Photo courtesy of Ohio Department of Transportation

Response to Request for Qualifications

Ohio Department of Transportation

BEL-70-9.35 Interchange Improvement

PID 120547

BRAYMAN – SWANK JOINT VENTURE WITH PARSONS

Submitted by:
Brayman-Swank Joint Venture
November 22, 2024

Brayman - Swank Joint Venture
1000 John Roebling Way, Saxonburg, PA 16056 | (724) 443-1533

TABLE OF CONTENTS

PART A: Introduction

BRAYMAN-SWANK
JOINT VENTURE

Submitted Via ODOT LiquidFiles

November 22, 2024

Mr. Eric Kahlig
Ohio Department of Transportation
Office of Alternative Project Delivery, Fourth Floor
1980 W. Broad Street Mail Stop 5100
Columbus, OH 43223

RE: Request for Qualifications (RFQ)| PID 120547 / Project (25)3000
BEL-70-9.35 Interchange Improvement Design-Build

Dear Mr. Kahlig:

In response to ODOT's RFQ for the BEL-70-9.35 Interchange Improvement Design-Build Project, Brayman Construction Corporation and Swank Construction Company, LLC have formed the Brayman-Swank Joint Venture (BCSCJV) to pursue the Project. As the Lead Contractor and Offeror, BCSCJV has assembled a highly qualified Design-Build Team (DBT), partnering with Parsons Transportation Group, Inc. to serve as the Lead Designer.

Brayman, established in 1947, is a nationally recognized heavy-civil and geotechnical contractor. Guided by values of equity, urgency, and professionalism, Brayman offers self-performed construction services with the ability to manage key operations from foundations to superstructures allowing for greater project control, cost savings, and expedited service through expert affiliates.

A fourth-generation heavy highway builder, Swank has been a key player in U.S. highway and bridge infrastructure for over 90 years. Their services include bridge and road construction, paving, rehabilitation, milling, diamond grinding, and sawing/sealing. With over 500 employees, Swank prides itself on its strong safety record and commitment to ethics and honesty.

Founded in 1944, Parsons is an industry recognized and award-winning global engineering firm with offices across Ohio. Known for its innovative solutions and commitment to safety, Parsons leverages cutting-edge technology and a team of experts to ensure efficient, cost-effective, and sustainable transportation systems.

Parsons has added 2LMN, Inc., a certified DBE/MBE/SBE firm, as a subconsultant for Complex Lighting Design and Design Survey Services. 2LMN is an ODOT prequalified civil engineering consulting firm with locations throughout Ohio. Geotechnical Engineering Services and Subsurface Utility Location Services will be provided by National Engineering & Architectural Services (NEAS), Inc. (formerly Barr Engineering), a certified DBE/MBE/SBE firm with project experience in all twelve ODOT Districts and locations across Ohio.

The Brayman-Swank/Parsons DBT offers ODOT uniquely qualified, reputable firms that combine national expertise with proven local success. Together, the Brayman-Swank/Parsons DBT will make value engineering a priority by examining all angles for constructability and efficiency and we look forward to bringing you all the resources of our group to ensure your team meets their delivery goals for the Project.

To review the additional information and statements for requisite inclusion as part of Section A – Introduction, please refer to the table on Page 2.

BRAYMAN-SWANK
JOINT VENTURE

OFFEROR POINT of CONTACT

Name: Tom Hesmond, P.E., DBIA
Title: Vice President Alternative Delivery and Joint Ventures, Brayman
Address: 1000 John Roebling Way
Saxonburg PA 16056
Office: (724) 443-1533, ext. 50131
Mobile: (412) 292-3219
Email: t_hesmond@brayman.com

LEAD CONTRACTOR

Brayman-Swank Joint Venture will be the prime / general contractor responsible for overall construction of the Project and will serve as the legal entity who will execute the Contract with ODOT.

Address: 1000 John Roebling Way
Saxonburg PA 16056
Office: (724) 443-1533
Contact: Same as Offeror
Structure: Joint Venture
Ohio Secretary of State Registrations:
Brayman: Entity # FC2170, 12/11/1997
Swank: Entity# 2083439, 02/15/2012

LEAD DESIGNER

Name: Parsons Transportation Group, Inc.
Address: 3560 W. Market Street
Fairlawn, OH 44333
Registration: COA.01963
Contact: Fernando Rodriguez, P.E.
Email: fernando.rodriguez@parsons.com
Phone: (330) 590-30-3018

LEGAL STRUCTURE of OFFEROR

Brayman-Swank Joint Venture is structured as a Joint Venture between Brayman Construction Corporation a Pennsylvania Domestic Business Corporation and Swank Construction Company, LLC a Pennsylvania Domestic Limited Liability Company.

STATEMENTS

PREQUALIFICATION. Brayman-Swank Joint Venture confirms Brayman is registered by ODOT as a prequalified contractor (Vendor ID 000218004) and Swank is a prequalified Contractor (Vendor ID 001923001). They will remain prequalified for the work items noted in the RFQ, Section 1.2.2 for the Lead Contractor.

Brayman-Swank Joint Venture confirms Parsons is registered by ODOT as a prequalified consultant for engineering services in accordance with the requirements of the Department.

COMMITMENT OF KEY PERSONNEL. Brayman-Swank Joint Venture confirms the Key Personnel and Firms identified in this submittal are committed to the extent necessary to meet ODOT's quality and project duration expectations.

CONFLICT OF INTEREST. Brayman-Swank Joint Venture confirms that no members have an organizational conflict of interest, as defined in Section 4.1 of the RFQ.

COMPLIANCE WITH DBE & NON-DISCRIMINATION POLICIES. Brayman-Swank JV will comply with the Department's policy on DBE requirements for this Contract and will comply with the Department's Nondiscrimination Policy.

The Brayman-Swank/Parsons DBT will deliver a high quality and economically responsible project while maintaining a safety-first mentality and minimizing impacts on the public and environment. As a unified team looking beyond our individual roles, we pledge to advocate for your needs and best interests throughout the lifecycle of this Project.

Respectfully submitted,

Thomas M. Hesmond, P.E., DBIA
Vice President Alternative Delivery and Joint Ventures

PART B: Project Management and Understanding and Approach

2.5.3 Project Management and Understanding and Approach

General Project Approach | The Brayman-Swank JV (BCSCJV), with Parsons as our design partner, has laid the groundwork for the approach to this Project through the SOQ process to ensure all ODOT's goals are met. We have begun compiling initial design considerations and risks, both design and construction, on the Project's risk register along with potential mitigation strategies. The risk register will remain a living document throughout procurement, design, and construction. Risk workshops will be held to further define risks and refine mitigation strategies with special attention given to the unique needs of the Project, particularly the high truck traffic and surrounding business reliant on it.

ODOT Stated Goals	BCSCJV Plan to Meet
Award a Design-Build Contract within ODOT Fiscal Year 2025 (Target Award Date: May 12, 2025).	A proactive approach to Phase III to ensure all concerns and questions can be generated early so that they can be adequately addressed by the Department preventing any delays in the procurement schedule.
Design and construct the most cost-effective solution which results in a final configuration that reduces long-term congestion.	The members of our DBT have a proven record of providing cost effective solutions in design and construction as well as providing designs reducing long-term congestion. Integration of the design and construction teams beginning during the procurement process will ensure Project success.
Phase design and construction to minimize delays to the completion of the Project by considering the restrictions of ROW acquisition, NEPA processes, and the final NEPA document.	The DBT will closely coordinate with the Department to stay updated on environmental permitting and ROW acquisition progress. The design team will integrate environmental commitments and consider ROW requirements during preliminary design. If necessary, the design will be staged, with locations requiring more time for environmental clearance or ROW finalization included in a later Buildable Unit, allowing the Department additional time to complete these processes.
Design and construct a Project which reasonably ensures ongoing unimpeded access to the existing facilities during construction.	Design structure to maximize offline construction and selectively employ accelerated construction techniques where appropriate. Develop an MOT scheme that effectively maintains access to the business on SR-149, using temporary pavement, access control principles, a robust signing and striping plan, and an effective public information plan.
Successfully coordinate utility relocations and successfully coordinate with adjacent private developers during construction.	Design phase will focus on accurately identifying and locating utilities to prevent construction issues. Close coordination with utility owners will help identify and resolve conflicts early. A comprehensive plan will be developed to engage adjacent developers, property owners, and the public to understand their needs and gather input on the proposed improvements.
Complete the Project within 48 months of Award.	Our DBT is dedicated to completing the Project on time, as set by ODOT. We have a proven history of on-time or early Project completions, demonstrated in past projects provided. Both Brayman and Swank have experience with accelerated construction and are ready to apply these techniques to ensure timely completion.
Build an award-winning Project with no injuries while safely and efficiently maintaining traffic.	Our DBT is committed to delivering another award-winning Project for ODOT. Our projects feature both award-winning results and innovative, efficient MOT schemes. Both Brayman and Swank exceed industry safety averages, with Brayman completing 2023 recordable-free.

a) Describe the Offeror's approach to engaging with the Department during Phase III to meet ODOT's schedule goals, including meetings, discussions, and Technical and Price Proposal development, as outlined in Section 3 of the RFP.

2.5.3 Project Management and Understanding and Approach

General Plan for the Procurement Process | During Phase III of the procurement process, our team will hold weekly design meetings to ensure timely progress and prepare for engagement with the Department. Although not required by the draft scope, we will form Task Force Groups (TFGs) to enhance design management and team effectiveness. Special focus will be given to the unique nature of the Project, potentially awarded before the NEPA process is completed. Each TFG will develop plans for work that can proceed before NEPA approval and create contingency plans to review with the Department to keep the Project on schedule if NEPA approval delays occur. More specific details on our DBT's planned approach to engage the Department at the various defined steps outlined in the DRAFT RFP are highlighted below:

Commercial One-on-One Meeting | Upon release of the official RFP, all DBT members will thoroughly review the contract documents, focusing on differences between the draft and official versions. We will leverage our prior review to expedite preparation for the Commercial One-on-One Meeting. During the meeting, we intend to present potential ATCs, a conceptual overview of our intentions for the Proprietary Technical Information, and possible variations based on the Department's feedback. Our goal is to provide sufficient information to allow for adjustments if certain ideas don't align with the Department's intent before advancing the ATC or PTI processes.

Alternative Technical Concept (ATC) Process/Meeting | During proposal development, our team will hold workshops to brainstorm potential ATC ideas, utilizing subject matter experts with experience in complex design-build projects nationwide. We will focus on safety, access to existing facilities during construction (MOT), schedule, and cost savings, evaluating and implementing viable ideas. Potential ATCs will be tracked in a spreadsheet, assigning responsibility to ensure accountability and resolution. Feasible ATCs will be reviewed by design and construction teams before submission to the Department. As per proposed RFP section 4, we will pre-submit ATCs for discussion in the one-on-one meeting, involving the appropriate key personnel and experts. After the ATC meeting, the DBT will prepare and distribute meeting minutes documenting the decisions and discussions for the Department's review. Upon receiving the Department's response, including any additional comments or clarifications, we will prepare a final workshop to assess the cost-effectiveness of approved ATCs for incorporation into the Technical Proposal.

Propriety Technical Information (PTI) Process/Meeting | As outlined in Section 5 of the proposed RFP(abstract), our team will participate in a Proprietary Technical Information (PTI) discussion to review our Project approach and Intermediate Technical Proposal. To help facilitate a productive session, we will prepare an agenda highlighting key discussion points and provide preliminary technical documents (as required in Section 5.1), including an overall schedule and preliminary plans, to help the Department verify Project requirements and offer feedback. Additional exhibits will be provided as needed to address design or construction issues. After the meeting, we will develop an action plan to address the Department's concerns and revise the Final Technical Proposal. Key DBT staff with relevant expertise will attend, and we will also present our DBE Open-Ended Performance Plan, including identified subconsultants and subcontractors at the time of the PTI Meeting, potential work packages for DBE subcontractors, and their anticipated timing.

Development of Technical and Price Proposal | The culmination of all the above interactions will result in BCSCJV's submission of the price and technical proposal as detailed in sections 6.1 and 6.2 of the draft RFP. We will combine all feedback from the Department and the relevant approved ATCs, to submit a technically compliant proposal with an economical price designed to provide the greatest value while meeting all of the defined goals for the Project.

b) Explain how utility relocation, traffic operations, business access, and ROW/NEPA limitations impact design and construction sequencing, and outline the DBT's risk mitigation approach and processes for a cost-effective project.

Our DBT is committed to identifying and mitigating the risks associated with this Project to ensure the Department receives the most cost-effective project. Four major risks include utility relocations, traffic operations, access to existing businesses, and limitations presented by ROW and NEPA that may impact sequencing of design and construction.

Utility Relocations, Pre-Award | Utility relocations have already been identified as a risk to the Project on the DBT's risk register. Pre-award, during Phase III of the procurement process, we will provide any concerns to the Department as part of the various defined meetings. We will also work to identify any potential ATC's that may minimize or eliminate required utility relocations to help mitigate the inherent risk and expense associated with them. Finally, we will develop our PTI documents and technical proposal to further minimize the impacts to the identified utilities.

Post Award, Design

Our Design-Build Team (DBT) will prioritize minimizing utility impacts through a proactive coordination plan, starting with early communication with utility companies and the Department during the design phase. Our coordination approach includes:

- Reviewing all relevant data, including existing drawings and subsurface utility information.
- Creating and maintaining a utility impact matrix to track potential conflicts and keep stakeholders informed.
- Engaging each affected utility early to review existing data, identify conflicts, and establish roles, responsibilities, and schedules.
- Conducting test holes (Level A) in key locations to map utility depths and locations.
- Providing plan sets for utility review during design submittals.

Post Award, Construction

Due to the integrated nature of our DBT, utility coordination will smoothly transition from design to construction.

- Construction team members will participate in design-phase utility discussions, sharing expertise to address potential issues.
- Work will be sequenced to align with agreed relocation schedules, and we will keep the Department updated throughout construction.
- Regular office and field coordination meetings with affected utilities will continue until relocations are complete.

Traffic Operations, Pre-Award | During the technical proposal phase, our DBT will explore alternatives to maintain traffic along I-70 while replacing the two overpass structures. Since long-term closures on I-70 are not allowed per the latest Permitted Lane Closure System, our plan will ensure two lanes remain open in both directions - likely requiring a contraflow option considering the available bridge widths. Interchange ramps will stay open except during times allowed in the Scope of Services. Our phasing plans for SR-149 will focus on efficiently maintaining traffic to all business, properties and local roads. In developing the Conceptual Maintenance of Traffic Plan, we will examine options to maximize mobility in and out of the developments along SR-149 and investigate access control principles such as implementing right-in/right-out drives, entrance consolidation, temporary turning lanes, and providing temporary channelizing features, such as temporary curbs to facilitate traffic flow. We will also assess the use of traffic control measures like temporary signals and queuing warning systems to manage traffic flow, with phasing set up to accommodate the high truck volume. Design and construction personnel will conduct regular MOT task force meetings focused on safety, traffic flow, and constructability for development of a preferred alternative to be included in our technical proposal.

MOT Expertise | BCSCJV has committed to including an MOT Supervisor, Lisa Bruner, on the Project team. She will contribute her expertise during the pre-award period, providing input on design solutions to identify any additional MOT items for discussion.

Post Award, Design

Building on findings from the technical proposal phase, we will develop a Conceptual Maintenance of Traffic Plan early in the detailed design phase ensuring MOT schemes are acceptable and allow for early feedback. Once the preferred alternative is established, we will create detailed plans in accordance with the scope of service and other ODOT design manuals. MOT plans will be divided into buildable units to accomodate early construction and provide flexibility for any ROW and/or environmental clearance issues. Weekly MOT task force meetings with design, construction, and the Department will continue throughout.

Post Award, Construction

Team members participating in the design process will continue into construction will allow for a smooth transition because of their full understanding of the design. These team members, including our MOT Supervisor, Lisa Bruner, have successfully managed MOT on similar projects. They will be authorized to make field adjustments, within contract requirements and with Department approval, to address unforeseen issues. This approach is similar to Brayman's Tom Williams project where unexpected driver behavior caused traffic back-ups near a hospital. The team quickly implemented a solution within 48 hours, gaining approval due to the trust established during preconstruction, effectively resolving the issue.

Access to Existing Businesses, Pre-Award | Maintaining access along SR-149 to the existing Pilot Travel Center and the new Love's Travel Stop currently under construction is critical to the Project's success. We will identify potential concerns for these businesses during discussions with the Department at the Commercial and PTI meetings and explore ATC options to minimize impacts. Additionally, we will apply BCSCJV's experience with accelerated construction to focus on areas that directly affect business access, aiming to minimize disruptions.

Post Award, Design

During design, we will analyze traffic data and collaborate with the District, developers, and business owners to understand traffic patterns at the interchange and property access points. Our MOT plans will accommodate high truck volumes, ensuring proper lane widths and turning radii for large vehicles. We will work with ODOT and WVDOH to create a public information plan to inform about construction, traffic changes, and access. A signing plan will be developed to clearly mark turning lanes and access points.

Post Award, Construction

BCSCJV has extensive experience working near major businesses while minimizing construction impacts. We will meet with local businesses at the start of construction, and before any major phase changes, to explain the work and set expectations. In collaboration with the District's Public Information Officer, we will ensure businesses, their customers, and the traveling public are kept informed of major project changes. Given the significant impact on truck traffic, we will engage the trucking community to ensure non-local trucking can stay informed and access local businesses.

Limitations presented by ROW and NEPA impact sequencing of design and construction Pre-Award | During the remaining procurement phase, we will collaborate with the Department to identify design options least affected by the final NEPA decision. We will also address potential roadblocks from NEPA delays or ROW acquisition issues and develop mitigation strategies. Additionally, we will align the design and construction schedule with the anticipated ROW clearance schedule provided by the Department.

2.5.3 Project Management and Understanding and Approach

Post Award, Design

The District is working to finalize ROW acquisition and the NEPA/environmental review before the Final Technical Proposal phase, though they may extend into the contract award phase. If these processes continue during preliminary design, our design management plan will ensure project commitments are met. The DBT will meet with Department staff to understand the current status develop a contingency plan. ROW and environmental status will be tracked in weekly task force meetings, and design leads will ensure minimal impacts. Any issues will be promptly communicated to the the Department, and ROW limits and environmental commitments will be integrated into the design.

Post Award, Construction

During construction, we will fulfill the commitments outlined in the NEPA decision and provide the necessary documentation to the Department as required. We will also adhere to the limitations of the agreed-upon ROW clearance schedule. Identified wetlands and ROW limits will be clearly delineated in the field, and their protection will be emphasized in daily crew meetings.

c) Describe the DBT anticipated approach to ensure acceptable quality of the Work (Design and Construction).

Our DBT is committed to delivering a high-quality project meeting ODOT's expectations through a tailored Quality Management Plan (QMP). The QMP will include quality control, verification, and assurance procedures to ensure compliance with Project standards. It will consist of both Design (DQMP) and Construction (CQMP) plans, focusing on proactive strategies to minimize nonconforming work. The QMP will provide clear guidelines to help achieve our goal of "Excellence in Execution, Quality in Results." Key elements of the QMP are outlined in Chart 1.

During the Final Design Phase, our DQMP will incorporate the option of Over-the-Shoulder Reviews by the Department. A comment resolution process, featuring a "living" comment tracking spreadsheet, will be implemented to ensure all feedback is addressed as the Project progresses from preliminary design to Released for Construction documents. Formal and over-the-shoulder reviews will be conducted using Bluebeam Studio sessions to ensure comments are accurately recorded and the process is thoroughly documented. The CQMP will define the Project requirements, including all applicable provisions of ODOT's Construction and Materials Specifications, Proposal Notes, and Supplemental Specifications, training, evaluations, and the process for submitting work plans, materials certification, and testing documentation. Regular quality check-ins will be held at Project and ODOT meetings. Project team members will receive training and undergo regular performance evaluations. The CQMP will also outline the process for collecting, maintaining, evaluating, and submitting to the ODOT Engineer all required work plans, materials certification, and testing documentation on a consistent basis. Quality check points and proper documentation will be routinely discussed at both DBT Project meetings and ODOT Progress meetings.

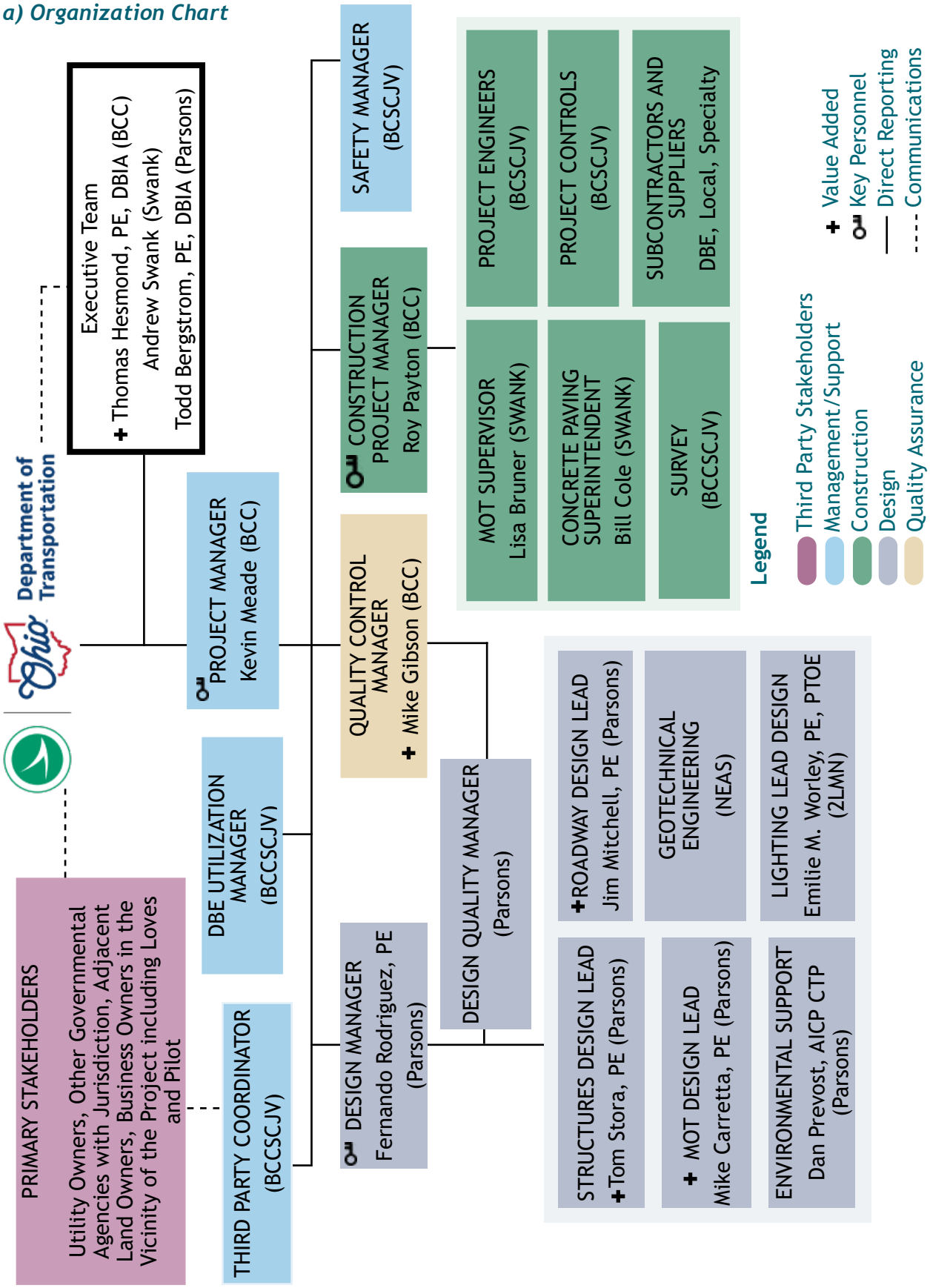
Chart 1: Quality Management Plan

Design Quality Management Plan	*Construction Quality Management Plan*
Define processes/procedures consistent with ISO 9001:2015 and Parsons' standards and procedures.	Outlines expectations for each specific Work Plan.
Provides comprehensive discipline checklists.	Outlines ODOT's applicable C&MS, Proposal Notes, Supplemental Specifications and requirements for material testing, certifications, and reporting.
Specifies level, frequency, and method for checking design.	Defines internal auditing, training, and management review processes.
Defines roles of the designer, contractor, and ODOT in the QC process.	Provides Corrective Action Plans.

PART C: Design-Build Project Team

2.5.4.1 Organization Chart and Narrative

a) Organization Chart



2.5.4.1 Organization Chart and Narrative

b) The Offeror may include a narrative to describe the interactions between positions, functions of shown intended roles, and other planned team integration techniques intended.

Our DBT will be led by Project Manager Kevin Meade who will have full authority to manage all interactions with the Department and will be responsible for overseeing every aspect of design and construction. He will directly supervise both Design Manager, Fernando Rodriguez, PE and Construction Project Manager Roy Payton, ensuring seamless integration between the design and construction teams. Additionally, Kevin will oversee the value-added role of QC Manager Mike Gibson, as well as the Project's Safety Manager, DBE Utilization Manager, and Third-Party Coordinator, ensuring coordinated efforts across all key functions.

Design Team | The DBT's Design Manager Fernando Rodriguez PE, an employee of Parsons, is responsible to Kevin Meade for the overall design effort required by the Project. The key Design Leads, all with Parsons, include Tom Stora, PE, Structures, Jim Mitchell, PE, Roadway and also Mike Carretta PE, Maintenance of Traffic, and will be responsible to Fernando to meet all the contract requirements for the appropriate design elements of the Project. Fernando will coordinate closely with Parsons' Design Quality Manager who will also be reporting to the JV's QC Manager to ensure design quality compliance. Fernando will also oversee subconsultants providing specialty and support services, including Geotechnical Engineering services, Subsurface Utility Location services provided by NEAS and Complex Lighting Design provided by 2LMN.

Construction Team | Roy Payton will oversee the construction team that includes value-added personnel from both Brayman and Swank who will be committed to the Project in both the design and construction phase for the time necessary specific to their scope and specialty. This includes Concrete Paving Super, William "Bill" Cole and MOT Supervisor, Lisa Bruner. Additionally, he will oversee the other project engineers, foremen, and subcontractors required for successful completion of the Project.

Executive Oversight | The Project team will be supported by the Executive Committee led by Thomas M. Hesmond, P.E., DBIA. Tom brings extensive experience in leading complex joint venture and design-build projects, as well as ODOT initiatives. His expertise will be instrumental in ensuring the team has all the necessary resources and support for the successful delivery of this Project.

Please see Section 2.5.4.3 Key Personnel for additional information on the key and added-value team members outlined here.

2.5.4.2 General Offeror Experiences

BRAYMAN-SWANK JOINT VENTURE

Brayman and Swank have chosen to form a fully integrated Joint Venture to deliver this Project. We believe the combination of our unique experience will provide the Department the most economical project that minimizes the impacts to the surrounding business and traveling public. While this is our first Joint Venture together, we have a substantial history working together on projects for each other when one of us is the Prime and the other performs specialty work. We believe the Joint Venture approach to this Project will maximize the benefit to ODOT by combining our expertise in all aspects of this Project from a single Prime.

2.5.4.2 General Offeror Experiences

Brayman Construction Corporation (Brayman) is a nationally recognized full-service heavy-civil and specialty geotechnical contractor founded near Pittsburgh, Pennsylvania in 1947. Brayman offers a comprehensive program of self-performed construction capabilities along with ancillary resources which include a network of affiliated entities, such as a dedicated AISC certified steel erection company, AISC certified weld and fabrication shop, specialty rebar supplier, heavy-civil construction engineering firm, among others. Brayman's ability to self-perform key operations, from deep foundations and earth retention systems through substructure and superstructure, provides greater Project control and enables the opportunity for owners to recognize cost and schedule savings. Brayman's qualified and experienced affiliates are available as subject matter experts and provide priority service to expedite Project needs.

Swank Construction Company is a fourth-generation heavy highway builder located in New Kensington, PA. For over 90 years, Swank has actively participated in virtually all aspects of the building out of our nation's highway and bridge infrastructure. This includes new bridge and road construction, concrete paving, bridge and road rehabilitation, milling, diamond grinding, and many different aspects of sawing and sealing. Swank and its over 500 employees value highly our safety record and commitment to ethics and honesty. Recently, we were very proud to have been picked to replace the Fern Hollow Bridge which unfortunately collapsed in January 2021. This bridge was opened in less than one year.

Parsons, in business since 1944, is a full-service engineering firm with more than 17,000 employees worldwide. It provides all the services required to design, build, expand, and modernize transportation infrastructure. Parsons has led the design of over 130 design-build projects in North America, totaling more than $45B in constructed value. Parsons has delivered over one-third of the top 75 design-build projects in the United States and Canada, including well-known projects such as the Akron Beltway, I-75 Modernization Segment 2 Design-Build, and I-65 Northwest Indiana Major Moves Design-Build. In addition to our Akron, Ohio office staff that will lead and perform this Project's design, our surrounding offices provide a bench of over 250 experienced engineering staff that include roadway, structural, traffic, and civil staff. Armed with DB best practices and local experience, Parsons has the technical acumen, depth of resources, and local relationships to design this Project so that it can be successfully built.

Subconsultants | Our design team also includes 2LMN, Inc. For Complex Lighting Design and Design Survey Services, and NEAS (formerly Barr Engineering) for Geotechnical Engineering and Subsurface Utility Location Services. These DBE firms were selected to complement our team's experience based on Parsons' successful history of collaboration with them on prior projects, as well as their proven expertise and experience with ODOT requirements.

Construction Subcontractors | The Brayman-Swank Joint Venture intends to self-perform most of the construction work, which helps manage quality, safety, and risks associated with subcontracting. By handling key operations such as deep foundations, earth retention systems, and bridge construction, we offer greater Project control and potential cost and schedule savings for the Department. Valuing the involvement of qualified DBE and local firms, Brayman plans to solicit subcontractors once the design is further developed, allowing us to select the most qualified partners for the specific Project needs. Our intended solicitation plans will be further detailed in our proposal as part of the DBE Open-Ended Performance Plan.

2.5.4.3 Key Personnel

All key personnel are employed by BCSCJV or Parsons at the time of this SOQ submission.

DBT Project Manager - Kevin Meade (Brayman)

Similar Projects: US35/I-64 I/C – Nitro I/C Design-Build - $254 M

Kevin has 11 years of experience in civil and structural construction, specializing in project management, safety programs, cost analysis, and communication between field and office teams. A Civil Engineering graduate from Ohio University, Kevin also holds various safety and technical certifications. His expertise in managing large projects while maintaining safety and quality standards makes him highly qualified for this role. For more details please see his resume in section 2.5.6 Resumes of Key Personnel.

DBT Construction Manager - Roy Payton (Brayman)

Similar Projects: WVDOH US35/I-64 I/C – Nitro I/C Design-Build - $254 M, WVDOH Tom Williams Family + 3 Design-Build - $20 M, ODOT Ironton - Russell Bridge Replacement - $87 M

Roy has over 30 years of experience in construction, including 16 years on ODOT projects. He specializes in team leadership, safety compliance, quality control, and optimizing production for large-scale civil infrastructure projects. With extensive ODOT experience and certifications such as OSHA 30-HR and Competent Person. For more details please see his resume in section 2.5.6 Resumes of Key Personnel.

DBT Lead Design Engineer - Fernando Rodriguez, PE (Parsons)

Similar Projects: ODOT SUM-76/77/8-8.24/9.74/0.00 Akron Beltway DB (PID 102329) -$161M, KDOT US-69 Express Lanes DB - $575M, SUM/MED-76-00.00/11.43 Third Lane Addition DB (PID 93501) - $81M, MOT-70-10.79 Third Lane Addition DB (PID 76667) - $55M

Fernando has successfully managed numerous large scale Design Build project for ODOT. He recently led the design efforts for the Akron Beltway improvement project in Akron, which is the largest construction project in District's 4 history. He has spent the last 17 years mainly working on large ODOT DB projects, making him uniquely qualified for his role on this Project. For more details please see his resume in section 2.5.6 Resumes of Key Personnel.

DBT Structural Lead - Tom Stora, PE (Parsons)

Similar Projects: WOO-75-29.93 Bridge Replacement DB (PID 119007), ODOT SUM-76/77/8-8.24/9.74/0.00 Akron Beltway DB (PID 102329) -$161M, KDOT US-69 Express Lanes DB - $575M, UM/MED-76-00.00/11.43 Third Lane Addition DB (PID 93501) - $81M, ODOT D4 I-271 Widening (SUM-271/82-12.47/3.93), ODOT D12 CUY-010-15.94 SR 10/Lorain Road over Columbus Road Bridge Replacement, ODOT D4 Pavement Replacement Project (SUM/MED-76-0.00), ODOT D4 I-271 Widening (SUM-271/82-12.47/3.93)

Tom is a highly experienced bridge engineer with 35 years of expertise in designing and managing bridge projects. He is a certified ODOT Level 2 Bridge Engineer and has led over 220 projects, including as Project Manager, Bridge Design Lead, and Designer. With 20 years of experience in Design-Build projects, Tom is skilled at mitigating design and construction risks. Tom's deep understanding of planning, design, and construction processes has been crucial in delivering high-quality, innovative bridge projects efficiently and on time.

DBT Quality Control Manager - Mike Gibson (Brayman)

Similar Projects: WVDOH US35/I-64 I/C – Nitro I/C Design-Build - $254 M, WVDOH Tom Williams Family + 3 Design-Build - $20 M, ODOT Ironton - Russell Bridge Replacement - $87 M

Mike has over a decade of experience in Quality Control Management and a Bachelor of Science degree in Civil Engineering Technology from WVU Institute of Technology. He has played key roles in major projects, including the Ironton-Russell Bridge Replacement, the Tom Williams Family + 3 Design-Build, and the US35/I-64 Nitro Interchange Design-Build. Michael's expertise in developing QC procedures, managing AASHTO-accredited labs, paired with advanced certifications like ACI and USACE Construction Quality Management, makes him uniquely qualified for his role on this Project.

2.5.4.3 Key Personnel

MOT Design Lead - Mike Carretta, PE (Parsons)

Similar Projects: INDOT, Revive I-70 Third-Lane Addition and Pavement Replacement, Kansas DOT US 69 Express Lanes Design-Build, Missouri DOT, I-70 Cave Springs to Fairgrounds, ODOT, I-75 Bridge Rehabilitation in Wood County, ODOT, Lorain Bridge on SR 10 Replacement Designs (Cleveland)

Mike's roadway design experience includes laying out horizontal and vertical geometry, identifying the typical section needed for design, working through MOT and determining the most cost-effective and safe layout for motorists and construction workers, and using ODOT's specifications to calculate quantities for the Project.

Roadway Design Lead - Jim Mitchell, PE (Parsons)

Similar Projects: Akron Beltway Design-Build (PID 102329), STA-687-0.18 Roadway Improvements (PID 87660), JEF-43-4.21 Intersection Improvements (PID 90235), I-90 Bridge Replacements LOR-090-13.20 (PID 83449), and HAM-50 Value Engineering (PID 20082)

Jim has more than two decades of extensive experience in planning and designing roadway facilities across Ohio and other states. His expertise spans both urban and rural roadways, encompassing intersections, interstates, and interchanges. As a manager overseeing local and remote design teams, Jim has consistently demonstrated his value to clients through meticulous, value-driven design decisions that enhance projects.

MOT Supervisor - Lisa Bruner(SWANK)

Similar Projects: PennDOT: 885 Blvd of the Allies Rehabilitation $5.88M; Rochester Monaca Bridge $6.45M; Parkway I-376 East Ft Pitt Bridge to Edgewood $29.95M; I-79 / SR 4010 Interchange Improvement $21.01M; WVDOH - I-470 Approach Bridge Rehabilitation $42.5M (currently performing).

Lisa Bruner has worked for Swank for over 20 years, starting her career as a laborer and working her way up to become the company's first female Foreman. Lisa specializes in traffic control and has gained experience managing nearly every type of traffic control set up, including major interstates, urban streets, interchanges, nighttime set ups, crossover traffic, detour routes, and more. She brings immense knowledge of MOT measures with dedication to safety and efficiency to our DBT. Lisa has numerous traffic control certifications and will become an ODOT Prequalified Worksite Traffic Supervisor upon award.

Concrete Paving Super - Bill Cole (SWANK)

Similar Projects: PennDOT: 885 Blvd of the Allies Rehabilitation $5.88M; Rochester Monaca Bridge $6.45M; Parkway I-376 East Ft Pitt Bridge to Edgewood $29.95M; I-79 / SR 4010 Interchange Improvement $21.01M; WVDOH - I-470 Approach Bridge Rehabilitation $42.5M (currently performing).

Bill has worked for Swank for nearly three decades and has spent his career as a member of the Cement Masons Union. Throughout his tenure at Swank, Bill has performed virtually every aspect of concrete paving. His work includes hundreds of thousands of square yards of roadway pavement encompassing a wide range of projects such as interstates, local roads, city roads, and more. His vast expertise and commitment to quality make him an asset to the project team.

PART D: Project Experience

2.5.5 Project Experience

Project Name: Ironton - Russell Bridge Replacement (Oakley C. Collins Memorial Bridge)

Detailed Description of Work or Services Provided:
Brayman was contracted by the Ohio Department of Transportation (ODOT) to replace the existing Ironton-Russell Bridge, a key river crossing spanning the Ohio River between Ironton, OH and Russell, KY. The new Oakley C. Collins Memorial Bridge, located just upstream of the original structure, is a 2,616-foot cable-stayed bridge with a 900-foot center span - the longest in ODOT's history. Length of approach spans vary widely as they cross six rail lines, the Ohio River levee, and city streets. Multiple city streets and intersections in the City of Ironton were reconstructed as part of this project along with the construction of new infrastructure for the city's water and sewer departments.

Percentage of the Overall Project Actually Performed (as relative to costs): 82%

Sponsoring/Owner Agency's Project Name:
PID 110628

Project Location: Lawrence County, OH

Contract Type: Design-Bid-Build

Name of representative firm and its responsibility:
Brayman - Prime Contractor

Contract Value: $87,688,440.19

Owner/Agency Information:
Ohio Department of Transportation District 9
Eric McLaughlin, P.E.
(740) 773-2691 | eric.mclaughlin@dot.ohio.gov

Dates of Construction: 01/19/2012 - 10/3/2017

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 10/30/2015 - Actual Completion Date: 10/03/2017
The discrepancy in completion dates was a result of additional work awarded by owner.

Applicable Liquidated Damages and/or Penalties:
N/A

Evaluation Forms: Refer to Part G

Brayman's custom designed modular falsework system at Ironton-Russell.

The new Oakley C. Collins Memorial Bridge lights up the night sky.

Brayman constructed the new Oakley C. Collins Memorial Bridge (foreground) crossing the Ohio River. Shown alongside the original Ironton-Russell Bridge prior to demolition by Brayman.

Ironton-Russell Continued

There were several key modifications to the means and methods and design optimizations, most notably: alternative construction sequence, casting of the back spans in place using specially designed falsework, land access to build the main span area, precast concrete girders for floor beams on side spans, and precast stay anchor blocks.

A modular falsework system was used to support the back spans on both approaches, enabling the use of a single form traveler instead of two for building the bridge deck. Crews employed a precast-concrete stay-anchor block, secured to the traveler, to anchor the stay cables before placing concrete and installing 30-foot-long, 42-foot-wide segments. The innovative, first-ever use of a precast stay anchor block system in the U.S. reduced the bridge deck construction cycle from 10 days to just 5, shaving 150 working days off the overall project schedule. It also allowed the deck to be placed on the back spans before cantilevering the center span over the river, facilitating the transport of materials and labor on the bridge which minimized water-based work while keeping the Ohio River channel open for heavy barge traffic.

In addition to the precast anchor blocks, the project prioritized using other elements that could be precast rather than poured in place, allowing items to be pre-manufactured under controlled conditions, while other work was able to continue. The use of precast cofferdams greatly reduced the amount of tremie concrete required, as well as provided a sacrificial form for the tower footing. Precast tubs were used for footings at Pier 3 and Pier 4, eliminating the need for pile coffer cells, effecting schedule and cost savings. The precast tubs were tied into the drilled shafts, reducing its footprint, minimizing excavation and its impact on the environment, footing form costs and schedule time. In addition, floor beams were precast and stay-in-place deck forms were used on the side spans.

Risks/Challenges	Solutions
Transferring the fiber optic lines crossing the river on the existing bridge to the new bridge.	Brayman proposed a Value Engineering Cost Proposal (VECP) to relocate conduit lines from under the bridge to within the parapet walls, saving over $200,000. This solution also improves safety and reduces future disruptions by allowing work to be performed from the deck level. Coordination with Time Warner Cable was crucial to ensure all revisions met their requirements.
The project required a unique construction sequence due to the need to work around multiple obstacles, including the Ohio River, rail lines, and urban infrastructure.	The use of pre-cast stay anchor blocks and floor beams allowed for tighter tolerances, reduced on-site labor, and ensured a more uniform product. Temporary falsework supported the back spans, enabling materials and labor to be transported via the bridge rather than congesting the river channel with additional barges and cranes. These strategies optimized construction efficiency, minimized environmental and operational impacts, and contributed to the successful opening of the bridge with minimal liquidated damages over the project's duration.

Project Benefits

This project showcases Brayman's expertise in leveraging innovative techniques, optimizing construction processes, and implementing cost-effective solutions to successfully deliver a complex bridge replacement project. According to Kathleen Fuller, ODOT public information officer, "the contractors recognized alternative construction methods, proposing and implementing changes to the project and sequencing that were not only unique, but would prove to be feasible, economical, and efficient." The project was honored with a Bridge Award of Excellence from American Segmental Bridge Institute (ASBI).

2.5.5 Project Experience

Project Name: US 35/I-64 I/C - Nitro I/C Design-Build (Nitro Project)

Detailed Description of Work or Services Provided: The US 35/I-64 I/C - Nitro I/C Design-Build Project (Nitro) is located in Putnam County, WV. Brayman led the joint venture to deliver the work, which included design and construction of eight interstate bridges and widening of approximately 4 miles of I-64 roadway. Scope included complete reconstruction of two I-64 interchanges, Nitro (Exit 45) and St. Albans (Exit 44), as well as construction of the following structures Rocky Step Bridge, McCloud Rd. ConSpan, Bill's Creek Bridge, St. Albans Entrance and Exit Overpass Bridges, Nitro Interchange Bridge, Donald M. Legg and Nitro WWI Memorial Bridges.

Bridge widening over railroad tracks.

Nitro Interchange.

Percentage of the Overall Project Actually Performed (as relative to costs): 78%

Sponsoring/Owner Agency's Project Name: U340-64-41.37/NFA-2317(012)/Contract 06076640R7

Project Location: Putnam County, WV

Contract Type: Design-Build

Name of representative firm and its responsibility: Brayman - Lead for the joint venture, Prime Contractor

Contract Value: $254,178,832.89

Owner/Agency Information:
West Virginia Division of Highways, District 1
Jason Hamilton, P.E.
304-205-6208 | jason.g.hamilton@wv.gov

Google Earth View of the Interchange Bridge and Ramp Reconstruction.

Dates of Construction: 11/27/2019 - 10/25/2024

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 10/25/2024, as revised by owner change order - Actual Completion Date: 10/25/2024

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

2.5.5 Project Experience

Nitro Project Continued

The Nitro Project involved the construction of bridges spanning railroads and ranging from large river crossings to smaller structures over rural dead-end roads. Additionally, the project included pavement widening, reconstruction, and ongoing road maintenance within the project limits. Due to its complexity, the project required extensive coordination among various stakeholders and presented challenges related to railroads, utilities, and other agencies during both the design and construction phases.

At the Nitro Interchange (Exit 45), the existing ramp configuration was preserved while the I-64 roadway was widened. This work required special attention due to the high volume of truck traffic in the area. Adjacent to the Westbound (WB) Off-Ramp is a large Pilot truck stop, and the surrounding industrial presence in Nitro further contributes to significantly higher tractor-trailer traffic than what is typical for most interchanges. To accommodate this, considerable effort went into the design phase to ensure that the Maintenance of Traffic (MOT) plans would properly handle the truck volume. During construction, additional measures were implemented to minimize disruptions to Pilot and other nearby businesses.

The Saint Albans Interchange (Exit 44) was completely redesigned into a flyover configuration, featuring two new curved bridges. One bridge serves WB exit traffic, while the other accommodates WB entrance traffic over I-64. Improvements were also made to the ramp connection to WV 817.

Risks/Challenges	Solutions
Size and complexity of the project with the owner's desire to complete the work in a compressed duration.	Collaboration between the owner and designer was crucial in developing early work packages, allowing work to begin sooner than expected. Exploratory work started within two months of award, and construction began within a year. Major tasks were strategically grouped to accelerate progress, while a tiered design approach—dividing work into conceptual, preliminary, final, and RFC plans—enabled construction to begin on certain project sections before final designs were complete. This approach helped minimize delays and preserve project schedule.
Steel erection on the Nitro interchange was complicated by the bridge crossing a local road, active railroad tracks, and the main state route that provided access from the freeway to the adjacent truck stop with no open ROW under the bridge.	Brayman and the team developed a unique MOT solution that involved a cross-over of the mountable curb on the state route as well as implementation of traffic monitoring cameras at the offramp intersection nearest the truck stop so the DOH could monitor traffic conditions and make adjustments or update the dynamic messaging system in real time.
Replacing the existing bridge while maintaining traffic on I-64, one of the region's most heavily trafficked highways.	A phased construction plan was implemented to minimize traffic disruptions. Temporary roadways and detours were set up, and construction crews worked during off-peak hours when possible. Communication with the public was also a priority to keep them informed of closures and detours.

Project Benefits

A widened I-64 improves traffic volume capacity, enhances safety, and supports continued economic growth in the area.

2.5.5 Project Experience

Project Name: Tom Williams Family + 3 Design-Build (Tom Williams)

Detailed Description of Work or Services Provided: The Tom Williams Family +3 Design-Build Project (Tom Williams) is in Kanawha County, WV. Brayman was awarded the contract to design and renovate five interstate bridges, which carry I-77 and I-64 over existing local roadways, which have very high traffic volumes. The following bridges were included in the project: Tom Williams Family Bridge; Westmoreland Drive Overpass Bridge; Cora Street Overpass Bridge; Danner Street Overpass Bridge; and Spring Street Overpass Bridge. Scope included eight (8) bridge deck replacements, and two (2) specialized overlays completed on an accelerated schedule.

Accelerated Bridge Construction

Percentage of the Overall Project Actually Performed (as relative to costs): 72%

Sponsoring/Owner Agency's Project Name:
S320-77-101.40 00 / NFA-2217(048) /
Contract 1726137R2

Project Location: Kanawha County, WV

Contract Type: Design-Build

Cement Pour.

Name of representative firm and its responsibility:
Brayman - Prime Contractor

Contract Value: $20,494,524.19

Owner/Agency Information:
West Virginia Division of Highways, District 1
Jason Hamilton, P.E.
304-205-6208 | jason.g.hamilton@wv.gov

Finishing.

Dates of Construction: 06/01/2018 - 01/21/2021

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 01/28/2021 - Actual Completion Date: 01/21/2021

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

Tom Williams Continued

Brayman was awarded the Tom Williams Project to design and renovate multiple bridges along the heavily traveled I-77 and I-64 corridor in Charleston, WV. The design phase of the project took approximately eight months, while the construction phase was completed in less than one construction season. During the preconstruction phase, significant coordination and collaboration was required between the owner, contractor, and designer with input from the local stakeholders.

Using various Accelerated Bridge Construction (ABC) techniques, Brayman successfully self-performed eight bridge deck replacements and two specialized overlays ahead of schedule. The construction work was divided into two main sections. The Tom Williams Section involved six bridge deck replacements and two specialized overlays along I-79/I-77 in both the northbound and southbound lanes. Lane crossovers on the interstates enabled us to accelerate the work and allow completion of this section in 91 calendar days, ahead of the 100-day contract deadline. The Danner Section included two additional bridge deck replacements adjacent to an active railroad line. Although the contract allowed for 60 calendar days for completion, Brayman finished this section in just 32 calendar days.

A key innovation was the Maintenance of Traffic (MOT) strategy, which minimized the number of construction phases by shifting traffic and allowing full-width bridge construction without longitudinal deck joints. Creative crossovers were designed to work safely in the dense urban corridor, and extensive public outreach ensured that the public was well-prepared for new traffic patterns.

By leveraging ABC techniques and efficient scheduling, Brayman successfully completed the project ahead of time, minimized disruptions to traffic and delivered quality work on an accelerated timeline earning an early completion incentive.

Risks/Challenges	Solutions
After the temporary traffic setup, drivers reacted unexpectedly, causing backups beyond preconstruction traffic modeling predictions. The backup affected an on-ramp near a major hospital, potentially delaying emergency response times.	The team implemented a solution within 48 hours that involved a Maintenance of Traffic (MOT) strategy that was not typical for the owner, but due to the trust developed during the preconstruction phase, it was approved and implemented with great success as it resolved all the back-up issues.
A major challenge was coordinating subcontractors for critical tasks, including steel repairs, repainting, roadway milling, paving, and rebar installation, all while maintaining traffic flow in a busy urban area.	Brayman overcame these challenges through several strategies: Our Affiliate, Advantage Steel, handled critical repairs for better schedule control, we coordinated with the owner and designer to work off the critical traffic path when possible, and we engaged local DBE contractors early, adjusting schedules to match their capacities. This included splitting SIP installation between two DBEs to allow concurrent work and meet the project schedule.

Project Benefits

This project showcases innovative ABC techniques and highlights a groundbreaking approach to infrastructure repair. According to Deputy Secretary of Transportation Jimmy Wriston, P.E., “For a long time, we would have never even dreamed of being able to do a project of this magnitude so quickly. But, under Governor Justice’s leadership, we’ve been encouraged to find new ways to fix every single road of this state faster than we ever have before.”

2.5.5 Project Experience

Project Name: I-70 Bridges

Detailed Description of Work or Services Provided: Swank's I-70 Bridges Project involved the renovation (preservation, rehabilitation, or replacement) of roadway and bridge facilities along the I-70 Corridor in Ohio County, West Virginia from the Ohio state line to just east of the Middle Creek Bridges (approximately 7 miles). An additional adjoining bridge structure in Ohio (ODOT Bridge) was also included. In total 25 bridge structures in West Virginia and 1 in Ohio were renovated as part of this Project.

Section A Structure

Percentage of the Overall Project Actually Performed (as relative to costs): 52.2%

Sponsoring/Owner Agency's Project Name: NFA-2317(008)/S335-70-0.01 00

Project Location: Wheeling, WV

Contract Type: Design-Bid-Build

Name of representative firm and its responsibility: Swank - Prime Contractor

Section B Structure

Contract Value: $214,651,968.72

Owner/Agency Information:
West Virginia Division of Highways, District 6
Michael Witherow, P.E.
michael.witherow@wv.gov | 304-650-3041

Section B Structure

Dates of Construction: 09/03/2019 - 10/31/2023

Original Scheduled Completion Compared to Actual Completion Deadline: Completion Date: 10/28/2022 - Actual Completion Date: 10/31/2023
Completion date extended due to additional work added by WVDOH.

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

2.5.5 Project Experience

I-70 Bridges Continued

The Swank I-70 Bridges Project was a large-scale infrastructure rehabilitation and replacement project aimed at improving safety, structural integrity, and traffic flow along a key section of Interstate 70 in West Virginia. Spanning from the Ohio River to the Elm Grove Exit 5, the project involved extensive work on 26 bridges, including replacements, deck overlays, and critical repairs. It also addressed several entrance and exit ramps to enhance accessibility and improve regional transportation.

The project was awarded to Swank Construction Company in August 2019 by the West Virginia Division of Highways (WVDOH) as part of the state's Roads to Prosperity program, a major initiative designed to improve roadways and transportation infrastructure throughout the state. The work was carried out in four phases, with significant closures and detours that impacted the heavily traveled I-70 corridor.

Major items of work included:

- 24,000 cubic yards of deck concrete
- 24,500 square yards of deck latex overlay
- More than 90,000 total square yards of bridge deck rehab
- 50,000 linear feet of bridge parapet/barrier
- 1,650 linear feet of UHPC link slab construction
- Approximately 8.7 million pounds of rebar
- 1,250 bearing/pedestal replacements
- 600,000 projected worker-hours
- Onsite Dedicated Concrete Batch Plant

Section A Structures: ODOT Bridge, Back Channel Bridge, Fort Henry Bridge, Main Street Bridge, Market Street-Ramp A, Market Street-Overpass

Section B Structures: Ramp E, Ramp G (120 Day Milestone), Ramp J (120 Day Milestone), Ramp K, 1st Street Bridge East of Tunnel East & West Bound, Fulton Bridge East & West Bound, Elby's Bridge East & West Bound, Greenwood Cemetery Bridge East & West Bound

Section C Structures: Elm Grove Bridges East and West Bound, Elm Grove Bridges Interchanges, Middle Creek Bridge East and West Bound

Risks/Challenges	Solutions
Managing the complex traffic detours and minimizing disruption to thousands of daily commuters and commercial vehicles, including complete closures of I-70 in both directions for work on the Fulton Bridge, located east of the Wheeling Tunnel.	Required extensive coordination between Swank Construction, WVDOT, and local authorities to manage road closures, detours, and construction scheduling. Employed innovative traffic management strategies, including the use of contraflow traffic patterns and temporary rerouting via I-470. The phased construction schedule ensured that critical bridge repairs and replacements were carried out efficiently while keeping as much of the interstate open as possible at any given time.

Project Benefits

By replacing aging bridge decks, reinforcing structural elements, and upgrading pedestrian access, the Swank I-70 Bridges Project enhanced functionality and capacity which directly contributes to safer, more reliable travel along this vital interstate corridor.

2.5.5 Project Experience

Project Name: SR 376 Parkways West (Limited Design-Build)

Detailed Description of Work or Services Provided: This project involved the rehabilitation and preservation of 5.22 miles of State Route 376 (Parkway West) in Pittsburgh, PA. Included in this project was Design-Build traffic control, major bridge rehabilitation of three mainline dual structures, bituminous milling and paving, concrete paving, bridge painting, and more. The project schedule was extremely aggressive with the majority of the work required to be complete in one construction season. Due to the high average daily traffic, Maintenance of Traffic was a vital component.

Percentage of the Overall Project Actually Performed (as relative to costs): 52%

Sponsoring/Owner Agency's Project Name: I-376/I79 – Fort Pitt Tunnel

Project Location: Allegheny County, PA

Contract Type: Design-Bid-Build, with PENNDOT Limited Design-Build feature.

Name of representative firm and its responsibility: Swank - Prime Contractor

Contract Value: $76,553,834.26

Owner/Agency Information:
PennDOT, District 11
Lori Musto
lmusto@pa.gov | 412-429-5002

Dates of Construction: 08/04/2014 - 08/27/2017

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 08/30/2016 - Actual Completion: 08/27/2017
Completion date varied due to added miscellaneous work by PennDOT.

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

I-376/I79 Continued

The rehabilitation and preservation of State Route 376 (Parkway West) was a challenging but highly successful project that demonstrated the power of innovative solutions, collaboration, and effective communication. This project involved one of the region's most heavily trafficked corridors, making traffic control a critical element of the project's success.

To encourage innovation, PennDOT chose a design-build approach for this aspect, allowing the contractor to develop the most effective solution. The replacement of three mainline dual structures posed the greatest challenge, as maintaining two lanes of traffic in each direction while replacing the bridge decks was a complex task. Additionally, the extremely aggressive schedule—requiring nearly all mainline construction to be completed during the 2015 season—demanded extensive manpower and coordination.

Given the complexity of the project, effective communication with a wide range of stakeholders was essential. The team coordinated closely with PennDOT, local communities, emergency services, the City of Pittsburgh, and major sports teams, all of which were impacted by the project.

The accelerated timeline, combined with the need to accommodate the diverse requirements of stakeholders was challenging. To manage this, we maintained constant communication, worked off-peak hours and weekends, and held regular meetings to review and adjust both near-term and long-term schedules. Through strategic planning, the project team was able to meet the tight schedule, ensure public safety, and deliver lasting improvements to the region's transportation infrastructure.

Risks/Challenges	Solutions
Safety for the travelling public, PennDOT employees, and Swank personnel was paramount due to its various challenges. In particular, working during nighttime hours on this heavily trafficked corridor was especially dangerous.	Due to numerous close calls during nighttime work early in the project, we collaborated with PennDOT to develop a creative solution. The result was the implementation of nightly detours, replacing lane closures, to improve safety and reduce risks. Detouring a major interstate seemed impossible at first, but through careful planning and restricting it to only nighttime hours, we discovered that the impact to traffic was minimal and the improvement to safety was immense.

Project Benefits

Design-build traffic control allowed for innovative solutions that minimized disruptions and maintained safety for drivers, PennDOT employees, and contractors.

Major bridge rehabilitation and preservation work, including the repair of three mainline dual structures, significantly extended the lifespan of these critical transportation assets, reducing future maintenance needs and ensuring the continued safety and reliability of the route.

The milling, paving, and concrete resurfacing improved road quality, leading to a smoother driving experience and reducing wear and tear on vehicles, contributing to long-term cost savings for both commuters and the owner.

2.5.5 Project Experience

Project Name: SUM-76/77/8-8.24/9.74/0.00 Akron Beltway Design-Build (PID 102329)

Detailed Description of Work or Services Provided: ODOT is undertaking a project along the Akron Beltway to increase capacity, improve safety, and reduce traffic congestion. This hybrid design-build project consists of two parts; Part 1 will construct the Akron Central Interchange as a traditional design-bid-build, while the remaining portions (part 2) will be delivered with design-build methodology. Parsons is leading the engineering design to improve several sections around the Akron Beltway.

Part-width construction of mainline bridge.

Percentage of the Overall Project Actually Performed (as relative to costs): 50%

Sponsoring/Owner Agency's Project Name: SUM-76/77/8-8.24/9.74/0.00/Contract PID 102329

Project Location: Summit County, OH

Contract Type: Design-Build

Name of representative firm and its responsibility: Parsons, Lead Designer

Construction Value: $161,000,000

Interchange flyover ramp completed

Owner/Agency Information:
Ohio Department of Transportation
Thomas J. Powell, PE
Thomas.Powell2@dot.ohio.gov | 330-786-4834

Dates of Design: 03/2021 – 12/2021

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 12/2021- Actual Completion Date: 12/2021

Central Interchange flyover under construction.

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

Akron Beltway Project Continued

The Central Interchange (I-76 and I-77/SR 8): replacing and resurfacing sections of pavement, replacing three bridges (one with a pedestrian bridge), widening two bridges, realigning left-hand turn ramps to improve the turn radius, noise walls, and retaining walls, as well as other associated structures, lighting, signage, and aesthetics.

- I-77 between Waterloo Road and Lovers Lane: replacing pavement and adding lanes
- I-76/I-77 from Princeton Avenue to the I-77/SR 261 interchange: Pavement replacement and major rehabilitation of bridges over Manchester Road, West Bowery Street, and Lakeshore Boulevard
- SR 8 between Carroll Street and Beacon Street: resurfacing and adding a southbound lane
- IR-76 from Railroad Bridge to IR-76 over Morse Road: Ramp alignments, some pavement replacement and widening, and noise walls

The project scope also includes miscellaneous repairs of bridges at 37 other locations and replacing signing and traffic controls. Parsons obtained approval to incorporate several of our alternative technical concepts, including the use of mechanically stabilized earth and reinforced soil slopes for several retaining walls. Maintenance of traffic (MOT) is one of the largest project challenges, as the Akron area drivers are fatigued by construction. Our innovative MOT solution was safe and allowed traffic to flow smoothly through and around the large project footprint.

Tom Stora, PE, the DBT Design Engineer proposed for this project, served as the Structures/ Bridge Design Lead, responsible for the design and plan development for the rehabilitation of 37 existing bridges, two mainline bridge widenings, a new 250-foot long prestressed I-beam pedestrian bridge, new 638-foot and 850-foot steel plate girder fly-over interchange structures and the replacement of three mainline superstructures. Kelly Chrisman, PE, the DBT Design Structural Lead proposed for this project, led the design of the new 250-foot-long prestressed I-beam pedestrian bridge and rehabilitating 37 bridges. The rehabilitation of the three mainline bridges, IR-76 over Manchester Road, West Bowery Street, and Lakeshore Boulevard, included the following:

- Replacement of deck and steel beams (the IR-76 over Bowery St. was narrowed)
- ALL three bridges were raised to increase vertical clearance
- Modification of stub abutments to semi-integral (IR-76 over Manchester)
- Replacement of stub abutments with semi-integral abutments on steel piling (IR76 over Bowery)
- Replacement of stub abutments with integral abutments on steel piling (IR-76 over Lakeshore)
- Raising all existing pier caps for the replacement of rocker/bolster bearings with elastomeric
- Fiber wrapping of existing pier caps and columns to meet design loading

Project Relevance

- Same design Project Manager and Structures Lead as this project
- ODOT project
- Design Build
- Freeway project
- Bridge replacements
- Interchange improvements
- MOT for freeway and local roads
- Third party coordination
- Utility coordination

2.5.5 Project Experience

Project Name: MDOT I-75 Modernization Segment 2 Design-Build

Detailed Description of Work or Services Provided: Parsons was lead designer for reconstruction of Segment 2 of the I-75 modernization project, which spanned approximately 8.5 miles from north of Coolidge Road to north of 13 Mile Road. The project included reconstructing I-75, its interchanges, and local roads; constructing a new high-occupancy vehicle lane; replacing and rehabilitating bridges; removing the Wattles Road pedestrian bridge; constructing noise walls; implementing aesthetic treatments; replacing traffic signal and intelligent transportation system equipment; and relocating and reconstructing utilities.

I-75 Modernization Segment 2

Percentage of the Overall Project Actually Performed (as relative to costs): 63%

Sponsoring/Owner Agency's Project Name:
I-75 Modernization Segment 2 / Contract 201437/
Federal Project No. 1800433

Project Location: Troy and Madison Heights, MI

Contract Type: Design-Build

Name of representative firm and its responsibility:
Parsons, Lead Designer

Construction Value: $233,000,000

Owner/Agency Information:
Michigan Department of Transportation
Miranda Spare, PE
sparem@michigan.gov | 517-243-4051

Dates of Design: 7/2018 – 1/2022

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 5/2021- Actual Completion Date: 1/2022

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

2.5.5 Project Experience

I-75 Modernization Segment 2 Project Continued

Parsons was lead designer for the $233 million reconstruction of Segment 2 of the modernization of the I-75 corridor. This span is approximately 8.5 miles from north of Coolidge Road to north of 13 Mile Road in the cities of Troy and Madison Heights. The Michigan Department of Transportation had planned this for 20 years. This total 18-mile stretch of I-75 from M-102 to south of M-59 experienced increased volumes due to population growth and development but had not had any comprehensive improvements since it was built in the 1960s. It had become a critical route for commuters, tourists, and commerce. Improvements were planned to ease congestion, meet personal and business demands, improve motorist safety, and allow for future growth.

Parsons work on Segment 2 included addition of a new part-time high-occupancy vehicle (HOV) lane in both directions, reconstruction of existing freeway lanes, reconstruction of Corporate Drive, Big Beaver Road, Rochester Road and 14 Mile Road interchanges, realignment of ramps, replacement of 18 bridge structures, rehabilitation of two bridges, constructing drainage improvements, installing intelligent transportation systems (ITS), and incorporating community-developed aesthetic improvements. Local roads were reconstructed, and noise walls and pedestrian facilities were built. Parsons provided environmental compliance, permitting and mitigation support; coordinated utility relocation; developed/maintained traffic schemes, and assisted MDOT with their public information program. Special consideration was given to pedestrian access throughout the project, with most structures including sidewalks and/or bike paths. The urban location of the structures requires the design team to carefully plan the retaining walls and noise walls throughout the project corridor. Parsons' staff was instrumental in the design and acceptance of eight alternative technical concepts, including Diverging Diamond Interchanges at 14 Mile Road and Big Beaver Road.

Work includes:

- Reconstruct/realign I-75 pavement and ramps
- Construct a new lane (part-time High Occupancy Vehicle) to the inside on I-75 in each direction
- Replace 18 bridges
- Rehabilitate two bridges
- Remove P07 – Wattles Road Pedestrian facility over I-75
- Reconstruct the Corporate Drive, Big Beaver Road, Rochester Road and 14 Mile Road Interchanges
- Reconstruct local roads
- Construct noise walls
- Provide environmental compliance, permitting and mitigation
- Provide clearing, grubbing and removals
- Construct drainage facilities, including storm sewers and detention facilities
- Incorporate aesthetic treatments
- Coordinate, reconstruct and relocate utilities
- Install traffic signals, lighting, signing and pavement markings
- Install intelligent transportation systems
- Develop and provide maintenance of traffic scheme
- Provide maintenance during construction
- Construct pedestrian facilities
- Assist MDOT with the Public Information program

Project Relevance

This design-build project reconstructed interchanges and replaced and rehabilitated several bridges. It also reconstructed local roads as needed.

2.5.5 Project Experience

Project Name: INDOT I-65 Southport and Franklin Added Travel Lanes Design-Build

Detailed Description of Work or Services Provided: Parsons won this $120 million design-build contract to reconstruct 11 miles of I-65 just south of Indianapolis. Parsons was the lead designer working as a subcontractor for the design-build team. Parsons provided design services or construction oversight to all Major Moves 2020 program corridors. The project includes the full reconstruction of I-65 and the addition of a lane in each direction to alleviate congestion. This project includes two design-build contracts (I-65 Southport $36M and I-65 Franklin $84M).

I-65 Franklin DB at SR 44 Interchange

Percentage of the Overall Project Actually Performed (as relative to costs): 90%/60%

Sponsoring/Owner Agency's Project Name:
DES 1383343/1383354/1383341/1383342
Contract R-37075, R-37096

Project Location: Marion & Johnson Counties, IN

Contract Type: Design-Build

Name of representative firm and its responsibility:
Parsons, Lead Designer

I-65 Southport Design-Build

Construction Value: $120,000,000

Owner/Agency Information:
Indiana Department of Transportation
Runfa Shi
rshi@indot.in.gov | 317-234-4912

I-65 Franklin DB

Dates of Design: 10/2014-1/2017

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 1/2017- Actual Completion Date: 1/2017

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

I-65 Southport/Franklin Project Continued

This added capacity project runs through a heavily traveled interstate segment targeted for improvements in Major Moves 2020. Major Moves 2020 was Governor Mike Pence's plan to invest an additional $400 million in expanding interstate sections in Indiana.

The project scope included fully reconstructing the existing three-lane section and adding auxiliary lanes between the Main Street and Southport Road interchanges in Johnson and Marion counties. The project also included the reconstruction of I-65 and adding one lane in each direction from Main Street to just south of SR 44, east of Franklin, IN. Parsons' design reduced the temporary pavement by more than 50% while significantly reducing the amount of ramp reconstruction.

Maintenance of traffic was a key component of the project, which required maintaining three lanes of traffic throughout construction. Cost-saving designs with multiple MOT alternatives to minimize overall project costs.

As lead designer for these design-build contracts, Parsons partnered with one of Indiana's largest paving and bridge-building contractors. The team collaborated closely from the pursuit phase through construction, with staff from both organizations aligned at every level, from project teams to executive leadership. The project team addressed design and construction issues through "over-the-shoulder" progress reviews, weekly meetings, and contractor plan reviews before submittals. The projects were completed on time and within budget.

Risks/Challenges	Solutions
The I-65 Franklin pre-bid design and owner's documents did not identify utility conflicts at one bridge pier at SR 44. The prebid did not take into consideration the excavation needed to widen the existing pier.	Our team identified this conflict during the pre-bid and worked out a relocation plan with the utility to keep the project on schedule. Foresight and proactive coordination were key to getting agreements in place with the utility.
Owner-directed changes late in the design process. INDOT directed our team to modify the median treatment shortly after 95% of the plans were submitted for review. The change was not substantial with respect to pricing, but the timing of the change required a significant amount of redesign one month prior to planned construction.	Parsons pulled from our vast depth of resources to accommodate the revision and still meet the required deadline for the contractor to begin construction.

Project Relevance

This design-build project included the I-65 bridges over the SR 44 that allowed SR 44 to be widened much like this project reconstructions the I-70 bridges to widen SR 149.

2.5.5 Project Experience

Project Name: US 69 Express Lanes Design-Build

Detailed Description of Work or Services Provided: Parsons is the lead designer for the US 69 Express project, which involves adding a new tolled lane in each direction from 103rd to 151st Streets in Overland Park, replacing 50-year-old pavement, constructing 11 noise walls, and improving the interchanges at 167th Street, 135th Street, Blue Valley Parkway, 119th Street, College Avenue, and I-435. The existing four lanes of US 69 will remain as non-tolled, general-purpose lanes, with the new tolled lane built inside the existing lanes.

US 69 under construction

Percentage of the Overall Project Actually Performed (as relative to costs): 59%

Sponsoring/Owner Agency's Project Name:
US-69 Modernization and Expansion Project/
KDOT Project: 69-46 KA-5700-03

Project Location: Overland Park, KS

Contract Type: Design-Build

Name of representative firm and its responsibility:
Parsons, Lead Designer

US 69 under construction

Construction Value: $575,000,000

Owner/Agency Information:
Kansas Department of Transportation
Steve Rockers, P.E., 69 Express Project Director
steve.rockers@ks.gov | (785) 296-1004

US 69 under construction

Dates of Design: 9/2022 – 12/2023

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 12/2023- Actual Completion Date: 12/2023

Applicable Liquidated Damages and/or Penalties:
N/A

Evaluation Forms: Refer to Part G

US 69 Express Lanes Project Continued

Parsons designed this $575M design-build project to address long-term congestion by adding express toll lanes to the median of US 69. The US 69 corridor is an important and highly traveled commuter route that links residential suburban areas to downtown Kansas City. Key project components included:

- Reconstruction of 7 miles of US 69 pavement
- Replacement of 29 bridges and rehabilitation of 9 bridges, with numerous MSE retaining walls to support bridge and roadway embankments
- Extensive coordination with the City of Overland Park and reconstruction of arterial roadways.

Innovative approaches to deliver within budget. Parsons worked extensively with KDOT to implement 14 ATCs to reduce project costs, including developing an innovative strategy to maintain traffic and provide substantial cost improvements to the pavement and subgrade sections.

Delivering major roadway projects ahead of schedule, effectively and efficiently. Parsons' previous experience allowed us to form a very early partnership with KDOT to immediately integrate construction and design to expedite early design packages in only 5 months and prepare for construction before spring, including time for materials procurement. Parsons worked to prioritize segments and scope-specific needs and dates to hit multiple milestones, leading to almost 80 work packages with varying due dates, including an early bridge rehab one month ahead of schedule and implementing MOT traffic switches. The next major milestone, opening the express toll lane, is on track for late 2025.

Design and implementation of innovative traffic handling plans. Parsons developed an innovative MOT plan that significantly improved traffic operations and increased capacity. Our construction staging maintained two lanes at all times rather than closing SB US 69 and routing traffic onto a C-D road. This innovative solution resulted in a substantial decrease in ramp closure durations, completely eliminating in many instances; travel times through the work area being nearly cut in half; an increase in LOS from an "F" to a "B" along US 69 South; and service of 36% more traffic during the peak hour.

Coordination with utilities and local governments. The Parsons team worked closely with 21 utility companies, identifying and establishing solutions with a focus on minimizing conflicts. We coordinated extensively with the City of Overland Park, Johnson County Wastewater, Blue Valley School District, and WaterOne. The team carefully planned and reviewed the design with the city and utilities to eliminate conflicts through design solutions wherever possible. We successfully worked with 23 utility owners to mitigate the impacts of 128 utility relocations exceeding 117,380 lineal feet. Through design and staging efforts, the team eliminated $3M of large-diameter water main relocations, avoiding service outages for utility users and minimizing impacts to motorists.

Designing and constructing geometric improvements at interchanges and intersections. As part of this project, Parsons designed two system-to-system interchanges and four heavily traveled urban interchanges. Enhancing roadway safety and traffic operations. To improve safety, acceleration and deceleration ramps are being lengthened, and guardrails are being replaced with lower-maintenance barrier walls.

Project Relevance

Fernando Rodriguez was the deputy design manager on this project that involved multiple interchanges, significant utility coordination, complex maintenance of traffic plans, and more. The Parsons Ohio design team contributed significantly to this project.

2.5.5 Project Experience

Project Name: INDOT ClearPath 465 I-465/I-69 Interchange Modification

Detailed Description of Work or Services Provided: The project scope involves reconstructing the I-465/I-69 system interchange, adding travel lanes on I-465 and upgrading interchanges at I-465/Allisonville Road, I-69/82nd Street, and I-69/Binford Boulevard. The project features 91 lane miles, one system interchange, two service interchanges, 26 major culverts, and 17 minor culverts. Overall, there are 16 bridges, including 14 new bridges and 2 rehabilitated bridges.

I-465/I-69 Interchange

Percentage of the Overall Project Actually Performed (as relative to costs): 65%

Sponsoring/Owner Agency's Project Name: ClearPath 465 DES 1400075/Contract R-43518

Project Location: Marion County, IN

Contract Type: Design-Bid-Build

Name of representative firm and its responsibility: Parsons, Lead Designer

Construction Value: $550,000,000

I-465 Reconstruction

Owner/Agency Information:
Indiana Department of Transportation
Brian Shattuck, PE
bshattuck@indot.in.gov | (317) 847-3969

Dates of Design: 08/2016 – 05/2024

Original Scheduled Completion Compared to Actual Completion Deadline: Original Completion Date: 05/2024- Actual Completion Date: 05/2024

I-69/82nd Street Interchange

Applicable Liquidated Damages and/or Penalties: N/A

Evaluation Forms: Refer to Part G

ClearPath 465 Project Continued

Parsons provided design services for the Clear Path 465 project, located on the northeast side of Indianapolis, Indiana. The project scope involves reconstructing the I-465/I-69 system interchange, adding travel lanes on I-465, and upgrading interchanges at I-465/Allisonville Road, I-69/82nd Street, and I-69/Binford Boulevard. The project features 91 lane miles, one system interchange, two service interchanges, 26 major culverts, and 17 minor culverts. Overall, there are 16 bridges, including 14 new bridges and 2 rehabilitated bridges. The project also features approximately 40,000 linear feet of retaining wall and 1,000,000 cubic yards of earthwork.

This $500 million project was procured via two design-bid-build contract lettings. More than 100,000 vehicle trips pass through the I-465 and I-69 interchange on an average day. The project was considered an FHWA Project of Division Interest and is being funded with a combination of state and federal transportation funds, including a $70 million Infrastructure for Rebuilding America (INFRA) grant awarded in 2021. Parsons' scope included the following:

- Alternative analysis and scoping
- Interstate access report
- Traffic forecasting
- Traffic operations analysis
- Preliminary design
- Final design of highways, bridges, drainage, intelligent transportation systems, signing, lighting, signals, maintenance of traffic, pavement design
- Topographic survey (subcontracted)
- Geotechnical exploration (subcontracted)
- Subsurface utility exploration (subcontracted)
- Right-of-way acquisition (subcontracted)
- NEPA document (environmental assessment and FONSI)
- Environmental studies- air, noise, waters, archeological, historical, environmental justice
- Permitting – 401/404, construction in the floodway, and CSG permits
- Utility coordination
- Public outreach and stakeholder involvement
- Website and social media development
- Engineering services during construction
- Cost estimating
- Aerial photography

Both I-465 and I-69 are high-profile corridors that carry a large portion of Indianapolis' daily commuter traffic. We have taken a proactive approach to using the latest technology available to obtain, analyze, and deliver crucial information to INDOT and the public during the design process. Our licensed drone pilots have performed multiple flights of the project area to obtain aerial photography, capture and demonstrate various traffic operations, assist with visualization for public involvement, and create 3D meshes using photogrammetry.

The Clear Path 465 project team performed a traffic noise impact analysis during project development. Under INDOT's Noise Policy, seven noise barrier sections in the project area were identified as reasonable and feasible and will be built or relocated.

Parsons is leading public and community relations on the project. This involves communicating with the public, media, and stakeholders on the traffic impacts associated with the project and working daily with the project management team, stakeholders, businesses, elected officials, and adjacent communities on project development and impacts.

Project Relevance

This is a modification of 4 interchanges, including widening 82nd Street under I-69. The I-69 and I-465 ramps, as well as Binford Boulevard ramps also span over 82nd Street in the new configuration.

PART E: Resumes of Key Personnel

KEVIN MEADE
Project Manager

Work on Part D Projects:
US35/I-64 I/C – Nitro I/C Design-Build

Past Work Experience:
Kevin started at Brayman Construction Corporation in 2013 as an Office Engineer/Intern. In 2014, he was promoted to Project Engineer and then to Assistant Project Manager in 2016. Over his 11 years with Brayman, Kevin has gained extensive experience in project management, safety programs, cost analysis, and communication between field and office teams, serving as the primary engineer and contract administrator for projects of various sizes.

Education:
Bachelor of Science, Civil Engineering,Ohio University

Training/Certifications:
OSHA 30-HR Construction Safety & Health
OSHA 10-HR Construction Safety & Health
ATSSA Traffic Control Technician

BRAYMAN-SWANK JOINT VENTURE

About

Kevin Meade is an experienced Project Manager at Brayman Construction Corporation with a proven track record across various roles since joining the company in 2013 as an Office Engineer/Intern. Over his career, Kevin has developed expertise in project management, cost analysis, field-office communication, and quality improvement. He has played key roles in major infrastructure projects, including the US35/I-64 Nitro Interchange Design-Build, the Ninth Street Bridge Rehabilitation, and the Hulton Bridge Replacement. A Civil Engineering graduate from Ohio University, Kevin holds numerous safety and technical certifications, demonstrating his commitment to excellence in construction management.

Experience

US35/I-64 I/C - Nitro I/C Design-Build

Charleston, WV| $254 M | October 2024 | WVDOH | Brayman – Trumbull Joint Venture

Design-Build contract to widen I-64 in Putnam County, West Virginia from 4 to 6 lanes (8 lanes between the Saint Albans and Nitro Interchanges) for approximately 3.8 miles. Work includes:

- Complete replacement of I-64 bridges over CR 29 (Rocky Step Road), CR 33/5 (McCloud Road) and WV 25, Conrail Railroad, CR 25/30 at the Nitro Interchange
- Replacement of the CR 44 (Bills Creek Road) Bridge over I-64 with associated work on CR 44
- New interchange configuration at Saint Albans with associated work on the ramp connection to WV 817
- A new bridge structure over the Kanawha River, total replacement of the existing truss bridge, and pavement widening and reconstruction

Ninth Street Bridge Rehabilitation (Rachel Carson Bridge)

Pittsburgh, PA | $23 M | 2020 | Allegheny County Department of Public Works | Brayman - Advantage Steel & Construction Joint Venture

Bridge Rehabilitation, concrete bridge deck, beam and structural steel repair, painting structural steel, roadway approach, sidewalk, signing, and pavement marking, highway lighting.

West Winfield Bridge #1 - SR 1019, Section 251

Winfield Township, PA | $2.5 M | 2019
PennDOT - District 10 | Brayman Construction Corporation

Replacement of Bridge carrying SR1019 over Rough Run.

Seventh Street Bridge Rehabilitation (Andy Warhol Bridge)

Pittsburgh, PA | $25 M | 2018 | Allegheny County Department of Public Works
Brayman Construction Corporation

Scope involved converting the structure from four, 8.25-foot lanes into three, 11-foot lanes, one in each direction with a turning lane in the middle. Rehabilitation work included replacement of the existing concrete deck with a new 9-inch thick steel reinforced concrete deck, placement of fabricated sloped plates along the gutter line to prevent corrosion caused by standing water, and replacement of all expansion joints. The entire bridge received a new three-coat paint system, new utility conduits, decorative lighting, and complete substructure repairs to the existing cut masonry sandstone piers. A new suspension tie-down system was installed utilizing the existing system and redundant post-tensioned anchor rods.

Kevin Meade Continued

Hulton Bridge

Oakmont, PA | $65 M | 2016 | PennDOT - District 11 | Brayman Construction Corporation

Scope involved the replacement of a two-lane truss bridge with a new 1,633lf four-lane five-span haunched girder bridge erected upstream of the existing bridge and located in Allegheny County, PA. The new structure is comprised of four continuous spans over the Allegheny River, plus one simple span over the Norfolk Southern Railroad and is accompanied by a pedestrian walkway on the downstream side of the bridge. A 283' section of Span 4 was erected over the active channel by strand jacking the 1200-ton segment to final elevation.

ROY L. PAYTON
Construction Manager

Work on Part D Projects:
US35/I-64 I/C – Nitro I/C Design-Build
Tom Williams Family + 3 Design-Build
Ironton - Russell Bridge Replacement (Oakley C. Collins Memorial Bridge)

Past Work Experience:
Roy brings 30+ years of experience in the construction industry managing complex designs, including 16 years of experience on ODOT projects. Throughout his career, he has excelled in leading teams, coordinating field activities, ensuring safety compliance, maintaining quality control, and optimizing production on large-scale civil infrastructure projects.

Training/Certifications:
OSHA 30-HR Construction Safety & Health
OSHA Competent Person – Fall Protection, Ladders Fire Prevention
OSHA Competent Person – Trenching & Excavation
OSHA Crane Operator Certification - Awareness
OSHA Competent Person – Respirable Crystalline Silica in Construction
OSHA Competent Person - Respiratory Protection

BRAYMAN-SWANK JOINT VENTURE

About

Roy L. Payton is a seasoned Construction Manager at Brayman Construction Corporation with over 30 years of experience, including 16 years of dedicated work on ODOT projects. His extensive career has equipped him with expertise in managing complex civil infrastructure projects, ensuring safety compliance, quality control, and efficient production management.

He has been instrumental in delivering several high-profile projects, including the US35/I-64 Nitro Interchange Design-Build, the Tom Williams Family + 3 Design-Build, and the Ironton-Russell Bridge Replacement (Oakley C. Collins Memorial Bridge). These projects showcase his expertise in managing complex designs, coordinating field activities, and ensuring successful project execution under challenging conditions.

Experience

US35/I-64 I/C - Nitro I/C Design-Build

Charleston, WV| $254 M | October 2024
WVDOH | Brayman – Trumbull Joint Venture

Design-Build contract to widen I-64 in Putnam County, West Virginia from 4 to 6 lanes (8 lanes between the Saint Albans and Nitro Interchanges) for approximately 3.8 miles. Work includes:

- Complete replacement of I-64 bridges over CR 29 (Rocky Step Road), CR 33/5 (McCloud Road) and WV 25, Conrail Railroad, CR 25/30 at the Nitro Interchange
- Replacement of the CR 44 (Bills Creek Road) Bridge over I-64 with associated work on CR 44
- New interchange configuration at Saint Albans with associated work on the ramp connection to WV 817
- A new bridge structure over the Kanawha River, total replacement of the existing truss bridge, and pavement widening and reconstruction

Reconstruction of Berth 7 Design-Build

Kingston, Jamaica | $27.7 M | 2024 | Kingston Wharves Limited | Brayman Construction Corporation and Shoreline Foundation Inc. Joint Venture

Design and construction of new berth sea wall. Involved installation of pipe piles, backfilling, forming and pouring new concrete pile cap and the concrete crane apron.

Tom Williams Family + 3 Design-Build

Kanawha County, WV | $20.5 M | 2021
WVDOH | Brayman Construction Corporation

Design and construction of 5 bridges along I-77 and I-64. The following bridges were included in the project: Tom Williams Family Bridge, Westmoreland Drive Overpass Bridge, Cora Street Overpass Bridge, Danner Street Overpass Bridge, and Spring Street Overpass Bridge.

New River Parkway

Raleigh County, WV | $30 M | 2019
WVDOH | Brayman Construction Corporation

Construction of 5.3 miles of Roadway with seven (7) stream crossings, included: ten (10) retaining walls totaling over 21,000-LF of piling and 27,000-SF of lagging; almost 9000-LF of drainage pipe with 115 inlets; a small prestressed box beam bridge; two precast arch top bridges; multiple precast box culverts; one cast in place box culvert; over 2,400-LF of concrete curbs; and over 6,000-LF of median wall.

MarkWest Majorsville Cryo 7 Majorsville Processing Facility

Dallas, WV | $6.9 M | 2018 | MarkWest Liberty Midstream & Resources, LLC, MarkWest Energy Partners, L.P. | Songer Steel Services, Inc.

Installation of 578 micropiles with diameters of 5-1/2 inch, 7 inch, and 9-5/8 inch, and depths ranging from 30-feet to over 100-feet. The total length of micropiles installed exceeded 36,000-linear-feet. Work also included the construction of over 300 concrete foundations including spread footers, pedestal supports, wall piers, building foundations, and containment slabs. Nearly 4,000-cubic-yards of concrete were placed to complete the foundations.

Roy L. Payton Continued

Ironton-Russell Bridge

Ironton, OH | $87.6 M | 2017
ODOT | Brayman Construction Corporation

The project entailed construction of a cast-in-place concrete, cable-stayed bridge with structural steel approaches and reinforced concrete edge girder superstructure on the main span. The main unit consists of three (3) spans; two (2) flanking spans of 370 linear feet each and the center span of 900 linear feet, which is the longest span ODOT has ever constructed. The project required a Bridge Health Monitoring System with both high and low speed strain gauge installation. The scope of work also included post-tensioning and high-strength concrete with design strengths well above 6,500-PSI.

Specific ODOT Projects:

- SR 7 Improvements | Steubenville, OH
- Haverhill North Coke Facility, Phases 1 & 2 | Scioto County, OH
- WWTP | Delaware County, OH
- SR 35 | Chillicothe, OH
- SR 7 | Meigs County, OH

BRAYMAN-SWANK JOINT VENTURE

FERNANDO RODRIGUEZ, PE
DBT Design Project Manager

Work on Part D Projects:
Design Project Manager for Akron Beltway Design-Build, Roadway QC for WOO-75, Deputy Design Manager for US 69 Express Lanes

Past Work Experience:
Fernando has 23 years working on ODOT projects, overseeing the design for over $500 million of construction design-build projects. He has been a Senior Project Manager at Parsons for 4 years. His previous experience includes serving as a Director of Design-Build, project manager, and project engineer.

Education:
Bachelor of Science, Civil Engineering, The University of Akron

Training/Certifications:
Professional Engineer, 0402057879, E-64181 - Ohio No. 2000 – Virginia

ODOT PMTP, Traffic Academy Training: Safety Studies, Signing and Pavement Marking, Maintenance of Traffic, and Project Development Process

BRAYMAN-SWANK JOINT VENTURE

About

Reporting directly to the DBT Project Manager, Fernando will be responsible for managing the overall design and plan preparation of the project. Fernando has extensive experience managing the design of major highway projects for ODOT with areas of expertise in project management, cost estimating, complex roadway geometrics, maintenance of traffic, and third-party coordination. He completed ODOT's Project Management Training Program (PMTP) and is intimately familiar with the project development process from the planning stages through construction. Fernando is uniquely qualified for this project, having dedicated the past 13 years to design-build projects, playing critical roles in numerous large-scale freeway projects. His involvement extended to all facets of the design-build process, from project procurement and delivery through construction. He will be responsible for plan delivery and ensuring schedule and budget requirements are met by the design team. He has full authority to manage design resources and make design decisions.

Experience

SUM-8/76/77-0.63/9.74/8.42 & SUM-8/76/77-0.00/10.99/11.54 (Akron Beltway Design-Build

Summit County, OH| $161 M | In Progress, July 30, 2025 Estimated | ODOT | Parsons

Design Project Manager for the project consisting of major improvements to the Akron Beltway freeway system, including pavement replacement, ramp realignments, construction of two new fly-over freeway-to-freeway ramps, resurfacing and widening along the mainlines for the I-76/77, I-77, and SR-8 corridors. Structure work included the replacement of three pairs of mainline bridges, the installation of two new fly-over ramp structures, the construction of a new pedestrian bridge, and the rehabilitation of 35 other bridges. All drainage, lighting, ITS, and other traffic control features were also upgraded with the project. Fernando was responsible for all aspects of the design and plan preparation. He led a team of engineers and technicians, including three design subconsultants, in completing plans for 42 buildable units. Substantial completion of all design plans was completed in about 10 months with the first Released for Construction set of plans issued in less than one month. During the design phase, he led weekly task force meetings to coordinate progress between design, construction staff, and ODOT. Other responsibilities included leading third-party coordination and managing design budget and schedule. This $161 Million project is the largest in District 4's history.

SUM/MED-76-00.00/11.43 Third Lane Addition, DB | Summit County, OH | $81 M 2019 | ODOT | Parsons

Design Project Manager for the widening and reconstruction of 5.6 miles of I-76 by adding a third lane on the median side; replacement of three structures; rehabilitation of various existing bridges; installation of an ITS system; lighting upgrades; and traffic control improvements required for the widening. Fernando led the design team through the successful bid process, the project setup stages, and the completion of a large part of the design of buildable units before accepting a position in a different firm.

SUM-271-12.47 THIRD LANE ADDITION, DB

Summit County, OH | $44.2 M | 2016
ODOT | Parsons

Project manager for this major interstate third lane widening design-build project in ODOT District 4. The project included about 3 miles of freeway widening/reconstruction and the replacement of two pairs of structures. Fernando led the team to substantially complete the design for the project with a significantly expedited design schedule. His leadership allowed the contractor to begin construction within five months of the contract's award. This project was completed in the summer of 2016, ahead of schedule.

Cleveland Innerbelt CCG2, DB

Cuyahoga County, OH | $274.9 M | 2016
ODOT | Parsons

Co-project Manager for the erection of the eastbound Innerbelt Bridge, a 3,900-foot-long structure that carries eastbound I-90 traffic over the Cuyahoga River Valley into downtown Cleveland. Working alongside Ruhlin, Fernando managed the day-to-day design operations, with an emphasis on roadway design and maintenance of traffic. He managed the resources, schedule, and budget for the roadway improvements to I-90, freeway ramps, and local streets leading up to the viaduct and was responsible for coordination with the client, owner, subconsultants, and other stakeholders. This signature project was completed ahead of schedule.

BRAYMAN-SWANK
JOINT VENTURE

Fernando Rodriguez, Continued

POR-14-06.20, DB

Portage County, VA | $2.5 M | 2017 | ODOT
Parsons

Roadway Design Lead responsible for all roadway engineering design to replace Bridge No. POR-14-06.20 (SR 14) over Lake Rockwell in the City of Streetsboro. The project was let under an ODOT District 4 Type A Emergency contract allowing them to expedite the project as design-build. Fernando worked alongside Ruhlin to develop the design of the approach roadway. Due to the impact this closure had on the traveling public, ODOT had an aggressive schedule to complete the design and replacement 45 days from the issue of permits. Fernando led the roadway design team to complete the plans within 30 days.

MOT-70-10.79 Third Lane Addition, DB

Montgomery County, OH | $50 M | 2017
ODOT | Parsons

Design Project Manager for the full reconstruction and widening of I-70 in Montgomery County. The project included the reconstruction of the SR 48 interchange and included the reconstruction of 8 mainline structures. Fernando was responsible for aspects of design and construction support. He also led coordination efforts with the owner, contractors, utility companies, local municipalities, and other public agencies.

DEL/MRW-71 Third Lane Addition

Delaware and Morrow Counties, OH | $50 M
2015 | ODOT | Parsons

Design Manager in charge of all engineering aspects for this major interstate widening and reconstruction project. Work included 8.9 miles of roadway widening/reconstruction and constructing mainline twin structures. Construction for this project was accomplished while always maintaining two lanes of traffic open in each direction. Fernando's management was instrumental in providing design plans and supporting the contractor in a timely manner, which allowed the design-build team to complete the construction within the contract's schedule.

PART F: Addenda, Prequalification and Approved Conflict of Interest Waivers

2.5.7 Addenda, Prequalification and Approved Conflict-of-Interest Waivers

1. A cover sheet of each Addenda issued by ODOT prior to submission of the SOQ. Inclusion is the acknowledgment by the Offeror of receipt of the Addenda.

   Not applicable because there were no addenda.

2. A copy of each approved Conflict of Interest waiver, if applicable and if received. Note "No Inclusion of Conflict-of-Interest Waivers" if none received.

   No Inclusion of Conflict-of-Interest Waivers

The rest of this page is intentionally left blank.

2.5.7 Addenda, Prequalification and Approved Conflict-of-Interest Waivers

a) Lead Designer and Subconsultants Prequalification: The prequalified firm (Lead Designer or named sub-consultant) anticipated to perform the work within each category listed in the Lead Designer or Subconsultant Prequalification Categories.

Lead Designer Prequalification Categories	Parsons
Roadway: Complex Roadway Design	X
Level 2 Bridge Design	X

Lead Designer or Subconsultant Prequalification Categories	Parsons	Subconsultant 2LMN, Inc.
Bridge: Level 2 Bridge Design	X	
Roadway: Complex Roadway Design	X	
Complex Lighting Design		X
Traffic Signal System Design	X	
Interchange Operations/Modification/Justification Study (IOS/IMS/IJS)	X	

b) Contractor & subcontractor Prequalification: The listing of anticipated prequalified firms (Lead Contractor or named subcontractor) anticipated to perform the work within each work type.

Lead Contractor Prequalification	Brayman	Swank	Sub -TBD
Work Type Description			
4 Roadway Excavation and Embankment	X	X	
12 Rigid Paving	X	X	
21 Level 2 Bridge	X	X	
39 Maintenance of Traffic	X	X	
Other Prequalification Categories			
7 Soil Stabilization	X	X	
8 Temporary Soil Erosion & Sediment Control	X	X	
9 Aggregate Base	X	X	
10 Flexible Paving			TBD
19 Structure Removal	X	X	
23 Reinforcing Steel	X	X	
24 Structural Steel Erection	X		
35 Drainage (Culverts, Misc.)	X	X	
36 Guardrail/Attenuators			TBD
43 Highway Lighting			TBD
44 Traffic Signals – Standard			TBD
45 Pavement Markings		X	

2.5.7 Addenda, Prequalification and Approved Conflict-of-Interest Waivers

2.5.7 Addenda, Prequalification and Approved Conflict-of-Interest Waivers

OHIO DEPARTMENT OF TRANSPORTATION

Home

Search...

Login

ODOT
Pre-Qualified Contractors

Enter Contractor to search on

swank

Toggle Work Types

all

Select Work Types

- 1. Clearing and Grubbing
- 2. Building Removal
- 3. Gas, Oil, Water Well Abandonments
- 4. Roadway Excavation and Embankment Construction
- 5. Major Roadway Excavation
- 6. Incidental Grading
- 7. Soil Stabilization
- 8. Temporary Soil Erosion & Sediment Control
- 9. Aggregate Bases
- 10. Flexible Paving
- 11. Apply Bituminous Treatments
- 12. Rigid Paving
- 13. Pavement Planing, Milling, Scarification
- 14. Concrete Texturing
- 15. Sawing
- 16. Flexible Replacement
- 17. Rigid Pavement Replacement
- 18. Pavement Rubblizing, Breaking, Pulverizing
- 19. Structure Removal
- 20. Level 1 Bridge
- 21. Level 2 Bridge
- 22. Level 3 Bridge

ACCOUNT NAME	VENDOR ID	ADDRESS	APP EXP DATE	WORK TYPES
SWANK CONSTRUCTION COMPANY LLC	001923001	632 HUNT VALLEY CIRCLE NEW KENSINGTON PA, 15068 724-335-6000	2025-05-31	1. Clearing and Grubbing 2. Building Removal 3. Gas, Oil, Water Well Abandonments 4. Roadway Excavation and Embankment Construction 6. Incidental Grading 7. Soil Stabilization 8. Temporary Soil Erosion & Sediment Control 9. Aggregate Bases 12. Rigid Paving 13. Pavement Planing, Milling, Scarification 15. Sawing 17. Rigid Pavement Replacement 19. Structure Removal 20. Level 1 Bridge 21. Level 2 Bridge 23. Reinforcing Steel 27. Expansion & Contraction Joints, Joint Sealers, Bearing Devices 28. Caissons/Drilled Shafts 29. Structure Repairs 30. Hydrodemolition 33. Tieback Installation 34. Earth Retaining Structures 35. Drainage (culvert, misc.) 38. Miscellaneous Concrete 39. Maintenance of Traffic 40. Waterproofing 41. Raised Pavement Markers 42. Signing 45. Pavement Markings 48. Trucking

Firm Name	parsons	Category Group(s)	Bridge Design,Roadway Design	Category(ies)	Complex Roadway D
DBE	All	SBE	All	EDGE	All	Is Financially Prequalified	All

1 of 1 Page Width Find | Next

PreQ: ODOT PreQ Prequalified Firm List | **Firm Name:** parsons | **Is DBE?** All | **Is SBE?** All | **Is EDGE?** All

Report Generated Date: 09/27/2024

Consultant Name	Phone #	Contact Person	Street	City	State	Zip Code	Email
PARSONS TRANSPORTATION GROUP INC.	(330) 607-6643	Todd Bergstrom	3560 W Market St	Fairlawn	OH	44333	todd.bergstrom@parsons.com

Category Name	Expiration Date
Complex Roadway Design	05/31/2025
Level 2 Bridge Design	05/31/2025

Firm Name: 2LMN | Category Group(s): Lighting Design | Category(ies): Complex Lighting Design

DBE: All | SBE: All | EDGE: All | Is Financially Prequalified: All

1 of 1 | Page Width | Find | Next

PreQ: ODOT PreQ Prequalified Firm List | **Firm Name:** 2LMN | **Is DBE?** All | **Is SBE?** All | **Is EDGE?** All | **Is F**

Report Generated Date: 11/20/2024

Consultant Name	Phone #	Contact Person	Street	City	State	Zip Code	Email	DB
2LMN, INC.	(740) 503-4033	adam lanier	2475 Sugar Grove Road, SE	Lancaster	OH	43130	adam.lanier@2lmn.com	Y

Category Name	Expiration Date
Complex Lighting Design	09/30/2025

PART G: Evaluation Forms

NAVFAC/USACE PAST PERFORMANCE QUESTIONNAIRE (Form PPQ-0)

CONTRACT INFORMATION (Contractor to complete Blocks 1-4)

1. Contractor Information
Firm Name: Brayman Construction Corporation & Trumbull Corporation A Joint Venture CAGE Code: 9MRD4
Address: 1000 John Roebling Way; Saxonburg, PA 16056 Unique Entity Identifier Number: SJH6UDNWA9M6
Phone Number: 724-443-1533
Email Address: t_hesmond@brayman.com
Point of Contact: Thomas M. Hesmond, P.E., DBIA Contact Phone Number: 412-292-3219

2. Work Performed as: ☐ Prime Contractor ☐ Sub Contractor ☒ Joint Venture ☐ Other (Explain)
Percent of project work performed: 71% self-performed by Brayman Construction Corporation & Trumbull Corporation A Joint Venture
If subcontractor, who was the prime (Name/Phone #):

3. Contract Information
Contract Number: 0607640R7
Delivery/Task Order Number (if applicable): N/A
Contract Type: ☒ Firm Fixed Price ☐ Cost Reimbursement ☐ Other (Please specify):
Contract Title: US 35/I-64 I/C - NITRO I/C
Contract Location: Putnam County, WV

Award Date (mm/dd/yy): 11/15/2019
Contract Completion Date (mm/dd/yy): 10/25/2024
Actual Completion Date (mm/dd/yy): Project ongoing, 10/25/2024 completion anticipated.
Explain Differences:
Project is extended due to the additional work required by scope changes, as well as railroad caused delays.

Original Contract Price (Award Amount): $224,480,422.00
Final Contract Price (*to include all modifications, if applicable*):$253,851,124.00 to-date, project ongoing
Explain Differences: Change orders were due to scope changes implemented by the owner. Some of these were due to utility and railroad required design modifications and others were due to scope added to provide for a better, more complete, end product.

4. Project Description:
Complexity of Work ☒ High ☐ Med ☐ Routine
How is this project relevant to project of submission? (*Please provide details such as similar equipment, requirements, conditions, etc.*)

This project had a large marine component that required cofferdams in the river, large diameter drilled shaft installation in the river, and major steel components erected/installed from the water. Significant coordination was required with marine traffic due to the work performed in and adjacent to the navigation channel. This project is also an example of a successful Joint Venture between Brayman and Trumbull.

CLIENT INFORMATION (Client to complete Blocks 5-8)

5. Client Information
Name: Jason Hamilton, P.E.
Title: Contract Administration Regional Construction Engineer, Districts 1, 2, & 3
Phone Number: 304-205-6208
Email Address: jason.g.hamilton@wv.gov

6. Describe the client's role in the project:
I have provided construction oversight and been the point of contact between the Contractor and the WV Division of Highways from contract award through plan development and construction phases.

7. Date Questionnaire was completed (mm/dd/yy)**:** 05/07/2024

8. Client's Signature: Jason Hamilton

NOTE: NAVFAC/USACE REQUESTS THAT THE CLIENT COMPLETES THIS QUESTIONNAIRE AND SUBMITS DIRECTLY BACK TO THE OFFEROR. THE OFFEROR WILL SUBMIT THE COMPLETED QUESTIONNAIRE TO USACE WITH THEIR PROPOSAL AND MAY DUPLICATE THIS QUESTIONNAIRE FOR FUTURE SUBMISSION ON USACE SOLICITATIONS. CLIENTS ARE HIGHLY ENCOURAGED TO SUBMIT QUESTIONNAIRES DIRECTLY TO THE OFFEROR. HOWEVER, QUESTIONNAIRES MAY BE SUBMITTED DIRECTLY TO USACE. PLEASE CONTACT THE OFFEROR FOR USACE POC INFORMATION. THE GOVERNMENT RESERVES THE RIGHT TO VERIFY ANY AND ALL INFORMATION ON THIS FORM.

ADJECTIVE RATINGS AND DEFINITIONS TO BE USED TO BEST REFLECT YOUR EVALUATION OF THE CONTRACTOR'S PERFORMANCE

RATING	DEFINITION	NOTE
(E) Exceptional	Performance meets contractual requirements and exceeds many to the Government/Owner's benefit. The contractual performance of the element or sub-element being assessed was accomplished with few minor problems for which corrective actions taken by the contractor was highly effective.	An Exceptional rating is appropriate when the Contractor successfully performed multiple significant events that were of benefit to the Government/Owner. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also, there should have been NO significant weaknesses identified.
(VG) Very Good	Performance meets contractual requirements and exceeds some to the Government's/Owner's benefit. The contractual performance of the element or sub-element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor were effective.	A Very Good rating is appropriate when the Contractor successfully performed a significant event that was a benefit to the Government/Owner. There should have been no significant weaknesses identified.
(S) Satisfactory	Performance meets minimum contractual requirements. The contractual performance of the element or sub-element contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.	A Satisfactory rating is appropriate when there were only minor problems, or major problems that the Contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified. Per DOD policy, a fundamental principle of assigning ratings is that Contractors will not be assessed a rating lower than Satisfactory solely for not performing beyond the requirements of the contract.
(M) Marginal	Performance does not meet some contractual requirements. The contractual performance of the element or sub-element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor's proposed actions appear only marginally effective or were not fully implemented.	A Marginal rating is appropriate when a significant event occurred from which the Contractor had trouble overcoming and that impacted the Government/Owner.
(U) Unsatisfactory	Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element or sub-element contains serious problem(s) for which the Contractor's corrective actions appear or were ineffective.	An Unsatisfactory rating is appropriate when multiple significant events occurred from which the contractor had trouble overcoming and that impacted the Government/Owner. A singular problem, however, could be of such serious magnitude that it alone constitutes an Unsatisfactory rating.
(N) Not Applicable	No information or did not apply to your contract	Rating will be neither positive nor negative.

TO BE COMPLETED BY CLIENT

PLEASE CIRCLE THE ADJECTIVE RATING THAT BEST REFLECTS YOUR EVALUATION OF THE CONTRACTOR'S PERFORMANCE.

1. QUALITY:						
a) Quality of technical data/report preparation efforts	E	(VG)	S	M	U	N
b) Ability to meet quality standards specified for technical performance	E	(VG)	S	M	U	N
c) Timeliness/effectiveness of contract problem resolution without extensive customer guidance	E	(VG)	S	M	U	N
d) Adequacy/effectiveness of quality control program and adherence to contract quality assurance requirements (without adverse effect on performance)	E	(VG)	S	M	U	N
2. SCHEDULE/TIMELINESS OF PERFORMANCE:						
a) Compliance with contract delivery/completion schedules including any significant intermediate milestones. *(If liquidated damages were assessed or the schedule was not met, please address below)*	E	(VG)	S	M	U	N
b) Rate the contractor's use of available resources to accomplish tasks identified in the contract	E	(VG)	S	M	U	N
3. CUSTOMER SATISFACTION:						
a) To what extent were the end users satisfied with the project?	E	(VG)	S	M	U	N
b) Contractor was reasonable and cooperative in dealing with your staff (including the ability to successfully resolve disagreements/disputes; responsiveness to administrative reports; efforts to keep lines of communication open)	E	(VG)	S	M	U	N
c) To what extent was the contractor cooperative, businesslike, and concerned with the interests of the customer?	E	(VG)	S	M	U	N
d) Overall customer satisfaction	E	(VG)	S	M	U	N
4. MANAGEMENT/ PERSONNEL/LABOR						
a) Effectiveness of on-site management, including management of subcontractors, suppliers, materials, and/or labor force?	E	(VG)	S	M	U	N
b) Ability to hire, apply, and retain a qualified workforce to this effort	E	VG	(S)	M	U	N
c) Government Property Control	E	VG	(S)	M	U	N
d) Knowledge/expertise demonstrated by contractor personnel	E	(VG)	S	M	U	N
e) Utilization of Small Business concerns	E	VG	(S)	M	U	N
f) Ability to simultaneously manage multiple projects with multiple disciplines	E	VG	S	M	U	N
g) Ability to assimilate and incorporate changes in requirements and/or priority, including planning, execution, and response to Government changes	E	(VG)	S	M	U	N
h) Effectiveness of overall management (including ability to effectively lead, manage, and control the program)	E	(VG)	S	M	U	N
5. COST/FINANCIAL MANAGEMENT						
a) Ability to meet the terms and conditions within the contractually agreed price(s)?	E	(VG)	S	M	U	N
b) Contractor proposed innovative alternative methods/processes that reduced cost, improved maintainability, or other factors that benefited the client	E	(VG)	S	M	U	N
c) If this is/was a Government cost type contract, please rate the Contractor's timeliness and accuracy in submitting monthly invoices with appropriate back-	E	VG	(S)	M	U	N

up documentation, monthly status reports/budget variance reports, compliance with established budgets, and avoidance of significant and/or unexplained variances (under runs or overruns)						
d) Is the Contractor's accounting system adequate for management and tracking of costs? *If no, please explain in Remarks section.*		Yes			No	
e) If a Government contract, has it been partially or completely terminated for default or convenience or are there any pending terminations? *Indicate if show cause or cure notices were issued, or any default action in comment section below.*		Yes			No	
f) Have there been any indications that the contractor has had any financial problems? *If yes, please explain below.*		Yes			No	
6. SAFETY/SECURITY						
a) To what extent was the contractor able to maintain an environment of safety, adhere to its approved safety plan, and respond to safety issues? (Includes: following the users rules, regulations, and requirements regarding housekeeping, safety, correction of noted deficiencies, etc.)	E	VG	S	M	U	N
b) Contractor complied with all security requirements for the project and personnel security requirements.	E	VG	S	M	U	N
7. GENERAL						
a) Ability to successfully respond to emergency and/or surge situations (including notifying the COR, PM, or Contracting Officer in a timely manner regarding urgent contractual issues).	E	VG	S	M	U	N
b) Compliance with contractual terms/provisions *(explain if specific issues)*	E	VG	S	M	U	N
c) Would you hire or work with this firm again? *(If no, please explain below)*		Yes			No	
d) In summary, provide an overall rating for the work performed by this Contractor.	E	VG	S	M	U	N

Please provide responses to the questions above (*if applicable*) and/or additional remarks. Furthermore, please provide a brief narrative addressing specific strengths, weaknesses, deficiencies, or other comments that may assist our office in evaluating performance risk *(please attach additional pages if necessary)*:

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

Contractor's Performance Report

Tuesday, November 19, 2024

CONTRACT PROJECT NUMBER		**AUTHORIZATION NUMBER:** XC2262C	
U340-64-41.37/NFA-2317(012)		**CONTRACT ID:** 0607640R7	
CONTRACTOR (Name, Address, Phone) BRAYMAN CONSTRUCTION-TRUMBULL 1000 JOHN ROEBLING WAY SAXONBURG, PA 16056 (724)443-1533		**CONTRACT COMPLETION DATA** **Contract Awarded:** 11/15/2019 **Actual Start:** 12/07/2020	
Original Bid Amount	**Plan Completion**	**Actual Completion**	**Final Contract Amount**
$224,480,422.00	10/27/2023		$254,288,433.79

Subcontractors: See attached sheet for listing of subcontractors.

Ratings

Workmanship:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Performance:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Supervision:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Coordination:	☐ Outstanding	☐ Satisfactory	☑ Fair	☐ Unsatisfactory
Labor:	☑ Outstanding	☐ Satisfactory	☐ Fair	☐ Unsatisfactory
Equipment:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Contractor/Engineer Relationship:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Contractor/Public Relationship:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Choice of Subs and Suppliers:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory

Remarks: See attached sheet for remarks.

RECOMMENDED

Project Supervisor / Engineer

APPROVED

Construction Engineer

Contractor Performance Remarks

Summary

Contractor: 82-4004276 - BRAYMAN CONSTRUCTION-TRUMBULL A JOINT VE scored a total of 27 out of 36 points for a 75.00% with an average rating of 3.00 - Satisfactory.

Workmanship

Performance

Supervision

Coordination

Labor

Equipment

Contractor/Engineer Relationship

Contractor/Public Relationsip

Choice of Subs/Suppliers

West Virginia Department of Transportation

SubContractors for Contract: 0607640R7

Vendor Id	Vendor Name /Address	Phone Number	Approval Date	SubContract Amount
31-4444098	ALAN STONE CO., INC. 5519 SUITE A ST RT 339 VINCENT OH, 45784	(304)375-6484	03/30/2021	$144,900.00
39-1283086	ANTIGO CONSTRUCTION, INC. 2520 CLERMONT ST 2520 N CLERMONT ST ANTIGO WI, 54409-0012	(715)627-2222	10/31/2022	$173,325.00
25-1187540	AVALOTIS CORPORATION PO BOX 6 400 JONES ST VERONA PA, 15147	(412)828-9666	02/01/2024	$852,000.00
20-3524227	BEEGHLY TREE SERVICES, LLC 458 HILLVALE ROAD SOMERSET PA, 15501	(814)444-6817	12/10/2020	$45,000.00
34-1243529	BOCA CONSTRUCTION, INC. 380 EASTPARK DR NORWALK OH, 44857	(419)668-5575	10/25/2021	$64,900.00
38-2267917	CONCRETE CUTTING AND BREAKING CO. 4500 Airwest Dr. SE GRAND RAPIDS MI, 49512	(616)554-4876	10/25/2021	$728,099.25
55-0719851	HIGHWAY SAFETY, INC. PO BOX 908 CEREDO WV, 25507-0000	(304)453-5636	12/10/2020	$1,533,962.17
46-5123250	KELLY MARTIN, LLC DBA MARTIN REINFORCING 117 OLD TURNPIKE RD. BIRCH RIVER WV, 26610	(304)276-0371	12/10/2020	$2,232,567.19

05-0549116	LMS CONSTRUCTION, INC. 58970 KIRKLAND HILL RD BELLAIRE OH, 43906-0000	(740)215-7089	09/01/2021	$869,188.19
31-1115885	M. P. DORY CO. 2001 INTEGRITY DR S COLUMBUS OH, 43209-0000	(614)444-2138	08/03/2021	$52,100.00
25-1476601	NORTH SUBURBAN TREE SERVICE, INC. 1102 MIDDLESEX STREET GIBSONIA PA, 15044	(724)443-6300	12/10/2020	$139,987.20
55-0783769	P & G CONSTRUCTION CO. 122 BALL LANE PRICHARD WV, 25555	(304)648-7440	12/10/2020	$2,501,281.23
87-4065181	PHOENIX EXCAVATING, LLC 609 MCKNOWNS CREEK WALTON WV, 25286	(304)932-3771	07/11/2022	$30,500.00
82-1704543	PRITCHARD SIGNAL & LIGHT COMPANY 129 GREEKSTONE DRIVE SCOTT DEPOT WV, 25560	(681)217-7970	12/30/2020	$22,424.23
55-0757553	SHEPAUL ENTERPRISES, INC. PO BOX 1638 RT 16 BRADLEY 25818 BECKLEY WV, 25802-1638	(304)877-6451	05/27/2021	$968,202.25
55-0614471	SPECIALTY GROUPS, INC. PO BOX 96 BRIDGEPORT WV, 26330	(304)623-3844	10/25/2021	$469,500.00
27-2000626	TRITON CONSTRUCTION, INC. PO BOX 1360 SAINT ALBANS WV, 25177	(304)759-2100	06/10/2022	$2,540,150.00
56-2296691	VIRGINIA DRILLING COMPANY, LLC PO BOX 1198 VANSANT VA, 24656	(276)597-4449	08/03/2021	$294,353.40

55-0570769	WEST VIRGINIA PAVING, INC. 2950 CHARLES AVE DUNBAR WV, 25064-0544	(304)768-9733	11/13/2020	$23,250,439.99

Total SubContractor Amount for Contract 0607640R7 : $36,912,880.10

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

Contractor's Performance Report

Friday, July 12, 2024

CONTRACT PROJECT NUMBER		AUTHORIZATION NUMBER: XC2255C	
S320-77-101.40/NFA-2217(048)		CONTRACT ID: 1726137R2	
CONTRACTOR (Name, Address, Phone) BRAYMAN CONSTRUCTION CORPORATI 1000 JOHN ROEBLING WAY SAXONBURG, PA 16056-0000 (724)443-1533		CONTRACT COMPLETION DATA Contract Awarded: 06/01/2018 Actual Start: 04/09/2019	
Original Bid Amount	**Plan Completion**	**Actual Completion**	**Final Contract Amount**
$19,555,555.00	01/28/2021		$20,494,524.19

Subcontractors: See attached sheet for listing of subcontractors.

Ratings

Workmanship:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Performance:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Supervision:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Coordination:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Labor:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Equipment:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Contractor/Engineer Relationship:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Contractor/Public Relationship:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory
Choice of Subs and Suppliers:	☐ Outstanding	☑ Satisfactory	☐ Fair	☐ Unsatisfactory

Remarks: See attached sheet for remarks.

RECOMMENDED

Toni Rogers

FOR Project Supervisor / Engineer

APPROVED

For Construction Engineer

Contractor Performance Remarks

Summary

Contractor: 25-1696132 - BRAYMAN CONSTRUCTION CORPORATION scored a total of 27 out of 36 points for a 75.00% with an average rating of 3.00 - Satisfactory.

Workmanship

Performance

Supervision

Coordination

Labor

Equipment

Contractor/Engineer Relationship

Contractor/Public Relationsip

Choice of Subs/Suppliers

West Virginia Department of Transportation

SubContractors for Contract: 1726137R2

Vendor Id	Vendor Name /Address	Phone Number	Approval Date	SubContract Amount
25-1893299	ADVANTAGE STEEL & CONSTRUCTION, LLC 2300 S NOAH DR SAXONBURG PA, 16056-0000	(724)352-4842	06/05/2019	$893,984.00
34-1243529	BOCA CONSTRUCTION, INC. 380 EASTPARK DR NORWALK OH, 44857	(419)668-5575	02/29/2020	$157,809.52
26-0195927	C & L WELDING, LLC 184 PINCH RIDGE RD ELKVIEW WV, 25071-0000	(304)965-5947	03/05/2021	$132,450.00
38-2267917	CONCRETE CUTTING AND BREAKING CO. 4500 Airwest Dr. SE GRAND RAPIDS MI, 49512	(616)554-4876	06/05/2019	$153,314.75
34-1613015	GERONIMO PAINTING CO., INC. PO BOX 418 12327 MCGEEHAN RD LISBON OH, 44432-0418	(330)424-4504	05/22/2020	$2,077,658.00
55-0719851	HIGHWAY SAFETY, INC. PO BOX 908 CEREDO WV, 25507-0000	(304)453-5636	02/29/2020	$417,106.10
61-1021188	HYDRO-TECHNOLOGIES, INC. 6200 E HWY 62, Bldg 2501 STE 300 JEFFERSONVILLE IN, 47130	(812)284-9376	02/29/2020	$26,393.90
46-5123250	KELLY MARTIN, LLC DBA MARTIN REINFORCING 117 OLD TURNPIKE RD. BIRCH RIVER WV, 26610	(304)276-0371	02/29/2020	$468,398.80

55-0783769	P & G CONSTRUCTION CO. 122 BALL LANE PRICHARD WV, 25555	(304)648-7440	02/29/2020	$229,962.01
74-2985312	ROADSAFE TRAFFIC LP SUBSIDIARY ROADSAFE TRAFFIC S 4301 1ST AVE NITRO WV, 25143-0000	(304)755-1200	03/05/2021	$343,700.00
55-0757553	SHEPAUL ENTERPRISES, INC. PO BOX 1638 RT 16 BRADLEY 25818 BECKLEY WV, 25802-1638	(304)877-6451	06/25/2020	$91,487.67
55-0614471	SPECIALTY GROUPS, INC. PO BOX 96 BRIDGEPORT WV, 26330	(304)623-3844	06/05/2019	$166,950.00
55-0570769	WEST VIRGINIA PAVING, INC. 2950 CHARLES AVE DUNBAR WV, 25064-0544	(304)768-9733	06/05/2019	$1,257,544.50

Total SubContractor Amount for Contract 1726137R2 : $6,416,759.25

West Virginia Department of Transportation
Division of Highways
Contractor Performance Rating

Version 2023.01.05

Contractor:	**Swank Construction**
Type:	**Prime Contractor**
Contract ID:	**2020001175**
Completed By:	**Alex Dague** Date: **10/25/2023**

Factors and Evaluations will be completed by Division personnel at the completion of each project. In addition, Factors and Evaluations will be completed at a minimum of once per year on projects with a duration greater than one calendar year.

The running three-year average will be taken of a contractor's post project factors and evaluation scores plus to calculate the contractor's Performance Rating. Based on the Performance Rating, a contractor will be placed into one of five categories:

1) "A" Contractors will be those with the highest performance ratings (9.0 to 10.0)
2) "B" Contractors will be those with adequate performance ratings (8.0 to 8.9)
3) "C" Contractors will be those with below average performance ratings (7.0 to 7.9)
4) "D" Contractors will be those with inadequate performance ratings.(6.0 to 6.9)

These contractors will be placed on a six-month observation period. If the contractor does not improve to a "C" rating in six months, the contractor will be placed on a probationary period which will prevent them from bidding on new Division contracts until their Performance Rating returns to a C-level or better. If this is not accomplished within the second six-month period (probationary period), the contractor will fall to category "F".

5) "F" Contractors will be barred from bidding and being approved as a subcontractor on any contract for two years from the date they are notified of their "F" rating. (Less than 5.9)
6) "N" Contractors are those who have submitted a new Application and received a certificate of qualification but have not yet performed work/been evaluated for work performed on a project.

Performance Rating Calculation

Performance Rating = 40% of Project Evaluation Score (4 points max) + Performance Factors (6 points max)

Performance Rating is round to the nearest tenth place, for example 8.87=8.9

Project Evaluation Score Calculation

Project Evaluation Score is based on an evaluation of a contractor by Division personnel with a series of objective, close-ended questions. Project Evaluation Score is the average score of all questions, rounded to the nearest hundredth.

Performance Factors (Pf)

Performance factors are based on data gather from each project after final estimate package has been approved. Performance Factors consist of following:

Pf RACC 15%
Pf Penalty 30%
Pf Time 30%
Pf Compliance 15%
Pf Safety 10%

Performance Factors=0.15 Pf RACC + 0.30 Pf Penalty + 0.30 Pf Time + 0.15 Pf Compliance + 0.10 Pf Safety

Prime Contractor Performance Rating

Score=	**9.9**
Grade=	**A**

Subcontractor Project Evaluation Score

Score=	**N/A**

Prime Contractor/Subcontractor Signature

Approved as shown above.

Name (Print): _____

Signature: _____ Date: _____

CONTRACTOR EVALUATION

Project: 28587 Standard / Federal Oversight Final

Short Description: Design activities are limited to: Traffic control plan, sign posts and foundations

Org Code: 1100

County: Allegheny **SR:** 376 **Section:** A49

District: 11 **Group ID:** I-376/I79 - Fort Pitt Tunnel **Municipality:** SCOTT T

Swank Construction Company, LLC - 006436 Qualified

General Information

Contractor Type: Prime Contractor **Status:** Approved

Superintendent: Pete Douglass

Evaluation Type: Final

SECTION/CATEGORY/CRITERIA		RATING	TOTAL POINTS	POSSIBLE POINTS
1. Managing the Project				
1.1. Project Leadership			**13.71**	**15**
1.1.1.	There is an established chain of command used to make timely decisions that are beyond the authority of the superintendent.	B - Exceeds Expectations		
1.1.2.	The superintendent has the authority to manage the project. **Comment:** ***Pete has the respect of all shareholders associated with the project.***	A - Consistently Exceeds		
1.1.3.	The superintendent has the ability to manage the project. **Comment:** ***Pete's experience and knowledge were assets in managing this project with it's complexity and aggressive schedule.***	A - Consistently Exceeds		
1.1.4.	The superintendent or a person delegated with the authority of the superintendent is present on the project site. **Comment:** ***Pete and / or Matt Buly were always present to direct the projects activities.***	A - Consistently Exceeds		
1.1.5.	Established turn around times for extra work justification submittals are met.	B - Exceeds Expectations		
1.1.6.	Paperwork is submitted by time required.	B - Exceeds Expectations		
1.1.7.	The superintendent and foreman demonstrate knowledge of the contract specifications and special provisions.	B - Exceeds Expectations		
1.2. Communications			**11.54**	**13**
1.2.1.	The contractor is willing to meet and discuss issues that will have a potential impact on the successful completion of the project. **Comment:** ***The contractor, on more than one occasion, notified the Department and met to discuss issues***	A - Consistently Exceeds		

	that could possibly negatively affect the project.			
1.2.2.	If the contractor is not receptive to a request or proposal proposed by the Department, the contractor offers at least one alternate solution that is reasonably close to the cost of the original work.	B - Exceeds Expectations		
1.2.3.	The contractor meets and discusses project issues on a regular basis.	B - Exceeds Expectations		
1.2.4.	The contractor reviews quantities for payments and discusses payment issues within bi-weekly progress payments.	C - Expected Performance		
1.2.5.	The contractor discusses methods of payment prior to the start of additional or extra work.	B - Exceeds Expectations		
1.2.6.	The contractor discusses specifications prior the start of an operation(s). Both parties know what to expect.	B - Exceeds Expectations		
1.2.7.	The contractor keeps the Inspector-in-Charge informed of daily operations (what will be done, when, and by whom). **Comment:** ***Pete and / or Matt was in contact with the IIC at the beginning of each shift (day / night) to discuss operations.***	A - Consistently Exceeds		
1.2.8.	The contractor works with the District to keep public informed of project operations that impact the public. **Comment:** ***Swank and the Department met regularly to discuss upcoming restrictions that would impact the public.***	A - Consistently Exceeds		
1.3.	**Scheduling**		**11.05**	**13**
1.3.1.	The contractor submits schedule of daily or weekly work activities and changes to the schedule to the level of detail required by the time required.	B - Exceeds Expectations		
1.3.2.	The contractor submits appropriate schedules and revisions to schedules to level of detail required by the time required.	B - Exceeds Expectations		
1.3.3.	The contractor schedules and conducts operations in a logical sequence with minimal interference to the traveling public.	B - Exceeds Expectations		
1.3.4.	The contractor completed project by required completion date (including time extensions).	C - Expected Performance		
1.3.5.	The contractor adapts the schedule to meet Department concerns. **Comment:** ***Swank adapted the schedule on a continuing basis to minimize impacts to the public by working within the time constraints presented by events in the city.***	A - Consistently Exceeds		
1.3.6.	The contractor schedules material deliveries and subcontractors to meet the schedule given to the Inspector-in-Charge.	B - Exceeds Expectations		
1.3.7.	The contractor meets all milestone dates as established in the contract.	C - Expected Performance		
1.3.8.	The contractor notifies utilities of schedules for utility relocation work.	N/A - Not Applicable		

1.3.9.	The contractor makes an effort to meet original project dates when additional or extra work is required. **Comment:** ***The contractor accelerated their schedule in an attempt to complete all final paving in 2015 that was affected by the additional sheet pile wall and bridge deck aggregate change.***	A - Consistently Exceeds		
		Managing the Project Totals:	**36.30**	**41**
2. Managing Compliance				
2.1. Quality of Work on Operations			**11.90**	**14**
2.1.1.	The contractor completes all work in accordance with specifications and in accordance with accepted construction practices.	B - Exceeds Expectations		
2.1.2.	The contractor, when required, submits an operational quality control plan and adheres to that plan to monitor and control the operations.	B - Exceeds Expectations		
2.1.3.	The contractor does not perform work that damages any other work.	B - Exceeds Expectations		
2.1.4.	The contractor independently takes measures to correct deficiencies with materials or workmanship to ensure compliance with specifications.	B - Exceeds Expectations		
2.2. Safety/Traffic			**9.40**	**10**
2.2.1.	The contractor responds to safety concerns identified by inspectors.	B - Exceeds Expectations		
2.2.2.	The contractor has an established safety plan and follows it.	B - Exceeds Expectations		
2.2.3.	The contractor independently enforces the Department safety policies (hard hats, safety vests, etc.) **Comment:** ***The contractor always enforced proper PPE for itself and it's subcontractors.***	A - Consistently Exceeds		
2.2.4.	The project superintendent and foremen demonstrate a concern toward workplace safety and towards traffic safety and traffic control. **Comment:** ***Pete, Matt, and Swank's foremen looked at safety for traffic and workers prior to commencing daily operations.***	A - Consistently Exceeds		
2.2.5.	The contractor maintained traffic in accordance with the project traffic control plan and Pub. 212/213. The contractor suggested modifications, when appropriate, to the project traffic control plan. **Comment:** ***Swank suggested modifications to the traffic control plan at times due to the phasing of construction activities.***	A - Consistently Exceeds		
2.3. Compliance to Regulations			**5.95**	**7**
2.3.1.	There were no instances when the contractor did not comply with regulations; such as, but not limited to, Section 106 Historic Regulations, Section 404 Federal Permit Regulations and	B - Exceeds Expectations		

	Section 102 and Section 105 State Permit Regulations.			
		Managing Compliance Totals:	**27.25**	**31**
3. Managing Resources				
3.1. Managing Subs			**5.95**	**7**
3.1.1.	The prime contractor pays subcontractors within seven days after receiving payment from PennDOT, except when there are extenuating circumstances.	B - Exceeds Expectations		
3.1.2.	The prime contractor manages and schedules subcontractors to perform all subcontracted work.	B - Exceeds Expectations		
3.1.3.	The prime contractor submits subcontractor approval requests in sufficient time to obtain approval prior to subcontractors starting work.	B - Exceeds Expectations		
3.2. Personnel Skills			**8.33**	**9**
3.2.1.	The contractor employs skilled craftsmen who are capable of successfully completing the work, without rework. **Comment: *Swank employs a seasoned workforce who have performed on numerous high profile projects.***	A - Consistently Exceeds		
3.2.2.	The contractor allows decisions to be made at the lowest possible level.	B - Exceeds Expectations		
3.3. Equipment Management			**6.00**	**6**
3.3.1.	The contractor uses proper equipment and an adequate quantity of equipment to meet the project specifications and schedule. **Comment: *Swank has ample equipment to perform the required work. If there is an instance where they don't have the proper equipment they obtain it in an expedient fashion.***	A - Consistently Exceeds		
3.4. Materials Management			**5.10**	**6**
3.4.1.	Materials were delivered at the proper time accompanied with the proper certifications or documentation.	B - Exceeds Expectations		
3.4.2.	The contractor stores and handles materials properly.	B - Exceeds Expectations		
3.4.3.	The contractor has QC plans in place, when required, and takes action when action points are reached.	B - Exceeds Expectations		
3.4.4.	The contractor employs an overall functional material quality control program to achieve at least minimum quality levels.	B - Exceeds Expectations		
		Managing Resources Totals:	**25.38**	**28**
		EVALUATION TOTALS:	**88.93**	**100**

Evaluation Comments

Contractor Comments

Workflow

Status	Name	Disposition	Date/Time
Draft	Dennis R Baughman Jr./PennDOT BP-000095	Submit	03/22/2019 08:08:30 AM
ACE/ACM Review	Jeffrey J Bentz/PennDOT	Submit	03/22/2019 08:11:39 AM
Approved	ECMS System/PennDOT	Aprv-Rvw Prd Exp	04/02/2019 03:20:00 AM

Not reviewed during alloted time period

Audit Information

Created By	Created On	Modified By	Modified On
Dennis R Baughman Jr./PennDOT BP-000095	04/04/2017 10:27:04 AM	ECMS System/PennDOT	04/02/2019 03:20:00 AM

You are currently logged in as **Andrew R. Swank**.

Release: 101.0
Session size: 0.1k

Mon Nov 04 12:18:34 EST 2024
Official ECMS Date/Time

Individual Evaluation Report

Performance Evaluation ID: 163458

Des #: 1600854 **Construction Contract #:** R41789 **Structure #:** I 465-49-- **District:** Greenfield **RFC:**

RFP Contract #: P181203a **LA Code:** **Parcel #:** **Relocation Suffix:**

Lead Firm: Parsons Transportation Group, Inc. **Firm Being Evaluated:** Parsons Transportation Group, Inc.

Responsible for Deliverable Person: Perron, Mark **Project Manager:** Wallace, Jonathan

Performance Type: Roadway Design **Phase:** Stage 1

Description: I 465 Added Travel Lanes Project from 1.33 mi S of I-865 (86th Street) to College Ave. 6,29,49

Rating Item	Category	Criteria	Criteria Score
Level 1 & Level 2 Criteria	Quality	Satisfactory	0
Design Concept	Quality	Satisfactory	0
Plan Quality	Quality	Satisfactory	0
Documentation of Work	Quality	Satisfactory	0
Responsiveness	Responsiveness	Satisfactory	0

Reviewer's Comments:

Approver's Comments:

Evaluated Person/Firm's Comment By: **Email:**

Evaluated Person/Firm's Comment:

Individual Evaluation Report

Performance Evaluation ID: 131082

Des #: 1400075 **Construction Contract #:** R38526 **Structure #:** I 69-49-- **District:** Greenfield **RFC:** 9/4/2019

RFP Contract #: P160104 **LA Code:** 6238 **Parcel #:** **Relocation Suffix:**

Lead Firm: Parsons Transportation Group, Inc. **Firm Being Evaluated:** Parsons Transportation Group, Inc.

Responsible for Deliverable Person: Perron, Mark **Project Manager:** Shattuck, Brian

Performance Type: Project Management for Project Delivery **Phase:** Stage 3 / Bridge Final Plans

Description: I 69 Added Travel Lanes Project I-465 from White R. to W end of 465/69 interchange, and E end of interchange to 49

Rating Item	Category	Criteria	Criteria Score
Budget / Practical Design	Budget	Satisfactory	0
Responsiveness	Responsiveness	Satisfactory	0
Schedule	Schedule	Satisfactory	0
SCOPE	Quality	Above Average	1

Reviewer's Comments:

Approver's Comments:

Evaluated Person/Firm's Comment By: **Email:**

Evaluated Person/Firm's Comment:

Individual Evaluation Report

Performance Evaluation ID: 163454

Des #: 2002592 **Construction Contract #:** R43518 **Structure #:** I 69-49-- **District:** Greenfield **RFC:** 9/8/2022

RFP Contract #: P160104 **LA Code:** **Parcel #:** **Relocation Suffix:**

Lead Firm: Parsons Transportation Group, Inc. **Firm Being Evaluated:** Parsons Transportation Group, Inc.

Responsible for Deliverable Person: Chaifetz, Carl **Project Manager:** Shattuck, Brian

Performance Type: Letting Documents **Phase:** Pre-advertisement Estimates

Description: I 69 Added Travel Lanes Project I-465/69 interchange, I-69: I-465 to N of 82nd St., Binford Blvd: 0.8 mi S of 46 49

Rating Item	Category	Criteria	Criteria Score
Thoroughness of Designer Estimate	Quality	Satisfactory	0
Availability for Consultation	Responsiveness	Above Average	1

Reviewer's Comments: This is the major Clear Path 2 project with 470 pay items estimated at $270,269,352.43.

Approver's Comments:

Evaluated Person/Firm's Comment By: **Email:**

Evaluated Person/Firm's Comment:

Individual Evaluation Report

Performance Evaluation ID: 160726

Des #: 2002592 **Construction Contract #:** R43518 **Structure #:** I 69-49-- **District:** Greenfield **RFC:** 9/8/2022

RFP Contract #: P160104 **LA Code:** **Parcel #:** **Relocation Suffix:**

Lead Firm: Parsons Transportation Group, Inc. **Firm Being Evaluated:** Parsons Transportation Group, Inc.

Responsible for Deliverable Person: Chaifetz, Carl **Project Manager:** Shattuck, Brian

Performance Type: Letting Documents **Phase:** Post Advertisement

Description: I 69 Added Travel Lanes Project I-465/69 interchange, I-69: I-465 to N of 82nd St., Binford Blvd: 0.8 mi S of 46 49

Rating Item	Category	Criteria	Criteria Score
Revisions	Quality	Satisfactory	0
Submitted Questions	Responsiveness	Exceeds	2

Reviewer's Comments:

Approver's Comments:

Evaluated Person/Firm's Comment By: **Email:**

Evaluated Person/Firm's Comment:

Ayala, Dave

From: Shi, Runfa <rshi@indot.IN.gov>
Sent: Wednesday, September 23, 2020 11:48 AM
To: Ayala, Dave
Subject: [EXTERNAL] RE: I-65 Added Travel Lanes Design-Build Performance Evaluation

Dave,

Here are some answers to the questions. Please let me know if you need additional information.

Thanks.

Runfa Shi, P.E.
Project Manager
Office of Major Project Delivery
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, IN 46204
Office: (317) 450-7784
Email: rshi@indot.in.gov

From: Ayala, Dave <Dave.Ayala@parsons.com>
Sent: Wednesday, September 23, 2020 10:59 AM
To: Shi, Runfa <rshi@indot.IN.gov>
Subject: I-65 Added Travel Lanes Design-Build Performance Evaluation

Hi Runfa,
Per our discussion, I-65 Added Travel Lanes Design-Build in Marion and Johnson Counties did not have consultant performance evaluations due to the design-build procurement model. We are featuring this great project for an ODOT design-build for the Akron Beltway project, a job that has similar scope. Parsons is required to provide a client performance evaluation to include in our Statement of Qualifications. Could you please provide feedback on our performance relative to the following categories:

Project: I-65 Added Travel Lanes Design-Build, Marion & Johnson Counties

Rating: Excellent, Above Average, Satisfactory, Needs Improvement

Quality of work:

Schedule performance: Excellent

Documentation of work: Excellent

Adherence to Budget: Excellent

1

Collaboration and Communication: Excellent

Project Management: Excellent

General Comments: I-65 ATL is a design build project as a major part of INDOT Major Move 2020. We have to deliver the project in a very tight timeframe in order to meet legislative requirement. This project involved very challenging coordination requirement for the construction and MOT due to the fact that four major contractors worked within proximity of project. This project presented very smooth pavement surface which was frequently mentioned by users.

Thanks,
Dave

Dave Ayala, P.E., PTOE
Vice President
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
dave.ayala@parsons.com
Direct: 317.616.1006 / Mobile: 317.503.9217
Parsons / LinkedIn [linkedin.com] / Twitter [twitter.com] / Facebook [facebook.com] / Instagram [instagram.com]

2