the International Gateway project in Columbus, which contained three highly skewed bridges.” (p. 7 of 28)  “…addressed with the use of detailed 3D design software to account for girder rotations and effects to the cross frames, which are primary members. The 3D model will include an iterative analysis to account for the sequence of deck placement and include the finishing machine loadings. The structural steel “fit” will be coordinated with the fabricator and contractor so that the steel and connections are designed appropriately. The structure will also be load rated using AASHTO Ware BrR software during design.” (p. 7 of 28)  “The concrete deck placement sequencing will be a coordinated function of marrying the installation with the design requirements, to see that stresses are managed and uplift is avoided. Typically the finishing machine cannot be oriented greater than a 45 degree skew, thus the fresh concrete will likely be required to be placed ahead of the finishing machine at the actual skew of the structure. 3D design  will address construction sequencing including erection procedures and temporary loading.” (p. 7-8 of 28)  Risk – Design of Skewed Structure (from table on p. 7 of 28)  “Mitigation:  • Review previous experience  • Use experienced designers  • Use 3D analysis  • Internal design review by experienced designers”  Risk – Possible uplift at bearings (from table on p. 7 of 28)  “Mitigation:  • Use 3D design analysis to review span length/girder spacing/deck placement options to eliminate uplift  Risk – Steel Superstructure Fabrication (from table on p. 7 of 28)  “Mitigation:  • Use fabricator experienced with skewed bridge detailing and fabrication  • Steel fabrication shop drawing review Task Force/ms *(Note: Shop drawing review by Designer of Record - Strength)*  • Early inclusion of fabrication on Task Force discussions  • Break out superstructure design into early package to expedite steel procurement and fabrication schedule  Risk – Skewed Bridge superstructure erection (from table on p. 7 of 28)  “Mitigation:  • Use Task Force to review detailed erection sequence  • Integrate erection engineering in final design  Risk – Deck Placement (from table on p. 7 of 28)  “Mitigation:  • Develop deck placement sequence using 3D analysis  • Detailed plan for deck placement reviewed by ms  • Detailed activity plan developed by experienced contractor personnel  • Constructability review of deck placement”  Anticipated ODOT Involvement:  “Invited to participate with Task Force meetings and OTS reviews” (from table on p. 7 of 28)  *Note: Demonstrated good understanding of construction and design requirements of high skew structure. Provided detailed discussions specific to project. (Strength)* | **Bridge Design and Construction [1]** (p. 3 of 33)  “Lead Structural Designer, Chris Bettinger, has experience designing highly skewed structures using refined grid analysis on previous ODOT projects. Through refined analysis, Chris will verify the diaphragms and girders are not overstressed due to the differential deflection of girder lines that bearings are properly designed for lateral rotations, and that proper deck thickness and clearances to reinforcing mats are maintained when the girders rotate during the deck pour. Chris will work closely with Matt Cunning-ham, Construction Project Manager, and Jack Hagerman, Structures Manager, to optimize constructability, vertical clearance, and develop demolition and steel erection plans. Jack brings experience managing field operations, most recently on the ORB East End Project.” (p. 3 of 33)  “The Walsh DBT will report to ODOT and encourage over-the-shoulder design reviews.” (p. 3 of 33)  Risk – Differential deflection and rotations; overstressed members; “racking” due to skew (from table on p. 3 of 33)  “Mitigation:  **»**Perform 3D refined analysis  **»**Properly design crossframes, girders, and temporary bracing for permanent and construction loading  Risk – Deck cracking in corners due to high skew (from table on p. 3 of 33)  “Mitigation:  **»**Use finite element plate model to design for corner stresses  Risk – Worker and public safety during demolition and construction (from table on p. 3 of 33)  “Mitigation:  **»**Demolition and erection plans designed, signed, and sealed by a professional engineer  **»**Self-perform steel erection (Walsh is as an AISC-Certified Steel Erector, with high safety and quality standards)  Risk – Safety impacts due to tight staging areas (from table on p. 3 of 33)  “Mitigation:  **»**Regularly coordinate with field personnel  **»**Hold planning meetings with foremen and superintendents  Risk – Impacts to existing traffic patterns (from table on p. 3 of 33)  “Mitigation:  **»**Thoroughly analyze existing traffic patterns during design  **»**Carefully locate splice locations to optimize MOT staging  Risk – Schedule impacts due to utilities on structure (from table on p. 3 of 33)  “Mitigation:  **»**Constantly coordinate with impacted gas and electric utilities  **»**Design structure for utilities to be carried  Risk – Damage or settlement of existing infrastructure (from table on p. 3 of 33)  “Mitigation:  **»**Monitor vibrations  **»**Investigate alternative construction methods that may minimize impacts  Anticipated ODOT Involvement:  “The Walsh DBT will manage the risks associated with this major task. The Walsh DBT will report to ODOT and encourage over-the-shoulder design reviews. By maintaining coordination and communication among the entire project team, the Walsh DBT will assure ODOT that design and construction are per-formed with safety and quality as our first priority.” (p. 3 of 33)  *Note: Demonstrated good understanding of construction and design requirements of high skew structure. Provided detailed discussions. (Strength)* |

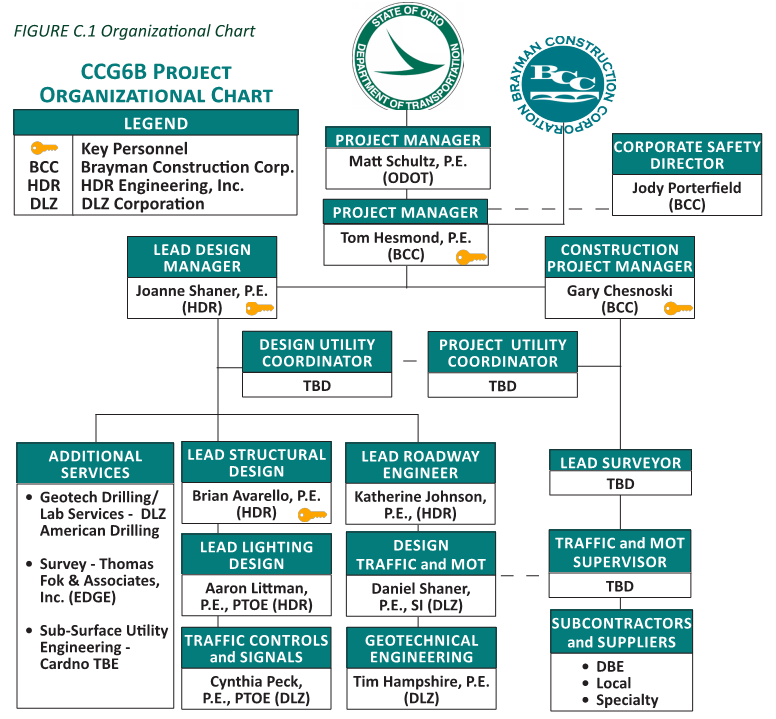
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| **(Reviewer note – To assist in evaluating SOQs, major tasks have been rearranged from the order they appeared in each Offeror’s SOQ. The number in parenthesis following the major task indicates the order of the task’s appearance in the SOQ.)**  **1. Evaluate the description of the top three (3) major tasks involved with the Project as identified by the Offeror**  **2. Evaluate the potential risks associated with the identified major tasks, planned methods to mitigate, and manage those risks.**  **3. Evaluate the Offeror’s anticipated level of Department involvement in the mitigation of the risk.** | | | | | |
| **MOT / Construction Phasing [3]** (p. 5 of 28)  **“**Our MOT approach will allow large portions of the construction area to be available to the contractor to improve efficiencies and keep traffic stage shifts to a minimum. Our DBT will self-perform many of the MOT tasks which will allow us to be extremely responsive on issues that might arise The Beaver DBT have begun to evaluate the interim required completion dates of particular portions of the project and developed a preliminary schedule for construction that will meet the necessary completion dates.” (p. 5 of 28)  “The schedule team will coordinate directly with the overall PM, Brian Francis, as well as Design PM, Brian Gilhousen, and other task leads to ensure the overall schedule will be met and facilitate coordination between tasks. The schedule team has forecasted that the project will be completed by using the allowed number of full closures to I-77 interstate.” (p. 6 of 28)  *(Below is from table on p. 6 of 28)*  Potential Risks   * Safety of construction staff and public * Increased congestion * Adjacent contracts/projects * Concerns with winter construction season * Special events (baseball, football concerts, etc.)   Method(s) to Mitigate & Manage   * Signage, Public Information POC * Reduced driver confusion with minimal lane shifts * Buildable Unit Priority to Minimize Any Schedule Impacts * Innovative MOT sequence to alleviate congestion and limit phase time period * Plan work around special events and adhere to District 12 permitted lane closures * Minimize winter MOT phasing * Coordination with City to determine special event schedules.   ODOT’s Involvement  Minor: MOT sequence and road closure approval  *Note: “Minimize winter MOT phasing” not consistent with tentative overall construction schedule. Concerns with working in I-77 in early March conflicting with minimizing winter MOT. Showing retaining wall and pavement completion in February.* | **Maintenance of Traffic and Coordination with Other Projects [2]** (p. 4 of 28)  Potential Risks:  • “Impacts to the surrounding community.  • Impacts to weekend traffic in and out of the city during the weekend closures of IR-77.  • This Project’s schedule, or MOT plan impacting, or being impacted by, a nearby project.” (p. 4 of 28)  Risk Management and Mitigation:  • “Reaching out to nearby businesses and residents to inform them of upcoming changes to the MOT in addition to our normal coordination with the Department’s Public Information Officer (PIO).  • The Brayman DBT will work closely with the Department’s PIO to ensure travelers within the area are fully informed of the closure dates as well as the detour route available. In addition, we will make every attempt to minimize the total number of closures required for the Project. At this time we do not believe all 15 closures will be required.  • To ensure any conflicting MOT or schedules can be resolved without adversely impacting the traveling public, the Brayman DBT will schedule coordination meetings with the  Department and other nearby projects.  • Our DB Team will employ a full time MOT supervisor to oversee and manage the Project MOT and the coordination and involvement of the surrounding public and other projects.” (p. 4-5 of 28)  Department Involvement  “While the Brayman DBT intends to handle all aspects of the MOT, we do anticipate the Department to be involved in the following ways:  • Attendance at any coordination meetings with other area projects.  • Area wide public notifications by the PIO.” (p. 5 of 28) | **Maintenance of Traffic (Vehicular and Pedestrian) [2]** (p. 4 of 28)  “Coordination of road and lane closures… will be led by Michelle (Micki) Chase of Cleveland Barricading Systems.” (p. 4 of 28)  Risk - Interstates, Arterial, and Local Streets (from Table on p. 5 of 28)  Mitigation:  • Our team’s familiarity with interstate and local traffic at this project site.  • Value-added team member, Michelle (Micki) Chase from Cleveland Barricading Systems, will be utilized during the pursuit phase and construction of the project for her knowledge of construction operations, maintenance of traffic, and the local interstate and city streets.  • Work zones will be inspected and maintained daily.  ODOT Involvement:  Minimal – GLC will make notifications  and coordinate with the District 12 Public Information Officer as noted in Section 14.10.2 of the Draft Scope of Services.  Risk - Pedestrian (from Table on p. 5 of 28)  Mitigation:  • “The new multi-use path (MUP) alignment will be used to accommodate pedestrian traffic when Broadway Avenue is closed for construction.  • Temporary or permanent lighting will be installed prior to opening the MUP to pedestrians.  • Install gates and/or barricades to delineate the work areas on the project.  • Pathways will be inspected and maintained daily.”  ODOT Involvement:  “Minimal – GLC will make notifications  and coordinate with the District 12 Public Information Officer as noted in Section 14.10.2 of the Draft Scope of Services.” | **Schedule Management [3]** (p. 5 of 30)  **“**We will develop a detailed prebid CPM that incorporates design, reviews, and utility relocations into the overall construction schedule. We will also engage critical subcontractors and suppliers to accurately schedule their work.” (p. 5 of 30)  “Early design packages will be developed for critical work elements including utilities and long lead time materials such as steel girders. It will be critical to complete all design in 2017  as most of the critical construction work occurs in 2018. The 20” gas main shut-down dates force the replacement of the Broadway bridge to occur in 2018. The 270 day bridge closure period will need to account for relocation of both the gas main and the CEI ducts, as well as the interim date for completing the bridge pier of August 10, 2018.” (p. 5 of 30).  “Critical materials will be identified, fabricated and ready for delivery well ahead of their needed dates. The project schedule will be a key topic at all Task Force and Progress meetings with regular updates provided. (p. 5 of 30)  *(Below is from table on p. 6 of 30)*  Potential Risks  "· Utilities not prepared to install their  lines during closure/shut-down periods  · Materials not ready/available on-time  · Ramp closures not completed ontime  would severely impact traffic  · Missing deadlines will impact other  projects, specifically CCG6A”  Mitigation  "· On-site project engineer will maintain the project schedule  · Efficiently use the 15 allowable weekend full closures of I-77 to complete significant work  · Utility companies and other third-parties will be included in scheduling meetings  · Self-performance of both concrete and  asphalt paving provides schedule control”  ODOT Involvement  “We anticipate ODOT will provide timely plan reviews and assist with utility coordination if any utility fails to meet the timeframes provided to the DBT by the utility or in the project documents.”  *Note: Overall approach to identifying Scheduling and Timing for the project and the provided details demonstrate a comprehensive understanding of the risks of the project. Realistic expectations of parties identified, including the required completion of design in 2017. (Strength)* | **Maintenance of Traffic [3]** (p. 8 of 28)  “ A dedicated MOT Task Force will be used to develop the MOT solution which will incorporate all known issues in a collaborative manner. Activities that are the most disruptive to the traveling public such as bridge demolition and beam erection will most likely be constructed during weekend closures with multiple crews working multiple shifts. The Ruhlin/Trumbull Team understands the local labor force and has the manpower to meet the tight schedule requirements.”  Risk – Private utility relocations impacting other activities (from table on p. 8 of 28)  “Mitigation:  • Early meeting with all utility companies to develop  relocation plans  • Integration of utility relocations into CCG6B MOT plans”  Risk – Roadway closure limitations  (from table on p. 8 of 28)  “Mitigation:  • Detailed scheduling and sequencing of all activities  required during closures  • Detailed activity plans reviewed for constructability  • Weekly coordination with all third party stakeholders”  Risk – Weekend Closures (from table on p. 8 of 28)  “Mitigation:  • Detailed planning for the completion of all required tasks to open the roadway on time  • Review event schedules for large gatherings  • Use of multiple crews on multiple shifts  Risk – Coordination with  CCG6A Project (from table on p. 8 of 28)  “Mitigation:  • Early schedule coordination to avoid phase and traffic placement conflicts  • Coordination of all closures to avoid detour/work conflicts  • Weekly coordination meetings during construction to avoid conflicts in traffic placement and work areas”  “Anticipated ODOT Involvement  • Invited to participate with Task Force meetings and OTS reviews  • Communication of traffic switches and pattern changes with Public Information Officer (PIO)”  (from table on p. 8 of 28) | **Complex Maintenance of Traffic [2]** (p. 4 of 33)  “We will achieve schedule and construction requirements associated with closures (including the 15 full weekend closure limit for I-77) and coordinate operations with adjacent projects, Innerbelt CCG6A and CUY-77-13.75.” (p. 4 of 33)  “Roadway Manager/Workzone Traffic Supervisor Chad Conwell has over 10 years of traffic control experience. In his current role at ORB East End, Chad is responsible for coordinating all MOT issues with the public and public entities, developing the traffic management plan and an access and mobility plan, and overseeing that design is properly implemented in the field. For CCG6B, Chad will collaborate with the design Roadway/MOT Lead, Bruin Ramsdell, to integrate design and construction solutions. On a similar past ODOT project, I-71 Design-Build, Bruin fulfilled the same role working as MOT Lead to successfully design the MOT scheme.” (p. 4 of 33)  Risk – Adverse effects to motorists due to closures and traffic shifts (from table on p. 4 of 33)  “Mitigation:  **»**Provide quality design  **»**Coordinate with ODOT and transit  **»**Provide advance information”  Risk – Schedule Impacts (from table on p. 4 of 33)  “Mitigation:  **»**Review event schedule and schedule accordingly  Risk – Pedestrian confusion and safety impacts (from table on p. 4 of 33)  “Mitigation:  **»**Design safe alternatives for pedestrian traffic  **»**Assist with information campaigns  **»**Confirm temporary lighting levels are sufficient or install additional lighting to meet requirements  **»**Provide advanced signage  Risk – Vehicular traffic confusion (from table on p. 4 of 33)  “Mitigation:  **»**Design and implement an efficient MOT plan and clear signage  Risk – Shoulder pavement deterioration under traffic loading (from table on p. 4 of 33)  “Mitigation:  **»**Analyze existing pavement data to assess life of existing pavement and understand potential need for rehabilitation  Risk – Delays in emergency response within the Project Limits (from table on p. 4 of 33)  “Mitigation:  **»**Work with emergency responders to develop incident plan  **»**Provide contact information and make available to all emergency response agencies and the project team  Risk – Construction vehicle impacts on traveling public (from table on p. 4 of 33)  “Mitigation:  **»**Provide ingress/egress and general project vehicle operations training to all authorized drivers  Anticipated ODOT Involvement:  “The Walsh DBT will manage risks associated with MOT design and construction. We will keep ODOT informed of planning efforts through regular MOT meetings with the Department, local agencies, and first responders. The Walsh DBT will support ODOT’s public information efforts by providing accurate, up-to-date information on lane closures, detours, emergency events, and schedule changes.” (p. 4 of 33) |

| **BEAVER** | **BRAYMAN** | **GREAT LAKES** | **KOKOSING** | **RUHLIN-TRUMBULL JV** | **WALSH** |
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| **B Project Understanding and Approach (30 Points Max)**  Evaluate how well does the Offeror demonstrated an understanding of the design and construction requirements of this Project through the following: | | | | | |
| **4.Likely risks to be discussed include:**  **a. Overall timing and scheduling, including utility phasing for bridge construction.**  **b. Pier foundation construction in median workzone.**  **c. Design and construction challenges of a long span, high skew bridge.** | | | | | |
| **Other/General Comments:**  “Beaver has committed the same construction management team that successfully delivered SUM-8-15.63, SR-8/IR-271 Interchange Improvement Project, 9 months early.” (p. 3 of 28)  “Beaver has been awarded ODOT’s Partnering Award for their accomplishments on various projects.” (p. 3 of 28)  “We have tasked Jane Jordan as our Design QA/QC Lead to bring experience from CCG2 to this project.” (p. 3 of 28)  “During the bid phase, our DBT will work together to develop a comprehensive Risk Register to expand on the table.” (P 4 of 28) (Strength)  “Current EMR Rating of 0.73 and countless safety awards.” (p. 3 of 28) | **Other/General Comments:** | **Other/General Comments:**  **“**Our team will develop a P6 schedule during the pursuit phase of the project to understand design, critical material, utility relocations, and construction deliverables. This schedule will also allow the estimators to inform critical material suppliers with long lead times, such as the structural steel, when it will be needed on the project.” (p. 3 of 28)  “Our experience shows that integrating design, construction, ODOT, utilities, and major stakeholders (City of Cleveland, Slavic Village Development, Bike Cleveland) during the design phase allows for discussions that will enhance the quality of the final product. These discussions take place during Task Force meetings and preliminary submittal meetings.” (p. 3 of 28)  “PRIME’s internal Quality Management System (QMS) establishes design quality procedures. The QMS includes completing detailed checks of designs and calculations as well as Independent Technical Reviews (ITR) of all submittals. The ITR is performed by a Senior Engineer, not directly involved in the development of the work product, to validate assumptions, conclusions, and recommendations. “ (Pg 3 of 28) (ITRs - Strength)  PRIME’s Greg Boyer, PE, will serve as the Quality Control Manager to oversee this process.  *Note: Overall approach to major task does not provide significant details demonstrating an understanding of project specific approach, risks, or mitigation efforts. SOQ identified the Project Tasks as the risks without expanding on details. Did not list what actual risk was specific to the tasks or this specific project. Table and identified risks potentially applicable to any project.*  ***(Weakness)*** | **Other/General Comments:**  **“**Both Kokosing and E.L. Robinson have local Cleveland offices and a thorough understanding of the project and the area.” (p. 3 of 30)  “Bi-weekly coordination meetings will be held throughout the bidding and postbid design phases which will facilitate cross discipline interaction. Constructability reviews will be provided at all levels of plan development, and key subcontractors and suppliers will be engaged to incorporate their knowledge into the final design and project schedule. Post-bid Task Force meetings will include ODOT, the utility companies, and other stakeholders. This coordination effort will be led by the DB Coordinator who will manage the flow of documents and ensure that all parties understand their ball-in-court responsibilities.” (p. 3 of 30)  “Multiple tracking logs including a Project Risk Register and the Utility Impacts Matrix will be maintained.” (p. 3 of 30) (Strength) | **Other/General Comments:**  “Task Forces for roadway, utilities, maintenance of traffic (MOT), and structures will be utilized to develop design solutions for the scope of the project. These Task Forces include members from both design and construction who will provide a continuity of approach from the proposal stage through design development, review, and construction.” (p. 3 of 28)  “During Task Force meetings, an opportunity for Over the Shoulder (OTS) reviews by ODOT and third party stakeholders will be provided prior to formal submissions. We have started formulating BU for each task force which takes into account schedule and compartmentalizes reviews by ODOT. To allow the project to stay on schedule, BU will be refined and finalized during the RFQ and RFP stages, allowing the project to quickly transition to finished design upon award.” (p. 3-4 of 28)  “Constructability reviews will be conducted prior to submission of Stage 1 and Stage 3 while third party stakeholder comment/approval will be concurrent with ODOT and City of Cleveland review. We will address comments with an internal Design Quality Management Plan (DQMP). The DQMP will outline the procedure for releasing drawings for construction. No drawings will be used in the field unless they have been stamped "Released for Construction" by the licensed professional engineer in responsible charge. This plan will also address procedures for Requests for Information (RFI) and Field Design Changes.” (p. 4 of 28)  “Early focus on utility construction in the area of Frontage Road and the rear abutment of the Broadway Avenue bridge is key to kicking off the project effectively.” (p. 4 of 28)  “With an anticipated award of February 13, 2017, Utility Coordination, Roadway & Structure design and permitting will begin immediately. Frontage road and retaining wall construction will be completed by the end of the construction season in 2017 to allow for the Broadway Avenue closure early in 2018. Demolition and utility relocations will begin as soon as possible in 2017, starting with the uncovering of the AT&T duct bank prior to April 15, 2017. Additional interim milestones in 2017include the demolition of 1748 East 27th prior to October 1, 2017.” (p. 5 of 28)  *(Note: Overall approach to identifying Scheduling and Timing for the project and the provided details demonstrate a comprehensive understanding of the risks of the project.)* (Strength)  “As the design progresses to the RFC stage, our construction team will schedule pre-activity meetings to allow them to understand the design intent and purpose, identify the risks involved, identify hazards, and perform detailed production planning. Owner representatives will be encouraged to participate.” (p. 4 of 28)  “Progress and performance measures will be established in a project specific Construction Quality Management Plan (CQMP) that identifies the construction QC team, the quality control testing required by ODOT, and the performance requirements to be monitored.” (p. 4 of 28)  “Our team is committed to completing the demolition and construction of the new bridge, as well as the construction of the new roadway approaches in the 270 day duration permitted for the Broadway Avenue closure. All long term lane closures necessary to facilitate the proposed construction in the median of I-77 will be completed by August 10, 2018 to facilitate the needs of the CCG6Aproject, and structural steel will be in place for DEO Gas by September 1, 2018 as required. Additional interim milestones in 2018 include the completion of Ramps J5 and J6 North of Broadway Avenue by August 17, 2018.” (p. 5 of 28)  “As the project begins, weekly schedule meetings will be held.” (p. 5 of 28) | **Other/General Comments:** |

**DBT ORG. CHARTS |** for evaluation of C.1

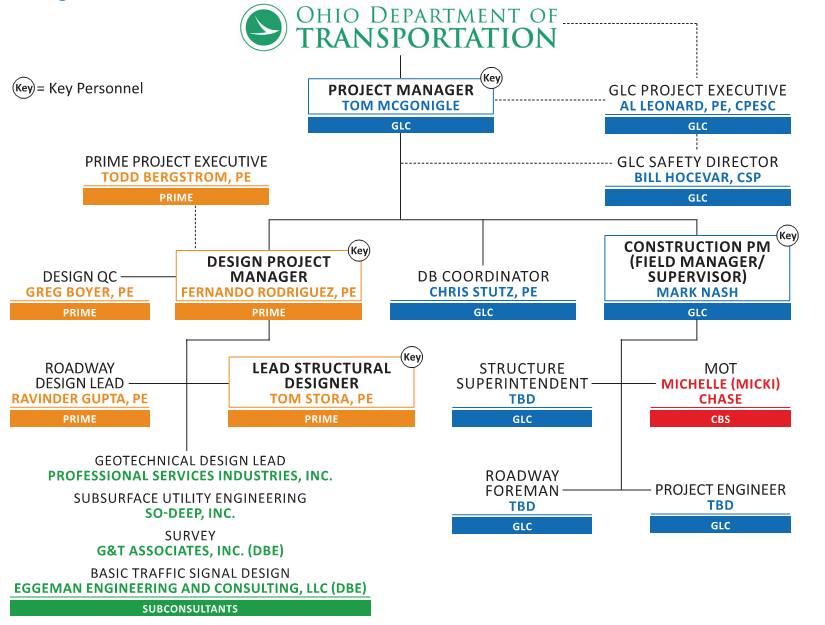
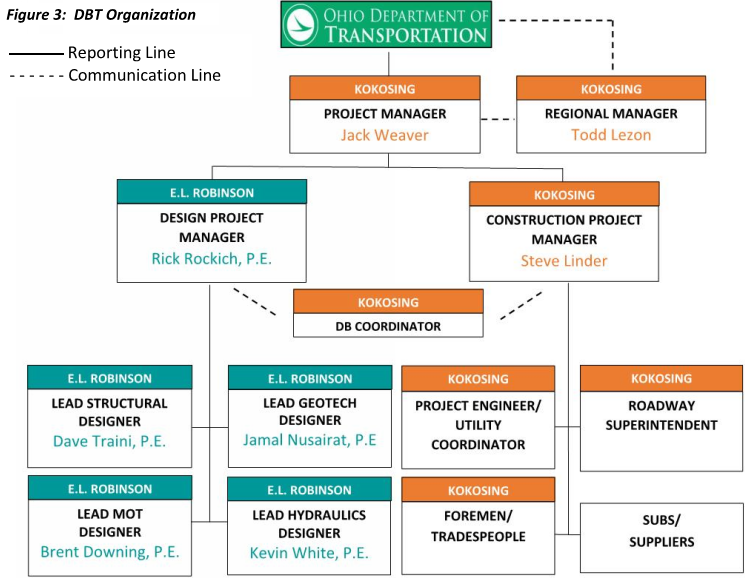


***BEAVER (P 7)***



***BRAYMAN (P 6)***

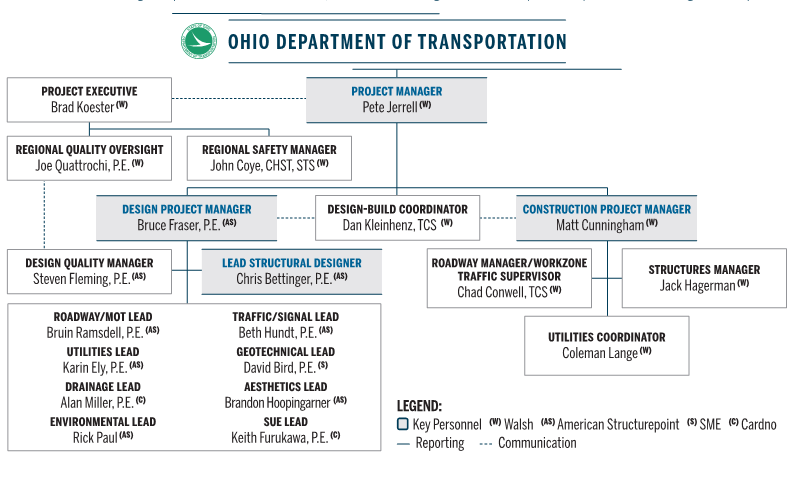
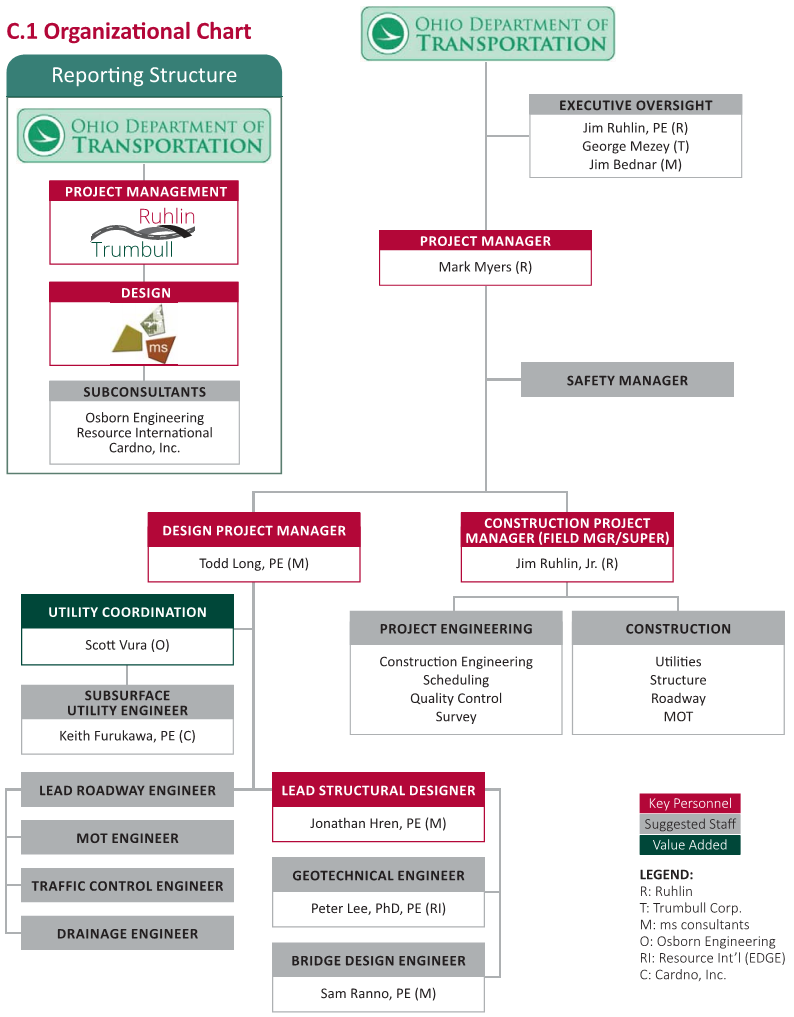
**TEAM ORG. CHARTS |** for evaluation of C.1



***GREAT LAKES (P 6)***

***KOKOSING (P 7)***

**TEAM ORG. CHARTS |** for evaluation of C.1



***RUHLIN-TRUMBULL (P 9)***

***WALSH (P 6)***

| **BEAVER** | **BRAYMAN** | **GREAT LAKES** | **KOKOSING** | **RUHLIN-TRUMBULL JV** | **WALSH** |
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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| **1. Evaluate the Offeror’s proposed organization by considering the organizational chart showing the “chain of command” of the anticipated roles proposed for the Offeror’s organization regarding the Project. Consider how the proposed organizational chart gives confidence to the success of the Project by addressing key project goals.** | | | | | |
| *6*  *See previous 3 pages for org. charts.*  **Personnel Named in Org Charts:**  Brian Francis – PM  Steering Committee:  W. Mark Sterling (BVR)  Matt Sterling (BVR)  Jeff Lechak, PE, CMQ/QE (WPS/PB)  Brooks Stingel, PE – Deputy PM  Jane Jordan, PE, CMQ/QE – Design QA/QC  Brian Gilhousen, PE, CMQ/QE – Design Project Manager  Stephen Gage, PE, CMQ/QE – Utility Coordinator  Bill Ertle – Construction Project Manager/Engineer  Mark Irwin – Bridge Superintendent  Devyn Hoffner – Roadway Superintendent  Eric Mack, PE – Design Deputy PM  Charles Boltz, PE – Lead Structural Designer  Jared Love, PE – Traffic Control  Naiel Hussein, PE – Roadway Design  Ed Carmichael – MOT  Italo Gonzales, PE - Geotech  *Note: Named utility coordinator (Stephen Gage). Utility coordinator shown to be interacting with design and construction. Aligns role to consistent with identified risk. (Strength)*  *Note: Named a Design QC/QA role (Jane Jordan) (Strength)*  *Note: Depicting the Deputy Project Manager reporting to Project Manager, but managing construction related items. Depicting Design Deputy Project Manager. Roles unclear. (Minor Weakness)* | *6.5*  *See previous 3 pages for org. charts.*  **Personnel Named in Org Charts:**  Tom Hesmond, PE (BCC) – PM  Jody Porterfield (BCC) – Corporate Safety Director  Joanne Shaner, PE (HDR) – Lead Design Manager  Gary Chesnoski (BCC) – Construction PM  Brian Avarello, PE (HDR) – Lead Structural Design  Katherine Johnson, PE (HDR) – Lead Roadway Engineer  Aaron Littman, PE, PTOE (HDR) – Lead Lighting Design  Daniel Shaner, PE, SI (DLZ) – Design Traffic and MOT  Cynthia Peck, PE, PTOE (DLZ) – Traffic Control and Signals  Tim Hampshire, PE (DLZ) – Geotechnical Engineering  *Note: Showed two positions for utility coordinator (Design/Construction). Potential “hand-off” concerns from design to construction for 3rd party entities.*  *Note: Limited field people/roles identified. (Minor Weakness)* | *8.5*  *See previous 3 pages for org. charts.*  **Personnel Named in Org Charts:**  Tom McGonigle (GLC) – PM  Al Leonard, PE, CPESC (GLC) – GLC Project Executive  Bill Hocevar, CSP (GLC) – GLC Safety Director  Todd Bergstrom, PE (Prime) – Prime Project Executive  Greg Boyer, PE (Prime) – Design QC  Fernando Rodriguez, PE (Prime) – Design PM  Christ Stutz, PE (GLC) – DB Coordinator  Mark Nash (GLC) – Construction PM  Ravinder Gupta, PE (Prime) – Roadway Design Lead  Tom Stora, PE (Prime) – Lead Structural Designer  Michelle Chase (CBS) – MOT  *Note: Named Design QC personnel (Greg Boyer). (Minor Strength)*  *Note: DB Coordinator shown and named (Chris Stutz) (Minor Strength)*  *Note: Utility coordination not addressed (Minor Weakness), even though discussed in Part B.* | *7*  *See previous 3 pages for org. charts.*  **Personnel Named in Org Charts:**  Jack Weaver (KCC) – PM  Todd Lezon (KCC) – Regional Manager  Rock Rockich, PE (ELR) – Design PM  Steve Linder (KCC) – Construction PM  Dave Traini, PE (ELR) – Lead Structural Designer  Jama Nusairat, P.E. (ELR) – Lead Geotech Designer  Brent Downing, PE (ELR) – Lead MOT Designer  Kevin White, PE (ELR) – Lead Hydraulics Designer  *Note: Minor concerns with availability of Key Personnel as known to have some commitments for other ODOT projects. (Lead Bridge Designer)*  *Note: DB Coordinator role shown. (Minor Strength)*  *Note: Utility Coordinator shown in construction only, without addressing design concerns (Minor Weakness)* | *7*  *See previous 3 pages for org. charts.*  **Personnel Named in Org Charts:**  Executive Oversight  Jim Ruhlin, PE (R)  George Mezey (T)  Jim Bednar (M)  Mark Myers (R) – PM  Todd Long, PE (M) – Design PM  Jim Ruhlin, Jr. (R) – Construction PM  Scott Vura (O) – Utility Coordination  Keith Furukawa, PE (C) – SUE  Jonathan Hren, PE (M) – Lead Structural Designer  Peter Lee, PhD, PE (RI) – Geotechnical Engineer  Sam Ranno, PE (M) – Bridge Design Engineer  *Note: Trumbull’s role only shown as Executive oversight.*  *Note: Named Utility Coordinator named (Scott Vura). (Minor Strength)* | *9*  *See previous 3 pages for org. charts.*  **Personnel Named in Org Charts:**  Brad Koester (W) – Project Executive  Pete Jerrell (W) – PM  Joe Quattrochi, PE (W) – Regional Quality Oversight  John Coye, CST, STS (W) – Regional Safety Manager  Bruce Fraser, PE (AS) – Design PM  Dan Kleinhenz, TCS (W) – DB Coordinator  Matt Cunningham (W) – Construction PM  Steve Fleming, PE (AS) – Design Quality Manager  Christ Bettinger, PE (AS) – Lead Structural Designer  Chad Conwell, TCS (W) – Roadway Manager/Workzone Traffic Supervisor  Jack Hagerman (W) – Structures Manager  Coleman Lange (W) – Utilities Coordinator  DESIGN  Bruin Ramsdell, PE (AS) – Roadway/MOT Lead  Beth Hundt, PE (AS) – Traffic/Signal Lead  Karin Ely, PE (AS) – Utilities Lead  David Bird, PE (S) – Geotechnical Lead  Alan Miller, PE (C) – Drainage Lead  Brandon Hoopingarner (AS) – Aesthetics Lead  Rick Paul (AS) – Environmental Lead  Keith Kurukawa, PE (C) – SUE Lead  *Note: Named DB Coordinator (Dan Klienhernz) (Minor Strength)*  *Note: Named Design Quality Manager (Steven Fleming) (Strength)*  *Note: Showed two positions for utility coordinator (Design/Construction). Potential “hand-off” concerns from design to construction for 3rd party entities.*  *Note: All position shown include named individual.* |

| **BEAVER** | **BRAYMAN** | **GREAT LAKES** | **KOKOSING** | **RUHLIN-TRUMBULL JV** | **WALSH** |
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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| **2. Evaluate the experience of the firms that are part of the Offeror. Consider the roles proposed for each firm, how those roles relate to each firm’s past experience, and how the experience gives confidence that the firm will ensure success for this project.** | | | | | |
| 8.5  “Headquartered in Canton, Ohio, Beaver Excavating maintains an extensive equipment feet with over 500 major pieces of earthmoving production machines. We are a union company and ranked 5th nationally in the top 20 of the Excavation/Foundation Specialty Contractors division – ENR Top 600 Specialty Contractors October 26, 2015.” (p 8)  “We have an excellent safety record, with a current EMR of 0.73, and a past three year average sales volume of $192 million. In 2016, Beaver Excavating received the American Road & Transportation Builders Association national “Contractor Safety Award” for our outstanding worker safety program in the 700,00 – 1,000,000 hours worked category.” (p 8)  “ Locally, their [WSP/PB] office in Cleveland has over 36 professionals, many of which bring expertise in transportation planning, design, design build analysis, and construction management.” (p 8)  “WSP | Parsons Brinckerhof has designed complex urban projects where coordination between the City of Cleveland and ODOT have been strengths of WSP | Parsons Brinckerhof’s design staff. One of the benefits of WSP | Parsons Brinckerhof is their experience with the local community and reconstruction projects around town.” (p 8)  “Recent relevant experience includes serving as the Independent Quality Firm (IQF) as part of the joint venture for the CCG2 Innerbelt project, giving us in depth knowledge of the corridor, Innerbelt Plan and understanding the client mindset of the design-build process.” (p 8)  “Together our local DBT has designed and built a major interstate corridor (ALL-75-0.21) in District 1. Much of the same staff from both companies will be used on the CCG6B project.” (p 9)  *Note: Beaver: Capable contractor. Focus of experiences on large earth moving projects.*  *Capable Lead Designer with good company wide experiences.* | 9  “Our [Brayman] ability to self-perform a range of services, from bridge construction to the installation of deep foundation and earth retention systems, provides us with greater project control and enables the opportunity for our clients to recognize cost and schedule savings. The ability for Brayman to self-perform critical path items to control risk brings added value to the Department.” (p 7)  “Today, Brayman’s project portfolio comprises in excess of 1,000 successfully completed contracts of which the majority involved bridge construction…” (p 7)  “HDR is an employee-owned, multi-disciplined engineering consulting firm offering combined resources of over 10,000 engineers, planners, scientists, technicians, and support personnel in more than 225 offices throughout the country, including Cleveland, Columbus, and Cincinnati, Ohio.” (p 7)  “they [HDR] have an average consultant evaluation rating of 84%, nearly 6 percentage points above the statewide average. In addition, HDR has a construction volume of $14 Billion as lead designer for 47 Design Build projects in 32 states.” (p 7)  “DLZ has strong experience with many of the stakeholders involved in this project including ODOT District 12, NEORSD, City of Cleveland Departments of Engineering & Construction (E&C), Water Pollution Control (WPC) and the Water Department (CWD), along with the many public and private utilities within the project area. ODOT District 12 projects include: CUY271-0.00 Widening and Lane Additions and CUY-42-15.39 (West 25th Street over I-71). NEORSD projects include: Dugway Regulators and Relief Sewers, Morgana Run Relief Sewer and East 140th St. Consolidation and Relief Sewer. E&C projects include CUY-Madison Ave., CUY-Woodland Ave., CUY-Triskett Rd. among others. WPC/CWD projects include General Engineering Services Contracts III and IV and Suburban Water Mains Renewal Program.” (p 7)  *Note: Capable contractor with history of large complex structures.*  *Capable Lead Designer with good company wide experiences.* | 8  The Great Lakes Construction Co. (GLC) is a 100% employee-owned company located in Hinckley, Ohio and has been in business for more than 68 years. The majority of these years, GLC has been building and rehabilitating the infrastructure throughout Ohio for ODOT and local municipalities. The major scope items on these projects include waterline, storm drainage, earthwork, roadway, concrete paving, retaining walls, structures, and noisewalls. Recent awards include:  • 2016 Don Conaway Partnering Award, ODOT Project 130314, District 12  • 2015 ASHE Project of the Year Award, ODOT Project 130314, District 12  • 2015 AGC Constructon Safety Excellence Award, 3rd in the Naton Highway Division  • 2015-2016 Engineering-News Record Top 400 Contractor  “Key design staff for PRIME has experience designing high skew bridges, all requiring 3D modeling for structural analysis, for the following projects:  • SUM-IR271-12.47 (PID 89458) (52° skew, 3-span, 495’ long, steel plate girder)  • COL-30-26.70 (PID 76993) (55° skew, 3-span, 177’ long, steel rolled beam)  • Cleveland Avenue Bridge (PID 80090) (45° skew, simple span, 120’ long, steel plate girder)  • AUG-33/29-2.68L/2.12R (PID 81452) (50.5° skew, 6-span, 450’ long, steel plate girder)  • HOC-Front Street-01.10 (PID 82318) (50° skew, 3-span, 117’ long, concrete slab bridge)” (p 7)  *Note: Capable contractor with history of large complex structures.*  *Note: Capable Designer, but some concerns with design firm’s experience with accelerated design-build projects. (Minor Weakness)* | 9  “Kokosing is the largest self performing general contractor in Ohio and the region, employing over 3,000 skilled tradespeople and operating one of the largest heavy equipment fleets in the Midwest… Kokosing … currently ranks as the 70th largest Contractor nationwide, the 20th largest Heavy Civil Contractor, and the 45th largest Environmental Firm as reported by Engineering News-Record.” (p 7)  “Locally Kokosing has completed projects such as the $90M I-77 Widening, the Fulton Road Bridge, the Grant/Fleet Avenue Bridges, the Eddy Road Bridge and Interchange, and is currently constructing a $120M widening of I-271.” (p 7)  “We are one of the largest producers and placers of asphalt pavement in the state, with our Cleveland plant located just a half mile from the project, and we also self-perform our own concrete paving.” (p 7-8)  “Kokosing has constructed several structures involving complex demolition and erection. These include the Main Street Inclined Arch in Columbus, the Jeremiah Morrow segmental bridge, and highly skewed structures on our I-75/SR4 reconstruction project and an emergency superstructure replacement of US29 in Sidney.” (p8)  “ELR has a staff of over 130 full-time professionals and support personnel located in eight offices throughout Ohio, Kentucky, and West Virginia including 50 Ohio transportation employees.” (p 8)  “ELR’s engineering design experience includes Mega-Projects such as Columbus Crossroads, CCG1, CCG2, and the I270/US23interchange as well as two of the largest WVDOH DB contracts valued at $73M and $210M.” (p 8)  “ELR also provided design review services for CCG1 and CCG2 resulting in their staff becoming intimately familiar with local existing utilities.” (p 8)  “Kokosing/ELR Teamed Projects: $533 M  I-670/71 Columbus Crossroads $200 M  WVDOH Corridor H $209 M  WVDOH USR 35 $74 M  Belmont I-70 $23 M  Cuyahoga/Summit I-77 $18 M  WVDOH McQuain Bros. Bridge $8 M  Hamilton I-275 Slide Repair $1.2 M” (p 8)  *Note: Capable contractor with history of large complex structures.*  *Capable Lead Designer with good company wide experiences.* | 9  “[Ruhlin] • Headquartered in Sharon Center, Ohio  • 101-year history in general contracting, construction management, and DB services  • Working with ODOT since 1953  • Delivered 57 projects valued at more than $728 million to ODOT within the past decade, including two DB projects  •Mark Myers, Project Manager, and Jim Ruhlin, Jr., Construction Project Manager have delivered nine heavily skewed bridges on recent urban ODOT projects. These projects also included additional skewed bridges  “[Trumbull] • A commitment to “Zero in on Safety” with 548 days, no lost me injuries” (p 10)  • Regionally Based in Pittsburgh, PA with an extensive work history in Ohio  • Held leadership positions on over $1 billion in Design Build work over the past 10 years, including the $274 million Cleveland Innerbelt CCG2 Project as the sponsor of the TGR Joint Venture  • Performed in excess of $3 billion in regional construction activity in the past decade, including over 70 miles of highway and 200 bridges over 55 projects  • Self performs all aspects of heavy highway construction, including earthwork, concerning, structures, roadwork, demolition, maintenance of traffic and drainage  • Maintains a “Goal Zero” safety culture resulting in a Year to Date I&I Rate of 1.9 with over 700,000 man hours worked  • Ranked 81 of Top 400 Contractors by Engineering News Record” (p 10)  “• ms consultants, inc. (ms) has been providing transportation design services for ODOT for more than 50 years  • Founded in 1963 in Northeast Ohio, and currently has more than 325 employees in nine oﬃces, four of which are in Ohio  • Lead designer on over 10 DB highway projects with design fees totaling over $30M  • Experience includes ms’ Lead Designer role on the Portsmouth Bypass mega project, which required key members of our staﬀ to be co-located with ODOT, the contractor and IQF. This design work, which was completed on schedule, also included utility and rail coordination  • Recently designed 12 heavily skewed bridges over 45 degrees  • 14 Bridge Professionals – One of the Largest Bridge Groups in Ohio  • Designed numerous urban freeway MOT plans for ODOT throughout the state, including the CUY-77/480 Interchange, MAH-224/11 Interchange and FRA-70/71 East Interchange  • ms consultants is ranked No. 4 in the most recent “Top Engineering Firms” survey published annually by Business First of Columbus, and is ranked #214 in Engineering News Record for “Design Firms” (p 11)  “• On this project Osborn will serve as Utility Coordinator  …  • Performs $13.5 million in fees annually, of which approximately 30% is with utilities  • Osborn was the design engineer for the rehabilitation of Cleveland’s 10 acre city center, Public Square in Cleveland. The project involved detailed coordination with 23 diﬀerent utility companies, touching almost every one of their facilities. The electrical redesign alone involved the reconstruction of 18 main CEI circuits dating back to 1948, 1922 and 1897 with no existing redundancy. This required locating and designing of all new electrical, phone and data underground utility vaults  • Osborn is currently the designer for another design build project in Cleveland -- a 36kV electrical ring bus around the Cleveland Clinic. Osborn performed all engineering to connect the large underground 11kV service duct banks to over 60 buildings on the Clinic’s Main Campus. This project, abuts ODOT’s Opportunity Corridor along E. 105th Street and required extensive coordination with ODOT’s OC1 design team, as well as the City of Cleveland, existing utility companies and local stakeholders” (p 11)  *Note: Capable contractor with history of large complex structures.*  *Capable Lead Designer with good company wide experiences.* | 9  “Walsh brings Cleveland-area relationships with subcontractors, suppliers, and unions from its work on Innerbelt CCG1, Southerly Renewable Energy Facility, Louis Stokes VA Medical Center, and others. Walsh has built complex interstate and bridge projects, often under accelerated schedules, in large urban centers including Cleveland, Indianapolis, and Chicago. ODOT will benefit from Walsh’s capacity to achieve early project completion in addition to Walsh’s strength of resources and experience, including:  » Delivery of 45 transportation alternative  delivery projects valued at over $10 billion  » ENR ranking as the #1 largest U.S. bridge and 3rd largest transportation contractor  » Employment of more than 9,000 employees and a $395 million equipment feet” (p 6)  “American Structurepoint provides design services, consulting, and design quality management for complex infrastructure projects. ODOT will benefit from the firm’s resources and experience including:  » 400 experts working in-house with more than 60 professionals based out of Columbus and Cincinnati  » Top 25 Central Ohio Engineering Firm by Columbus Business First for the last five years and consistent ENR ranking as a Top 500 Design Firm in the U.S.  » Completion of more than 150 design-build transportation projects  » Experience working with ODOT District 12” (p 7)  “SME brings 52 years’ experience working with local governments, departments of transportation, and the FHWA. Its advanced knowledge of deep foundations and temporary/permanent retaining walls for ODOT and City of Cleveland projects will be a benefit to this Project. SME has offices in Cleveland and Cincinnati.” (p 7)  “Cardno [SUE] has 20 years of subsurface utility engineering (SUE) experience, has completed over 350 assignments on ODOT contracts, and employs more SUE professionals than any other engineering and design firm. Cardno’s Twinsburg, Ohio, office will provideand manage SUE services for this Project. This office has access to a regional feet of 26 field crews and a national feet of more than 100 field crews.” (p 7)  *Note: Capable contractor with history of large complex structures.*  *Capable Lead Designer with good company wide experiences.* |

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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| 3. Evaluate the requested Key Personnel. Key Personnel must provide confidence to ODOT that the Project and the Project risks will be effectively managed through personal competence, accountability and relative experience.  Consider the following:   1. Professional registrations, education and other components of qualifications applicable to the role. 2. Specific previous projects and experiences, similar in nature to the proposed Project, for which the individual may have performed a similar function. Consider the specific information on how those experiences relate to meeting the requirements of this Project and role. 3. Unique qualifications which will provide value to this Project and/or help ensure this Project’s requirements will be met. Consider whether the Offeror provides factual information which will provide confidence to ODOT that this Project and this Project’s risks will be effectively managed through personal competence and accountability. 4. Individual concurrent responsibilities during the duration of this Project and the anticipated time commitment to this Project (estimated percentage format).   Keep the duties of each position in mind when evaluating the resumes.   |  |  | | --- | --- | | **KEY PERSONNEL** | **DUTIES** | | Project Manager | Ultimately responsible for the Offeror’s performance. Ensures that personnel and other resources are made available. Handles contractual matters. Responsible for the overall construction of the Project, and may actively manage the Construction of the project. Responsible for overall utility coordination. Shall be an employee of the Lead Contractor | | Design Project Manager | Actively manages the overall design of the Project. Must be an employee of the Lead Designer. Responsible for overall design of the Project inclusive of all structures and structural elements (Bridge substructure and superstructure, Retaining walls) and roadway items (Alignment, drainage, pavement, maintenance of traffic, etc.) Must be an Ohio P.E. at the time of Award. | | Lead Structural Designer | Responsible for overall design of structures and structural elements. Responsible to ensure that all requirements of the design for all structural elements on the Project, including bridges, box culverts, walls, and foundations are met. Must be an Ohio P.E. at time of award. | | Construction Project Manager (Field Manager/Supervisor) | Actively manages the overall construction of the Project. Responsible for overall daily operations and construction of the project including structures and structural elements, maintenance of traffic, roadway, utility and drainage items. Shall be an employee of the Lead Contractor |   Resumes shall be limited to no more than two (2) pages per individual, and a total eight (8) pages maximum. Resumes for individuals shall be on separate and distinct pages. Do not include resumes of non-requested Key Personnel.  Any person proposed as Key Personnel position requiring a Professional Engineering license who is not currently an Ohio P.E. may be proposed if 1) the person is licensed in another state and 2) submits a commitment in the SOQ to becoming licensed in Ohio prior to submittal of a Bid. | | | | | |

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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| **3A. Evaluation of the Offeror’s proposed Project Manager.**  ***Duties per RFQ: Ultimately responsible for the Offeror’s performance. Ensures that personnel and other resources are made available. Handles contractual matters. Responsible for the overall construction of the Project, and may actively manage the Construction of the project. Responsible for overall utility coordination. Shall be an employee of the Lead Contractor*** | | | | | |
| **8**  **Name: Brian Francis (Beaver)**  **Professional Registrations:**  N/A  **Education:**  B.S., Business Administration, University of Akron, Akron, Ohio  **Unique Qualifications:** 18 years’ experience; some of Brian’s past accomplishments that make him uniquely qualified to deliver this project for ODOT include serving on the P3 Portsmouth Bypass project which included $430 million construction costs; 16 mile, four-lane limited access highway; 20 million cy mass excavation; 20 bridges; 80 major culverts. *(Note: No recent significant post award noted on resume.)* Brian was also part of the team the delivered the ODOT 467(06) I-271 & SR 8 Interchange Reconstruction, Macedonia, Ohio almost one year ahead of schedule.  *(Note: Limited DB experience demonstrated) (Minor Weakness)*  *(Note: Proven competence in recent past projects with similar specifications.) (Strength)*  **Current Responsibilities:**  Portsmouth Bypass, 50% Devoted  **Commitment:**  to CCG6B: 50% | **8**  **Name: Tom Hesmond (Brayman)**  **Professional Registrations:**  Professional Engineer:  • OH License #PE.67029  • PA License #PE079268  • KY License #28972, CIV  **Education:**  Bachelor of Science, Engineering  Specialization in Construction  The Ohio State University  Field Specialist:  • OSHA Fall Prevention and Protection Competent Person  **Unique Qualifications:**  • 18 years of Heavy Civil  Construction Experience  • Record Breaking Projects  • Award Winning Projects  • OSHA 30 HR Construction  • Qualified Signal Person  • ASBI Certified Grouting Technician  • PTI Certified Level 2  Bonded Post Tensioning  **Concurrent Responsibilities:**  Ironton-Russell Bridge  Project Close-out  **Commitment:**  *(Note: Limited DB experience demonstrated) (Minor Weakness)*  *(Note: Recent positive experiences on complicated river crossing structure. Good experience in multiple complicated structures.) (Strength)* | **6.5**  **Name: Tom McGonigle (GLC)**  **Professional Registrations:**  N/A  **Education:**  BS/Civil Engineering/  University of Pittsburgh  **Unique Qualifications:**  34 Years of Experience managing construction contracts, project start-up, and planning; CPM scheduling, project billing, monitoring quality control,  **Concurrent Responsibilities:**  ODOT Project 150057 (25% involvement with remaining work)  **Commitment:**  75% (design),  75% (construction)  *Note: Past project experiences on resume focuses on contract interpretation issues including claims, disputes, and extra work items.*  *Note: Some DB experience but of projects of lesser complexity (Tiedeman), or during later phases of project (I-271).*  *Note: Recent regional experiences have not been positive. (Minor Weakness)* | **8.5**  **Name: Jack Weaver, Jr. (Kokosing)**  **Professional Registrations:**  **Certification and Training:**  • OSHA 30 Hour trained  • ODOT Workzone Traffic Supervisor  • CESSWI Certified & CPESC rained  • Trench & Confined Space  • First Aid/CPR (Red Cross Certification)  • 17 years of experience managing transportation projects with Kokosing  **Education:**  B.S., 1999, Construction Management, Bowling Green State  **Unique Qualiﬁcations:**  17 Years of Experience managing transportation projects  • Design Build Experience  • Cuyahoga County & D12 Experience  • Prior work with E.L. Robinson  • Utility Coordination Experience  • Interstate and local MOT Experience  **Current Responsibilities:**  Kokosing  **Commitment:**  100%  *Note: Positive corridor experiences with projects (08-0211, 03-0586). Good DB experiences, but not in similar role. (Strength)* | **9.5**  **Name: Mark Myers (Ruhlin)**  **Professional Registrations:**  N/A  **Education:**  The University of Akron, BS Construction Technology  **Unique Qualiﬁcations:**  29 Years of Experience  Current Firm: 9 years  OSHA 30-hour Training  **Concurrent Responsibilities:**  Executive management and oversight on ongoing Ruhlin projects  **Commitment:**  Design: 75%  Construction: 60%  *Note: Excellent experiences with projects of similar scale and complexity. Good corridor experiences. Good DB experiences, but not in similar role.* ***(Significant Strength)*** | **7.5**  **Name: Pete Jerrell (Walsh)**  **Professional Registrations:**  N/A  **Education:**  B.S., Construction Management,  Purdue University  Years of relevant experience: 16  **Unique Qualifications:**  » Experience managing the delivery of five design-build projects   » Experience delivering projects with an average size of $58 million   » Experience on 14 projects involving skewed bridges   » Worked on 21 urban corridors with significant maintenance of traffic   » History of on time or early completion of aggressive project schedules   » Experience involving new gateway construction into expanding communities  **Concurrent responsibilities:** None; By award, Pete will be available 100% for CCG6B    **Commitment:**  Commitment during design: 100%  Commitment during Construction: 100%  *Note: Good experiences on projects of similar size and complexity in similar role. (Strength)*  *Note: No experience in proposed specifications and standards. (Minor Weakness)*  *Note: Experiences list in SOQ inconsistent with experiences listed in 670/71 SOQs.* |

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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| **3B. Evaluation of the Offeror’s proposed Design Project Manager.**  ***Duties per RFQ: Actively manages the overall design of the Project. Must be an employee of the Lead Designer. Responsible for overall design of the Project inclusive of all structures and structural elements (Bridge substructure and superstructure, Retaining walls) and roadway items (Alignment, drainage, pavement, maintenance of traffic, etc.) Must be an Ohio P.E. at the time of Award.*** | | | | | |
| **8**  **Name: Brian Gilhousen, PE, CMQ/QE (WSP|PB)**  **Professional Registrations:**  Professional Engineer Ohio, 2001 (PE-65454)  **Professional Certifications**:  Certified Manager of Quality/Operational Excellence, ASQ, 2014  **Education:**  B.S., Civil Engineering, Cleveland State University, 1992  Additional Training: Miscellaneous Load  Resistance Factor Design Courses, Ohio  Department of Transportation, 2006;  Load Resistance Factor Design Course,  American Society of Civil Engineers, 2006;  Bridge Inspection Training Course, Ohio Department of Transportation, 2001  **Unique Qualifications:** Brian brings 24years of experience serving as both a project manager and lead structural design engineer. Brian has in-depth knowledge of the ODOT design guidelines, process and procedures from working on small to large scale ODOT projects across the state. He also brings knowledge of the Cleveland Innerbelt projects having recently been part of the WSP | Parsons Brinckerhoff IQF process for CCG2. Brian also served as a section lead structural engineer for the large-scale I-69 project in Indiana.  **Concurrent Responsibilities:**  Wendy Park Pedestrian Bridge, 20%  **Commitment:** 80%  *Note: Positive experiences on projects, but limited experience in similar role for DB projects. DB projects involve IQF role.* | **8.5**  **Name: Joanne Shaner, PE (HDR)**  **Professional Registrations:**  Professional Engineer  • OH License #PE.67029  **Education:**  Master of Science,  Civil Engineering Ohio University Bachelor of Science,  Civil Engineering Ohio University  **Unique Qualifications**:  • 19 Years of Experience Project Management and design experience; railroad bridge rehabilitation, roadway realignment projects, bridge rehabilitation, bridge replacement, construction projects and GES contracts;  • Experience with managing bridge, roadway, and construction projects  • ODOT long-span bridge experience  **Concurrent Responsibilities:**  5% - CUY-77/90-14.96/16.33  - CCG3  **Commitment:**  CCG6b Project Commitment Design Phase - 95%  *Note: Recent positive experiences on projects. Known to be responsive, but limited experience in similar role for DB projects.* | **9.5**  **Name: Fernando Rodriguez, PE (PRIME)**  **Professional Registrations:**  Professional Engineer/ Ohio/No. E-64181  **Education:**  BS/Civil Engineering/  University of Akron/1991  **Unique Qualifications:**  25 Years of Experience in all aspects of transportation engineering serving both the private and public sectors. Expert in project management, cost estimating, complex roadway geometrics, drainage design, maintenance of traffic, traffic control plan development, and pavement design.  **Concurrent Responsibilities:**  As design on this project begins, role on other projects will be minimal  **Commitment:**  80% (design),  10% (construction)  *Note: Recent positive experiences on projects. Known to be responsive. Good relevant experience in similar role for DB projects with positive results. (Strength)* | **8**  **Name: Rick Rockich, PE (ELR)**  **Professional Registrations:**  Professional Engineer, Ohio # 47365  **Education:**  B.S., Civil Engineering, University of  Akron, 1978  M.S., Structures & Foundations,  University of Akron, 1983  **Unique Qualiﬁcations:**  • 38 years of experience as a  Structural Engineer and Project  Manager  • 6 years with E.L. Robinson  • ELR Project Manager for $200M  FRA-670/71 Design Build project  • Project manager for over 25 design projects  • Design experience on over 200 bridge projects  • Previous experience working with Kokosing on DB Projects  **Concurrent Responsibilities:**  **Commitment:**  90% During Design  10% General Administrative duties  *Note: Positive experiences on projects. Some experience in similar role for DB projects in a subconsultant role. Some experience in similar role on projects of lesser complexity.* | **7**  **Name: Todd Long, PE (ms)**  **Professional Registrations:**  License PE, Ohio # 66236  **Professional Certifications:**  Certificate, Surveying, Columbus State Community College, 2003  **Education:**  The Ohio State University, BS Civil Engineering  **Unique Qualiﬁcations:**  20 Years of Experience:  Design Manager on the $429M SCI-823-0.00 DB Project with two highly skewed and two moderately skewed bridges  **Concurrent Responsibilities:**  Design: 20%, SCI-823-0.00  Construction: As Needed  Anticipated Time Commitment  **Commitment:**  Design: 80%  Construction: As Needed  *Note: Experiences in similar role, but for project not of similar scope and during later phases (Portsmouth).* | **8.0**  **Name: Bruce Fraser, PE (American Structurepoint)**  **Professional Registrations:**  P.E.: OH and IN  **Education:**  B.S., Civil Engineering, The Ohio  State University years of relevant  **Unique Qualiﬁcations:**  27 Years of Experience   » Experience working with District 12 and the City of Cleveland   » Experience with the CCG6B corridor and its aesthetics through managing the design of the Harvard Avenue Bridge over  I-77 (CUY-77-12.12)   » Experience managing the design for multiple design-build projects in urban locations   » Experience managing five projects involving corridors with multiple utilities   » Experience working with design team members on several interstate, urban, and design-build projects  **Concurrent responsibilities:**  Bruce has existing commitments on three active projects. Remaining work is minimal and estimated to require less than 20% of Bruce’s time.  **Commitment:**  During Construction: 25%  During Design: 80%  (When the project requires, Bruce will be available 100%)  *Note: Recent positive experiences on projects. Known to be responsive, experience in similar role for DB projects but of lesser complexity.* |

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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| **3C. Evaluation of the Offeror’s proposed Lead Structural Designer.**  ***Duties per RFQ: Responsible for overall design of structures and structural elements. Responsible to ensure that all requirements of the design for all structural elements on the Project, including bridges, box culverts, walls, and foundations are met. Must be an Ohio P.E. at time of award.*** | | | | | |
| **6.5**  **Name: Charles Boltz, PE (WSP|PB)**  **Professional Registrations:**  Indiana (PE10810132); Ohio (license inactive, currently in the process of renewing, package submitted on 09/27/16)  **Education:**  M.S., Civil Engineering, Purdue  University, 2002; B.S., Civil Engineering, Purdue University, 2001  **Unique Qualifications:**  Charles brings over 14 years of experience designing large scale structures for both design-build and design-bid-build projects. He’s also knowledgeable of ODOT design guidelines, process and procedures from working on the I-75 Hancock, Northeast MOT 75 Interchange Reconstruction and the I-90 Innerbelt Bridge Design-Build (CCG1). He served as the project task lead for I-95 Express Lanes Design-Build widening of a three-span welded steel plate girder bridge with a 60 degree skew, and multiple bridge rehabs along the corridor; supervised the development of plans, details and quantities for 27 highway bridges for I-69 Section 5 in Indiana; and design lead responsible for 30% design of a 2,500’+ flyover structure with two steel box girder units and one prestressed bridge unit for FDOT Roosevelt Boulevard.  Commitment to CCG6B:  **Concurrent Responsibilities:**  Vincennes On-Call, 20%  Devoted; Misc. INDOT Projects. 20% Devoted  **Commitment:** CCG6B: 60%  *Note: Much of the experiences listed are not applicable (Preliminary design, deck replacements, and overlays). (Minor Weakness)* | **8.0**  **Name: Brian Avarello, PE (HDR)**  **Professional Registrations:**  Professional Engineer:  • OH License #PE.66619  • PA License #PE072579  **Education:**  Bachelor of Science, Civil Engineering  Ohio Northern University  **Unique Qualifications:**  • 19 years of Project Design Experience  • Experience with managing bridge, roadway, and construction projects  • ODOT prequalified for Level 2 Bridge Design with Level 3 Experience  **Concurrent Responsibilities:**  10% - CUY-77/90-14.96/16.33  - CCG3  **Commitment:**  Design Phase - 90%  *Note: Good general recent experiences, but limited demonstration on high skew structures.*  *Note: No LARSA software listed, while SOQ states HDR familiar and uses LARSA software.* | **7.0**  **Name: Tom Stora, PE (PRIME)**  **Professional Registrations:**  Professional Engineer/ Ohio/No. E-66634  **Education:**  BS/Civil Engineering/  Cleveland State University/1996  **Unique Qualifications:**  27 Years of Experience Structural Design, plan preparation and management with emphasis in bridge design. Directly involved in over 150 bridge design projects for ODOT; detailing full height, stub, cellular and integral/semi-integral abutments on spread, pile and drilled shaft foundations, composite/non-composite steel beams, plate girders and precast box/I-beam superstructures, highly skewed bridges, reinforced concrete decks, pot and elastomeric bearings, Cap and Column, Wall Type and T-type piers, sheet pile, soldier pile, and lagging, tangent pile, and cast-in-place retaining wall design.  **Concurrent Responsibilities:**  As design on this project begins, role on other projects will be minimal  **Commitment:**  CCG6B Time Commitment  80% (design),  10% (construction)  *Note: Recent relevant experiences in similar role on DB projects.*  *Note: Noted no design/check initials on the structures plans of Col-30 or SUM-271.* | **8.0**  **Name: Dave Traini, PE (ELR)**  **Professional Registrations:**  Professional Engineer, Ohio # 48751  **Education:**  B.S., Civil Engineering, The Ohio State  University, 1979  **Unique Qualiﬁcations:**  • 37 years of experience as a  Structural Engineer and Project  Manager  • Lead Structural Engineer for FRA-  670/71 $200M Design Build project  • ODOT Level Three Bridge Designer  • Design experience on over 250 bridge projects  • Previous experience working with  Kokosing on DB Projects  **Concurrent Responsibilities:**  Lead Bridge Engineer on MUS-Philo Bridge Replacement  **Commitment:**  75%  *Note: Positive design experiences with strong technical skills. (Strength)*  *Note: Concerns with availability with concurrent difficult projects (Philo project). (Minor Weakness)*  *Note: Minor issues with missing deadlines on previous projects (Cuy-480-18.42).* | **8.0**  **Name: Jonathan Hren, PE (ms)**  **Professional Registrations:**  License PE, Ohio # 69952, Plus 5 states  **Education:**  North Carolina State University,  BSCE; University of Florida, ME Structural Engineering  **Unique Qualifications:**  Lead Structural Engineer on the $429M SCI-823-0.00 DB Project with two highly skewed and two moderately skewed bridges; ODOT State of Practice of Highly  Skewed Bridges training in 2007  Certifications:  Level 2 and 3 Bridge Designer  **Concurrent Responsibilities:**  Design: 20%, LAK-271-0127/0145, SCI-823-0.00  Construction: As Needed  **Commitment:**  Design: 80%  Construction: As Needed  *Note: Good experiences in similar role. General positive experiences.*  *Note: Noted no design/check initials on any structures design on projects listed.* | **8.5**  **Name: Chris Bettinger, PE (American Structurepoint)**  **Professional Registrations:**  P.E.: OH and IN; ODOT-prequalified Level 2 Bridge Designer and Level 1 Bridge Inspector  **Education:**  M.S., Civil Engineering, Ohio  University; B.S., Civil Engineering, Ohio  University  **Unique Qualiﬁcations:**  17 Years of Experience  » Experience in the design of highly skewed structures using refined grid analysis   » Experience with structure replacements and rehabilitations on multiple urban corridors   » Design and detailing of utility facilities on structures   » Design, detailing, and application of retaining wall systems including CIP, MSE,  SPL, tangent pile, and modular block   » Understands District 12’s preferences and corridor aesthetic treatments through the Harvard Avenue Bridge Replacement  **Concurrent Responsibilities:**  Chris has existing commitments on three active projects. Remaining work is minimal and estimated to require less than 10% of Chris’s time.  **Commitment:**  During Design: 90%  (When the project requires, Chris will be available 100%)  During Construction: As needed  *Note: Good experiences in similar role on projects of lesser complexity, but with experience of projects with high skews structures. Noted experiences on structures with considerable structure mounted utilities. (Strength)* |

| **BEAVER** | **BRAYMAN** | **GREAT LAKES** | **KOKOSING** | **RUHLIN-TRUMBULL JV** | **WALSH** |
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| **C Organization, Firm Experience and Key Personnel (35 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Organization and proposed Key Personnel. | | | | | |
| **3D. Evaluation of the Offeror’s proposed Construction Project Manager (Field Manager/Supervisor).**  ***Duties per RFQ: Actively manages the overall construction of the Project. Responsible for overall daily operations and construction of the project including structures and structural elements, maintenance of traffic, roadway, utility and drainage items. Shall be employee of the Lead Contractor*** | | | | | |
| **7**  **Name: Bill Ertle (Beaver)**  **Professional Registrations:**  N/A  **Education:**  N/A  **Unique Qualifications:**  “28 Years of Experience. Some of Bill’s accomplishments that make him uniquely qualified to deliver this project for ODOT include serving as Segment Superintendent for the $100 million P3 Portsmouth Bypass which included seven bridges, 2.5 million cubic yards of excavation, MSE walls and drainage. Bill worked on the ODOT 503(10) I-71/SR 665 Single Point Urban Interchange and the ODOT 467(06) I-271 & SR 8 Interchange Reconstruction where value engineering methods saved the more than $295,000 and $1 million respectively.”  **Concurrent Responsibilities:**  None  **Commitment:**  100%  *Note: Good general experiences, but did not demonstrate strong background with project specific details.* | **7.5**  **Name: Gary Chesnoski (Brayman)**  **Professional Registrations:**  N/A  **Education:**  Bachelor of Science, Economics  Slippery Rock University  **Certifications:**  • OSHA 30 HR Construction  • OSHA 10 HR Construction  • Qualified Signal Person  • Certified Red Cross CPR/ AED/First Aid  • OSHA Fall Prevention and Protection Competent Person  • OSHA Confined Space  Entry Competent Person  • OSHA Trenching &  Excavation Competent  Person  **Unique Qualiﬁcations:**  • 30 years of Heavy Civil  Construction Experience  • Urban Project Sites  • Utility Coordination Experience  • Award Winning Projects  **Concurrent Responsibilities:**  None  **Commitment:**  Construction Phase: 100%  *Note: Some good experiences, but not on projects of similar size and complexity.* | **8**  **Name: Mark Nash (GLC)**  **Professional Registrations:**  OSHA 30-Hour Training;  **Education:**  BS/Civil Engineering/  University of Akron/1999  Workzone Traffic  Supervisor; Competent  Person for Fall Protection;  Competent Person for  Trenching; Confined Space Competent Person  **Unique Qualiﬁcations:**  **Concurrent Responsibilities:**  No concurrent projects for the duration of this project  **Commitment:**  50% (design),  100% (construction)  *Note: Good DB experience on projects of similar size.* | **8**  **Name: Steve Linder (Kokosing)**  **Professional Registrations:**  N/A  **Certification and Training:**  • OSHA 30 Hour trained  • Trench Safety Competent Person and  Advanced Training  • First Aid/CPR (Red Cross Certification)  • ODOT Workzone Traffic Supervisor  • Fall Protection, Rigging, Manlift  • Front Line Managers Course  **Unique Qualiﬁcations:**  • 23 Years of Experience constructing transportation projects  • 13 years with Kokosing  • Design Build Experience  • Cuyahoga County & D12 Experience  • Experience with Interstate and local  MOT  • Utility Coordination Experience  • Complex Structure Construction  • Nearby experience on I-77  **Concurrent Responsibilities:**  None  **Commitment:**  **100%**  *Note: Good experience with complicated structures with some DB experience in similar role.* | **8.5**  **Name: Jim Ruhlin, Jr. (Ruhlin)**  **Professional Registrations:**  N/A  **Education:**  Bucknell University, BS Civil Engineering  **Unique Qualiﬁcations:**  11 Years' OSHA 30-hour Training  Maintenance of traffic; roadway, utility and drainage items, including all subcontractor field operations. Significant highway construction which includes planning and implementation of complex MOT operations including utilization of weekend closures.  **Concurrent Responsibilities:**  Performing job closeout functions for current projects during design. No other responsibilities during construction    **Commitment:**  Design: 75%  Construction: 100%  *Note: Did not demonstrate DB experience in role, but good experiences on complex structures. Positive recent regional experiences and known to be responsive.* | **8**  **Name: Matt Cunningham (Walsh)**  **Professional Registrations:**  N/A  **Education:**  B.S., Construction Engineering Technology, The University of Akron years of relevant experience: 15  **Unique Qualiﬁcations:**  15 Years of Experience   » Experienced Project Superintendent on ODOT’s Cleveland Innerbelt CCG1  Design-Build project   » More than 10 years of experience on ODOT projects:   » Experience constructing deep foundations   » Involvement in Walsh’s national  Superintendent Training Program  **Concurrent responsibilities:**  Upon award, Matt will be available to commit 100% of his time to design and construction efforts.  **Commitment:**  Commitment during design: 100%  Commitment during Construction: 100%  *Note: Good overall experience in role. Good experience on complex projects, but not as primary superintendent.* |

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| **D Offeror’s Capabilities and Experience (35 Points Max)**  Evaluate the Offeror’s specific information as it relates to available resources, anticipated project management methodologies, and previous experience. Resources and Project Management Methodologies shall address Design and Construction. | | | | | |
| Past Projects:  Evaluate the recent relevant experience of the Offeror by reviewing the narrative descriptions of the ten (10) relevant projects listed. **Must include the following information:**   1. Name of the project and location. 2. Dates of design (if applicable to the Designer(s)) and construction (if applicable to the Contractor(s)) 3. The original scheduled completion deadlines and the actual completion dates, as applicable to the Designer(s) and/or Contractor(s). Provide explanation for projects not meeting the completion date. 4. Size of the final project (in dollars), Offeror’s original & final contract (in dollars), and the final amount of the contract the Offeror self-performed (in dollars). (Project information presented by the Offeror’s Lead Contractor or Sub-Contractors shall be representative of the construction portion of the work. Project information presented by the Offeror’s Lead Designer or Sub-Consultants shall be representative of the design portion of the work.) 5. A narrative describing the project, including the description of the work or services provided in sufficient detail to demonstrate the Offeror’s role on the project.   A narrative describing the project, including the description of the work or services provided in sufficient detail to demonstrate the Offeror’s role on the project.  The past project should demonstrate experience in the following areas:   1. Demonstrate recent, relevant, successful experience with a similar length, multi-span, highly skewed vehicular bridge designed per AASHTO LRFD Bridge Design Specifications. If applicable to the Offeror’s Lead Designer, Design of projects of similar scope and complexity and how those experiences are applicable to the requirements of this Project. 2. Project(s) requiring three dimensional modelling for structural analysis. 3. Relevant experience with complicated utility coordination and relocation, including experiences working to relocate public utilities and working alongside private utilities, including role of Key Personnel on related projects. 4. Proposed Offeror’s Team members and/or Key Personnel working together as an integrated team, if applicable, and how those experiences will ensure successful completion of this Project. Include named personnel from section 2.5.4 if performing similar role proposed for the Project. 5. Timely or early completion of projects of similar scope and complexity to this Project. | | | | | |

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| **D Offeror’s Capabilities and Experience (35 Points Max)**  Evaluate the Offeror’s specific information as it relates to available resources, anticipated project management methodologies, and previous experience. Resources and Project Management Methodologies shall address Design and Construction. | | | | | |
| **•If applicable to the Offeror’s Lead Contractor or Subs, Construction of projects of similar scope and complexity and how those experiences are applicable to the requirements of this Project. If applicable to the Offeror’s Lead Designer or Sub-Consultants, Design of projects of similar scope and complexity and how those experiences are applicable to the requirements of this Project.**  **•Evaluate how the proposed Offeror’s Team members and/or Key Personnel worked together as an integrated team, if applicable, and how those experiences will ensure successful completion of this Project.** | | | | | |
| **6.5**  4 Strengths  **ODOT 091058, Crain Avenue Relocation**  “Beaver – Prime Contractor  Replaced/relocated Crain Ave. bridge & constructed Fairchild Ave. bridge.” (p 27)  10 month completion date variance due to utility conflicts, plan design errors, major construction changes.  “Relevance to CCG6B:  »Complex MOT as well as various phases of MOT with heavily congested traffic intersections  »Project located along and adjacent to businesses and residents  »Bridges constructed over several different rail ways  »Environmental compliance working along the Cuyahoga River” (p 16)  Key Staff Involvement:  Brian Francis, Sr. Project Manager  *Note: Project scope not of similar complexity.* | 8.5  7 Strength  **ODOT, Ironton-Russell Bridge**  Brayman – Prime Contractor  “New Bridge Construction” (p 28)  22 month delay due to, “Project had delays due to weather, river, and design errors which ODOT has recognized and agreed to. There have also been multiple design changes with change orders increasing contract value.”  “Key Personnel  Brayman - Tom Hesmond, P.E.” (p 16)  *Note: Complex large bridge project. Key personnel involvement. (Strength***)** | **6.5**  **1 Significant Strength**  1 Strength  **ODOT 143005, IR-271 3rd Lane Widening (Design-Build)**  Great Lakes – Prime Contractor  3rd Lane Widening  1 month delay due to “Owner approved change orders due to weather days”  “Project Relevant Items  •Large ODOT Design-Build Project  •Cap and Column Piers  •Full Height Wall Abutments  •Deep Foundations  •Twin Long Span High Skew Structures •MOT on Major Interstate (IR-271/SR-82)” (p 16)  1 month delay from Owner approved changes and weather  Key team members:  • Estimating: Mark Grdina; Dana Miller, PE  • Construction: Mark Nash; Chris Stutz, PE  • Project Management: Tom McGonigle • Design: Fernando Rodriguez, PE; Tom Stora, PE  *Note: DB project with some similar complexity/high skew structures. Key Personnel teaming, but with different firms.* ***(Significant Strength)*** | **8.5**  **1 Significant Strength**  5 Strengths  **ODOT 113000, I-670/71 Columbus Crossroads Interchange Reconstruction Design Build**  Kokosing – Prime Contractor  “This fast-paced, schedule driven DB project included many similar elements to CCG6B including urban construction, significant bridge construction including highly skewed structures, and utility and other third party coordination”  “CCG6B Personnel Involvement: Jack Weaver served as a structures engineer on this project and E.L. Robinson was the lead geotechnical consultant and designed several bridge structures.” (p 17)  *Note: Complex urban projects with similar complexities. Involvement of Key Personnel, but not in similar role. Consultant and Contractor teaming (with the designer in subconsultant role).* ***(Significant Strength)*** | 9  8 Strengths  1 Minor Weakness  **ODOT 130184, Interstate 77**  Ruhlin – Lead Contractor  12 month early completion  “Project Relevance  Local  Key Personnel:  Mark Myers - Project Manager  Jim Ruhlin, Jr. - General Superintendent  Skewed Bridges  MOT/Urban Interchange” (p 16)  *Note: Complex urban large bridge deck replacement within the corridor with similar construction complications. Key personnel involvement. (Strength)* | **9.5**  **1 Significant Strength**  7 Strength  1 Minor Weakness  **ODOT, Innerbelt CCG1 Design-Build**  Walsh – General Contractor  “Signature bridge and roadway improvements” (p 27)  2 month delay due to, “Owner extensions for increased work scope and weather delays. Achieved substantial and final completion within the approved extensions.”  “Relevance to CCG6B  » Key Personnel involvement (Matt Cunningham)  » Vehicular skew bridge design and construction (195-foot, single-span structure with a 26-degree skew)  » First Innerbelt contract  » Extensive utility coordination and relocation  » Complex MOT in a constrained urban environment  » Utilities attached to bridge  » Design-build project with design, construction, quality, and owner team integration” (p 16)  *Note: Complex, large, DB project with complex utility coordination. Project within corridor. Key Personnel involvement.* ***(Significant Strength)***  *Note: Some coordination issues in regards to buildable units, fabrication fit-up issues, and schedule. (Minor Weakness)* |
| **ODOT 100503, I-71/SR-665 Interchange**  Beaver – Prime Contractor  “Replaced a narrow diamond interchange with a Single Point Urban Interchange (SPUI)” (p 27)  “Relevance to CCG6B:  »Maintenance of MOT  »Phased construction” (p 17)  Key Staff Involvement  Bill Ertle, Superintendent  Brian Francis, Sr. Project Manager  *Note: Superintendent and Project Manager teaming (Strength)* | **PENNDOT, SR 356 Freeport Bridge**  Brayman – Prime Contractor  “Major Bridge Rehabilitation” (p 28)  17 month delay due to, “The department added additional work which extended the duration and increased the cost of the project. Negotaton of additonal work extended tme required for project close-out.”  “Key Personnel Brayman - Tom Hesmond, P.E.”  “Project Award  ABCD - 2013 Outstanding Rehabilitated Bridge  NSBA - 2016  Merit Award in Reconstructon” (p 17)  *Note: Complex large bridge project with utility issues. Key personnel involvement. (Strength)* | **ODOT 130314, Lakefront West – West 73rd Street**  Great Lakes – Prime Contractor  New Construction  12 month delay due to “Owner approved change orders due to weather days, railroad and utlity delays”  “Project Relevant Items  • ODOT District 12 High Profile Project  • Local Cleveland Utility Coordination  • Design-Build CPP Electrical Duct Bank  • NEORSD Main Trunk Line Reconstruction  • Pedestrian/Neighborhood Coordination  • Concrete Pavement and Sidewalk  • Embankment Construction” (p 17)  Key team members:  • Estimating: Mark Grdina  • Project Management: Tom McGonigle  *Note: Complex urban project, 3rd party complications, with some similar utility issues. Structure not as complicated. Some key personnel. (Strength)* | **ODOT 080211, I-77 Reconstruction and Widening**  Kokosing – Prime Contractor  Delayed 16 months due to “Excusable weather delays and ODOT initiated extra work extended the final completion date to October 2012”  “Similarities to the CCG6B project include roadway and bridge construction, interim completion dates, selfproduction and placement of the asphalt pavement, concrete paving, and partnering with ODOT. Kokosing’s project staff partnered with many of the same ODOT District 12 staff who will be involved on CCG6B.”  “CCG6B Personnel Involvement: Jack Weaver served as a Project Engineer and Steve Linder was the Structures Superintendent on this project.”  *Note: Complex project in nearby corridor. Key Personnel teaming. (Strength)* | **ODOT 090496, Interstate 75**  Ruhlin – Lead Contractor  “Project Relevance  Key Personnel:  Mark Myers - Project Manager  Jim Ruhlin, Jr. - Field Superintendent  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 17)  *Note: Large complex urban project with similar complications. Key Personnel involvement. (Strength)* | **INDOT, I-70 “Super 70” Design-Build**  Walsh – General Contractor  American Structurepoint – INDOT Design and Review Consultant  “Widening, structure reconstruction” (p 27)  “Relevance to CCG6B  » Key Personnel involvement (Pete Jerrell)  » Design-build contract involving both Walsh (as the design-build contractor) and American Structurepoint (as INDOT’s design and review consultant)  » Skewed bridge design and construction (multiple bridges between 122 and 678 feet long with skews up to 47 degrees)  » Extensive utility coordination by American Structurepoint  » Innovative MOT along a heavily traveled interstate” (p 17)  *Note: Complex DB urban project of larger size with similar complexity. Key Personnel involvement. (Strength)* |
| **ODOT 130002, I-75 Reconstruction Phase I**  Beaver – Prime Contractor  “Phased reconstruction of 4.32 miles of 4-lane highway, 2 interchanges, and 8 bridges consisting of a combination of mainline and overheard structures.” (p 27)  13 month early completion due to revised MOT  “Relevance to CCG6B:  »New Ramp Construction  »Overhead Bridge Construction on I-75  »Heavy MOT along I-75  » Reconstruction of Intersections  » Maintaining access to local businesses” (p 18)  Key Staff Involvement  Bill Ertle, Superintendent  Brian Francis, Sr. Project Manager  *Note: Superintendent and Project Manager teaming. Some similarities in regards to complexity. Some structures with skew considerations. (Strength)* | **PENNDOT, Hulton Bridge, SR 2082 Sec. A08**  Brayman – Prime Contractor  “New Bridge Consturction” (p 28)  “Original Completion  10/2015  Actual Completion  07/2016  Timely Completion  Opened to traffic October 2015 / Overall construction completed June 2016”  “TEAM. HDR was employed by Brayman for construction engineering on this project. Brayman and HDR worked together to ensure the complicated erection was performed successfully within the required time frame.” (p 18)  *Note: Large bridge project. Some teaming of firms, similar scope complexity with utility involvement, but no Key Personnel involvement. (Strength)* | **ODOT 110499, IR-90 Reconstruction**  Great Lakes – JV Partner  Pavement and Structure Reconstruction  1 month delay due to “Owner approved change orders for extra work and weather days”  “Project Relevant Items  • ODOT District 12 Major Project  • Large Structure Project  • Maintenance of Traffic on Major D-12 Interstate, IR-90  • Cap and Column Piers  • Deck Demolition, Forming and Pouring of Multi-Span Structures” (p 18)  Key team members:  • Constructon: Mark Nash; Chris Stutz, PE  *Note: Large bridge project, but not of similar complications/complexity in regards to DBT’s role (deck replacements).* | **ODOT 060372, Fulton Road Bridge**  Kokosing – Prime Contractor  5 month delay due to owner initiated CO for hazardous material removal  “This project included many elements similar to CCG6B including utility and other third coordination, bridge demolition, and construction of a unique structure that required significant erection analysis and preplanning. Kokosing’s local experience coordinating with ODOT District 12, City and County entities, and other project stakeholders is demonstrated by the success of this project.”  “CCG6B Personnel Involvement: Steve Linder was a Structures Superintendent on this project.” (p 19)  *Note: Complex project, but not necessarily similar scope. Key Personnel involvement. (Strength)* | **ODOT 080436, International Gateway**  Ruhlin – Lead Contractor  1 month early completion  “Project Relevance  Local  Key Personnel:  Jim Ruhlin, Jr. - Project Engineer  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 18)  *Note: Similar size complex project with similar construction complications. Key Personnel involvement. (Strength)* | **INDOT, US 31 Reconstruction – Hamilton County**  Walsh – General Contractor  “Ramp construction and widening” (p 27)  “Relevance to CCG6B  » Key Personnel involvement (Pete Jerrell)  » Skewed bridge construction (123-foot-long, single-span structure with a 39 degree skew)  » Relocation and coordination of overhead and underground utilities  » Complex MOT scheme  » Ramp construction  » Aesthetic bridge and retaining wall construction” (p 18)  *Note: Project with some similar complexities (accelerated timeframe / utilities), size, and Scope. Key Personnel involvement. (Strength)* |
| **ODOT 050583, IR-77 Major Reconstruction**  Beaver – Prime Contractor  “Added a third lane to 1.2 miles of IR-77 and reconstructed 2 interchanges.” (p 27)  2 month delay in completion due to weather delays and additional work  “Relevance to CCG6B:  » Mainline MOT along IR-77  »Limited lane closures and night work along IR-77  »Noise wall construction  » Utility conflicts and relocation  »Phased construction  »Encountered various types of soil conditions  »Used crushing operations to produce structural backfill to be used on the project  »Encountered groundwater issues” (p 19)  Key Staff Involvement  Bill Ertle, Superintendent  Brian Francis, Sr. Project Manager  *Note: Superintendent and Project Manager teaming (Strength)* | **PENNDOT, SR 28 Widening / Prep. RR Reloc.**  Brayman – Prime Contractor  “New Bridge Construction” (p 28)  “CHALLENGES and MITIGATION EFFORTS. This project was located in a tight urban setting with significant pedestrian, train, and vehicular traffic. As outlined above multiple utilities also required relocation as part of the project. Significant work was done with the department to minimize the impacts to the traveling public and surrounding community. A substantial coordination effort was undertaken to ensure that the utility relocations did not impact the schedule of the project.”  “Key Personnel  Gary Chesnoski - Project Superintendent” (p 19)  *Note: Complex urban project with similar utility issues. Key personnel involvement. Positive overall project evaluation (PennDot). (Strength)* | **ODOT 133010, Design-Build IR-480 and Tiedeman Road**  Great Lakes – Prime Contractor  Pavement Replacement  12 month delay due to “Owner approved change orders for extra work and weather days”  “Project Relevant Items  • Design-Build ODOT Project  • ODOT District 12 Project  • Concrete Pavement and Sidewalk  • Maintenance of Traffic on Heavily Traveled Road, IR-480  • Local Cleveland Utlity Coordinaton  • City of Cleveland Water Department  • Pedestrian Coordinaton” (p 19)  Key team members:  • Estimating: Mark Grdina; Jeff Jones  • Project Management: Tom McGonigle  • Design Project Manager: Fernando Rodriguez, PE  *Note: Does include teaming of Key Personnel, but DB project of lesser complexity (no structures) and much smaller size.* | **ODOT 113009, I-77 Bridge Reconstruction Design Build**  Kokosing – Prime Contractor  “Similarities to CCG6B include Design-Build bridge demolition and construction over I-77, fast-paced design and construction, and coordination with multiple third party stakeholders including maintenance and relocation of utilities supported on the existing structures.”  “CCG6B Personnel Involvement: Jack Weaver was the Project Engineer and Steve Linder was the Structures Superintendent on this project.” (p 20)  *Note: DB project with Key Personnel involvement. Project not of similar complexity or scope.* | **ODOT 133000, Cleveland Innerbelt CCG2 DB**  Ruhlin/Trumbull – Lead Contractors  “Project Relevance  Local  Key Personnel:  Mark Myers - Constructability Coordinator  Design-Build  Working Together  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 19)  *Note: Large DB project with complications (as part of JV). Some similar construction complications. Key Personnel involvement. (Strength)*  *Note: Recent issues with some unprofessional conduct in regards to bridge painting. (Minor Weakness)* | **INDOT, Accelerate I-465**  Walsh – General Contractor  “Widening, Structure Reconstruction” (p 27)  “Relevance to CCG6B  » Key Personnel involvement (Pete Jerrell)  » Skewed bridge design and construction (multiple bridges up to 191 feet long with up to a 21-degree skew)  » Public and private utility coordination  » Complex, innovative MOT  » Urban environment with heavy traffic  » Aesthetic bridge construction  » Bridge construction over interstate highway  » Improved mobility, connectivity, and sense of community” (p 19)  *Note: Larger DB urban project with some similar complexities and of greater Scope. Key Personnel involvement. (Strength)* |
| **ODOT 091080, Nelsonville Bypass**  Beaver – Prime Contractor  “Reroute traffic from existing  U.S. RT. 33 to an 8.5 mile, four lane  bypass.” (p 27)  7 month delay due to weather and addition work added  “Relevance to CCG6B:  » 8 mainline bridges  »New pavement construction  »New ramp construction  »Heavy MOT along existing US-33  »Reconstructed intersections along existing US-33 and local roadways” (p 20)  Key Staff Involvement  Brian Francis, Sr. Project Manager  *Note: Large project, but not necessarily similar issues.* | **PENNDOT, SR 28 / I-279 Connector**  Brayman - Prime Contractor  “New Bridge Construction” (p 28)  “Original Completion  09/2008  Actual Completion  07/2010  Timely Completion  Opened to traffic September 25, 2008; however, an open issue between PennDOT and the steel supplier regarding paint on the steel beams caused the actual completion date to push. The issue was resolved to the Department’s satisfaction.”  “ CHALLENGES & MITIGATION EFFORTS. Tight vertical and horizontal clearances associated with the existing I-579 ramp overhead and the existing I-279 roadway below, coupled with the overall congested urban environment, added to the complexities of the ramp construction project. The steel erection plan required closing I-279 in both directions. Due to the location of the project, Brayman had to plan the steel erection date around the Pittsburgh Pirate and Pittsburgh Penguin’s schedules while getting approval from numerous public agencies. Brayman developed traffic plans and schedules and coordinated numerous meetings so that all stake holders were satisfied.”  “Key Personnel  Gary Chesnoski - Project Superintendent” (p 20)  *Note: Smaller complex urban project. Some similar utility issues, but project was not of similar size. Key Personnel involvement in similar role with positive evaluation. (Strength)* | **ODOT 120007, Maple Grove Road over IR-90 and IR-271**  Great Lakes – Prime Contractor  Bridge Replacement  1.5 month delay due to weather  “Project Relevant Items  • ODOT District 12 Project  • MOT on both IR-90 and the Express Lanes of IR-271  • Structural Steel Demolition over 10 Lanes of Interstate Traffic  • Deck Demolition over 10 Lanes of Traffic  • Erection of Structural Steel over 10 Lanes of Traffic  • Deck Forming over 10 Lanes of Traffic  • High Skew 50° 37’ 45” (p 20)  Key Team Members:  • Estimating: Mark Grdina; Dana Miller, PE  • Project Management: Al Leonard, PE, CPESC  • Construction: Chris Stutz, PE  *Note: DBB project of similar complexity of smaller size. No Key Personnel involvement.* | **ODOT 030586, I-77 Fleet/Grant Bridge Reconstruction**  Kokosing – Prime Contractor  “Similarities to CCG6B include bridge demolition and construction over I-77 just 2 miles south of CCG6B, maintenance of traffic utilizing shoring, utility coordination and construction of aesthetic elements.”  “CCG6B Personnel Involvement: Steve Linder was the Structures Superintendent and Jack Weaver was the Project Engineer on this project.” (p 21)  *Note: Project of lesser complexity and scope with utility coordination. Project within corridor. Key Personnel and teaming. (Strength)* | **PENNDOT, Project SR-28 (A21)**  Trumbull – Lead Contractor  “Project Relevance  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 20)  *Note: Project with similar complexity, scope, size, and utility coordination, but no Key Personnel. (Strength)* | **INDOT, I-465 at I-70 Design-Build**  Walsh – General Contractor  “Widening, structures, and ramp modifications” (p 27)  “Relevance to CCG6B  » Key Personnel involvement (Pete Jerrell)  » Design-build project with same integrated firms  » Heavy skew bridge design and construction (multiple structures with skews up to 38 degrees)  » Bridge construction over interstate highway  » Retaining wall construction  » Urban environment  » Complex MOT” (p 20)  *Note: Complex urban DB project of larger Scope. Teaming of lead Contractor and Designer.*  *Note: Project Manager’s role early in career. Project not considered recent.* |
| **ODOT 133000, George V. Voinovich I-90 Cleveland Innerbelt Eastbound Bridge (CCG2)**  WPS/PB – IQF  “Provide the quality program for all elements of the project.” (p 28)  “Relevance to CCG6B:  »Corridor and Innerbelt Plan Knowledge  »Design-Build  »Complex Structures  »Urban Corridor  »Road and bridge design/construction  » Geotechnical investigation and testing” (p 21)  Key Staff:  » Brian Gilhousen, Task Lead - Non-viaduct bridge review  »Charles Boltz, Main Viaduct Load Rating QA  »Italo Gonzalez, Task Lead -Geotechnical review  »Steve Gage, MOT and Roadway review  » Eric Mack, Non-viaduct bridge review  *Note: While significant DB project, role within project and persons provided of GGC6B not necessarily relevant.* | **ODOT, Cleveland Innerbelt (CCG1)**  HDR – IQF  “THREE DIMENSIONAL MODELING. HDR reviewed the designer’s refined analysis, modeling assumptions, and design computations for this complex steel superstructure.” (p 28)  *Note: While significant DB project, role within project and persons provided of CCG6B not necessarily relevant.* | **ODOT 133026, PID 77628, I-71 MLK Interchange (Design-Build), ODOT District 8**  Prime – Sub consultant (5% of fee)  “Project Relevant Items  • Design-Build  • Cap and Column Piers  • AASHTO LRFD Design  • Mult-Span Bridge  • Wall Type Abutments  • ODOT Project and Standards  • MSE Retaining Walls  • LRFR Bridge Ratngs  • Utlites on Bridge” (p 21)  Key Team Members  • Senior Roadway/Bridge Design Engineer: Ravinder Gupta, PE  • Design QC: Greg Boyer, PE  *Note: Similar project of similar complexity, but limited role.* | **ODOT 113000, I-670/71 Columbus Crossroads Interchange Design Build**  EL Robinson – Subconsultant (20%)  “DB for safety & efficiency for 670/71 interchange.” (p 28)  “Similarities to CCG6B include complex bridge design and construction with heavy utility coordination.”  “Rick Rockich was the Project Manager and Dave Traini was the Lead Structural Engineer for ELR. ELR worked directly with Kokosing” (p 22)  *Note: Complex urban projects with similar complexities. Involvement of Key Personnel, but not in similar role. Consultant and Contractor teaming (with the designer in subconsultant role). (Noted above)* | **ODOT SCI-823-0.00, Southern Ohio Veterans Memorial Highway**  ms consultant – Lead Designer  “Project Relevance  Key Personnel:  Todd Long, PE - Project Design Manager  Jonathan Hren, PE - Lead Structural Engineer  Sam Ranno, PE - Senior Structural Engineer  Design-Build  Skewed Bridges  Utility Coordination/Relocation  3D Structural Analysis” (p 21)  *Note: Some similar scope items. Key personnel involvement. (Strength)* | **ODOT MOT-75-11.01 Phase 1B, I-75 Modernization Project**  American Structure Point – Lead Design Firm  “Highway Widening and Bridge” (p 28)  “Relevance to CCG6B  » Key Personnel involvement (Chris Bettinger)  » Added-Value Personnel involvement (Bruin Ramsdell)  » Highly skewed vehicular structure design (three bridges 300, 147, and 1,202 feet long, with skews up to 55  degrees)  » Refined 3D structural analysis  » Urban corridor  » Complex MOT  » Significant utility coordination  » Aggressive schedule  » Retaining walls” (p 21)  *Note: Large complex urban project with similar complications. Key Personnel involvement. (Strength)* |
| **ODOT 050870, HAN-75-14.39**  WSP/PB – Lead Designer  “Environmental services and design widening and reconstruction of 5.12 miles of 4 lane limited access highway within an urban corridor.” (p 28)  “Relevance to CCG6B:  » Urban corridor  »Long-span bridges on high skews  »Aggressive Schedule” (p 22)  Key Staff:  »Naiel Hussein, Project Manager  »Ed Carmichael, MOT  *Note: While some relevancy, no Key Personnel involved.* | **ODOT HAM-71-3.81, MLK Design-Build**  HDR – Lead Design Firm  “SIMILAR SCOPE. This project is a comprehensive improvement of the local street network and the I-71 corridor in the Uptown area of the  City of Cincinnati. The project will construct a new combined tight diamond and folded diamond interchange at MLK Drive. Nearly two miles of I-71 roadway will be impacted along with EIGHT new or rehabilitated bridges on or over I-71 and associated ramps. The existing ramps to McMillan Street and Taft Road will be incorporated into the design and increased for capacity.” (p 22)  *Note: DB project with similar complexity with considerations for utilities. Some key personnel involvement (Lead Designer). (Strength)* | **ODOT PID 97795, MOT-70-6.03, ODOT District 7**  Prime – Designer  “Project Relevant Items  • Deck Removal and Replacement • Mult-Span Bridges • AASHTO LRFD Design  • High Skew on Brookville-Salem Bridge • 3D Structure Modeling • ODOT Standards” (p 22)  Key Team Members  • Senior Roadway Design Engineer: Ravinder Gupta, PE  • Design QC: Greg Boyer, PE  *Note: Project of some similar complexities (high skew), but no Key Personnel involvement.* | **ODOT CUY-90-14.90, CCG1 & CCG2**  EL Robinson – Subconsultant  “Twin Structure Replacement” (p 28)  “Similarities to CCG6B include complex urban design and coordination with GCRTA, City of Cleveland, NEORSD and public/private utilities.”  “Dave Traini was the Lead Structural Engineer and Rick Rockich provided design reviews.” (p 23)  *Note: While significant DB project, role within project and persons provided named for GGC6B not necessarily relevant.* | **ODOT MAH-164-5.27, Beaver Township, OH, Design Build**  ms consultant – Lead Designer  “Project Relevance  Key Personnel:  Jonathan Hren, PE - Lead QA Structural Reviewer  Sam Ranno, PE - Senior Structural Engineer  Design-Build  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 22)  *Note: Project with some similar items. Some project personnel, but not in the same role. Limited relevancy.* | **ODOT AUG-67-3.45, SR 67 over I-75 Bridge Rehabilitation**  American Structure Point – Lead Design Firm  “Bridge” (p 28)  “Relevance to CCG6B  » Key Personnel involvement (Bruce Fraser and Chris Bettinger)  » Highly skewed vehicular structure (4-span, 401-foot structure with 57 degree  skew)  » Refined 3D structural analysis for superstructure design  » Complex MOT” (p 22)  *Note: Project with some similar complexity (high skew structure), but not of similar size. Traditional DBB project. Key Personnel involvement. (Strength)* |
| **INDOT, I-69 Sections 2&3**  WSP/PB – Lead Designer  “Developed a modern interstate facility to serve regional and interstate traffic linking by developing Sections 2 & 3 of I-69.” (p 28)  “Relevance to CCG6B:  »Design-build  »Skewed bridges  »Fast paced schedule  »Signifcant coordination” (p 23)  Key Staff:  »Shelby Swango, Project Manager  »Dandi Prasad, Overall Task Lead –Bridge  Design  »Brian Gilhousen, Segment Lead Structural  Engineer  »Eric Mack, Structural Engineer  *Note: While some relevancy, no Key Personnel involved.* | **Illinois State Tollway, IL-72 Higgins Road Bridges over I-90**  HDR – Lead Design Firm  “CHALLENGES & MITIGATION EFFORTS. IL 72 (Higgins Road) over I-90 consists of 2-span, dual bridges with a total bridge length of approximately 560 feet, and are the most significant structures on the project. The dual bridges are skewed 70 degrees at the median pier and abutments, are designed for three traffic lanes, and have a span arrangement of 280 feet – 280 feet. The superstructure consists of 9½ feet deep plate girders and includes full depth steel diaphragms at the pier and abutments. The substructure consists of stub abutments behind soldier pile walls and a three segmented multi-column pier supported on pile foundations. A unique steel framing arrangement and careful consideration of lateral loads and displacements, and construction sequencing, resulted in an efficient and constructible design.” (p 23)  *Note: DBB project with similar complexities and size. Extremely high skew structure. (Strength)* | **ODOT 144000, PID 19415, SCI-823-0.00 Portsmouth Bypass (Design-Build), ODOT District 9**  Prime – Sub consultant (6% of fee)  Project Relevant Items  • Design-Build  • AASHTO LRFD Design  • 3D Roadway Modeling  • Mult-Span Bridges  • ODOT Standards  Key Team Members  • Project Manager: Greg Boyer, PE  • Senior Roadway/Bridge Design Engineer: Ravinder Gupta, PE  *Note: Large project but not of similar scope. Limited role, without Key Personnel involvement.* | **ODOT PID 88965, MUS-70-9.61 Structure Replacement**  EL Robinson – Lead Designer  “Heavily skewed, curved twin bridge replacements constructed in the same location as the existing bridges.” (p 28)  “Similarities to CCG6B include complex bridge design, heavy skew, and coordinating proposed substructure locations with existing substructure locations.”  “Dave Traini was the Lead Structural Engineer and Rick Rockich provided design reviews.” (p 24)  *Note: Project with similar complexities (High Skew structures). Traditional DBB project. Key personnel involvement. (Strength)* | **ODOT FRA-70/71, South Innerbelt, Phase 6A**  ms consultant – Lead Designer  Project Relevance  Local  Key Personnel  Jonathan Hren, PE - Senior Design Engineer  Sam Ranno, PE - Senior Structural Engineer  Design-Build  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange  3D Structural Analysis” (p 23)  *Note: Complex urban project with considerable utility issues. Key Personnel involvement. (Strength)* | **ODOT CUY-77-12.12, Harvard Avenue Bridge Replacement**  American Structure Point – Lead Design Firm  “Stage 3 Submission: 1/19/17  Tracings Submission: 3/17/17” (p 28)  “Bridge” (p 28)  “Relevance to CCG6B  » Key Personnel involvement (Bruce Fraser and Chris Bettinger)  » Added-Value Personnel involvement (Beth Hundt, Alan Miller, and Karin Ely)  » Bridge replacement in an urban corridor  » Wall type abutments  » Designed per AASHTO LRFD bridge design specifcations  » Aesthetics  » Complex MOT  » Utilities (on and adjacent to bridge)  » ODOT District 12 Coordination” (p 23)  *Note: With some similar Scope complexities (utilities) and Key Personnel involvement. Project yet be sold, but design substantially complete. (Strength)* |
| **Cuyahoga County, Schaaf Road (CR 97) Bridge Replacement over CSXT RR**  WSP/PB – Lead Designer  “Cuyahoga County, OH: Preliminary through final design for the replacement of Schaaf Road Bridge over CSXT RR” (p 28)  “Relevance to CCG6B:  » Highly skewed bridge  »Highly skewed side roadway te-in at end  of bridge  »Significant utility coordination” (p 24)  Key Staff:  »Nancy Lyon-Stadler, PM  » Brian Gilhousen, Deputy PM/Bridge task  lead/Utility coordination  » Steve Gage, Roadway design/ Utility  Coordination  *Note: Relevancy in critical project considerations (utility complications and high skew) with involvement of Design Manager. (Strength)* | **Warren County, WAR-73/741 Intersection Improvement**  HDR – Lead Design Firm  “ UTILITY COORDINATION. The project area has several major utility crossings including a major overhead electric transmission owned by Duke Energy that will require relocation. Other utilities that required HDR to either provide relocation plans or coordinate relocation included fiber optic communications, public water, sewer, and gas.” (p 24)  *Note: Some utility considerations, but no personnel involvement.* | **ODOT 120687, PID 83583, SHE-75-3.72 L/R, ODOT District 7**  Prime - Designer  “Project Relevant Items  • Deck Removal and Replacement  • AASHTO LFRD Design  • Mult-Span Bridges  • ODOT Standards  • High Skew” (p 24)  Key Team Members  • Project Manager: Greg Boyer, PE  • Senior Roadway and Bridge Design Engineer: Ravinder Gupta, PE  *Note: Project of some similar complexities (high skew), but no Key Personnel involvement.* | **Franklin County Engineer, FRA-Dodridge Street Bridge**  EL Robinson – Prime Designer  “Unique award-winning aesthetically enhanced signature bridge – OSU campus” (p 28)  “Similarities to CCG6B include complex bridge design and construction with heavy urban utility coordination.”  “Dave Traini was the Lead Structural Engineer.” (p 25)  *Note: Complex structure, but not of similar scope.* | **ODOT FRA-70/71 East Interchange, Phase 2**  ms consultant – Lead Designer  “Project Relevance  Key Personnel:  Jonathan Hren, PE - Senior Structural Lead Designer  Sam Ranno, PE - Senior Structural Engineer  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 24)  *Note: Complex urban project with difficult design considerations. Key Personnel involvement. (Strength)* | **INDOT, Ohio River Bridge East End Crossing P3**  American Structure Point – Design Subconsultant  “Highway and Bridge” (p 28)  “Relevance to CCG6B  » Key Personnel involvement (Chris Bettinger)  » Design-build delivery and team integration with Walsh  » Designed per AASHTO LRFD bridge design specifcations  » Bridge design and construction of high skew and long spans (15 bridges ranging from 55 to 598 feet with spans ranging from 50 to 168 feet and skews up to 40 degrees)  » Interchange design  » Complex MOT  » Utility coordination  » Extensive coordination with  the owner” (p 24)  *Note: Complex project of larger size with some similar considerations. Teaming with Lead contractor (as a subconsultant). (Strength)* |
| **INDOT, Fort Wayne Design/Build Bridge Rehab Projects**  WSP/PB – Engineer of Record  “Rehabilitation of and deck replacement of three bridges.” (p 28)  “Relevance to CCG6B:  »Design-Build  »MOT  »Road and bridge design/construction” (p 25)  Key Staff:  »Dandi Prasad, PM  »Charles Boltz, Lead Structural Engineer  *Note: Limited relevancy in complexity.* | **ODOT General Engineering Services , District 12**  HDR – Lead Design Firm  “THREE DIMENSIONAL MODELING. For CUY21-10.04,a LARSA 3D Finite Element Model (3D FEM) was used to independently determine structural member force effects, and perform design checks for structural components and girder camber. For CUY-422-15.75, a LARSA 3D FEM was used to determine member forces, temporary support locations and reactions, superstructure behavior during beam removal, and the elevations necessary for partial deck replacement. Both projects used previously developed in-house Excel tools to interface directly with LARSA to develop models, extract model results, and design the structural components. (p 25)  *Note: Some relevancy, but no Key Personnel involvement.* | **ConnDOT, Replacement of Gold Star Bridge #03819**  Prime – Designer (90% of fee)  Project Relevant Items  • LRFR Ratng • Mult-Span Bridge  • AASHTO LRFD Design • 3D Structure Modeling  No key team members on this project  “PRIME is currently working on the final deisgn of this project.” (p 25)  *Note: Not of similar complexity. No Key Personnel involvement.* | **ODOT CUY-480-18.42, Finite Element Fracture Critical Analysis**  EL Robinson – Prime Designer  “Analysis. Cleveland, OH 3D Finite Element Analysis of Twin 4000 ft structure.” (p 28)  “Similarities to CCG6B include 3D Finite Element Analysis.”  “Dave Traini was the Lead Structural Engineer.” (p 25)  *Note: Highly technical project with complex issues. Key Personnel involvement. (Strength)* | **ODOT MOT-75-6.36, Dixie Drive / Central Avenue Interchange**  ms consultant – Lead Designer  “Project Relevance  Key Personnel:  Sam Ranno, PE - Lead Structural Engineer  Skewed Bridges  Utility Coordination/Relocation  MOT/Urban Interchange” (p 25)  *Note: Complex urban project with difficult design considerations, but no Key Personnel involvement.* | **City of Gary, Gary Marina Access Road over EJ&E Railroad**  American Structure Point – Lead Design Firm  “Bridge” (p 28)  “Relevance to CCG6B  » Highly skewed vehicular structure (422-foot-long, 3-span structure with skews varying from 34 to 61 degrees)  » Refined 3D structural analysis  » Urban industrialized area  » Retaining wall design  » Utility coordination  » Extensive coordination with the owner” (p 25)  *Note: While project has some similar scope characteristics (high skew and modeling), but no Key Personnel involvement.* |