

BEL-70 SOQ | Scoring Evaluation Notes

BEL-70-9.35| PID 120547 | Project# 3000 (25)

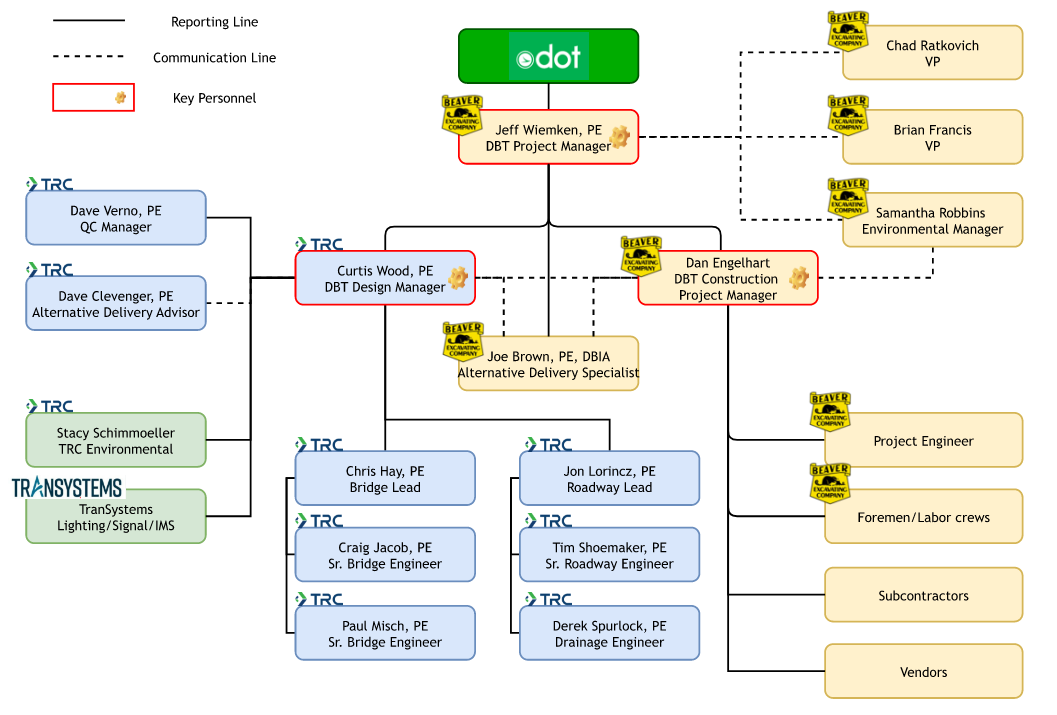
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| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
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| **B Project Management, Understanding, and Approach (35 Points Max)**  Evaluate how well the Offeror demonstrated an understanding of the project management and understanding of the Project through the following: | | | | |
| **2.5.3(A) - Describe the Offeror’s anticipated approach to engagement with the Department during Phase III of the procurement process in a manner that will achieve ODOT’s goals related to schedule, including approach to designated meetings/discussions and development of the Technical and Price Proposal.** | | | | |
| Score: 9.5  1Significant Strength  2 Strengths  The Beaver Excavating Company Design-Build Project Team (DBT), led by **Beaver Excavating Company** (Beaver) and supported by Lead Designer **TRC Engineers** (TRC), has extensive experience in the State of Ohio with the design and construction of Interstate projects that include interchanges connecting local stakeholders to the freeway system. Beaver has successfully completed similar projects in District 11, notably BEL-70 ODOT #0563(12) in St. Clairsville, OH (*see Part D – Project Experience*), while TRC recently prepared the design plans for a complete superstructure replacement for BEL-70-26.84 as part of an I-70 rehabilitation contract with the WVDOH (*see Part D – Project Experience*). Further strengthening our ability to deliver this project, Beaver possesses an unmatched knowledge of local utility owners, stakeholders and maintenance of traffic concerns through our current site development project for the new Love’s Truck Stop located within the project limits which consists of roadway, earthwork, drainage, water, sanitary, grading, and pavement.  **Significant Strength:** Familiarity of the site, knows utility locations, likely secured laydown sites.  Our field and project management staff are very familiar with this area and welcome this opportunity to partner with ODOT while safely building a project of exceptional quality. Our DBT is committed to meeting the Department's project goals and providing a cost-effective solution that reduces long-term congestion. Beaver will work closely with TRC to ensure the thorough preparation of our proposal and that the bidding process aligns with the necessary milestones to secure  the project award within fiscal year 2025.  We recognize ODOT's goal of creating an award-winning project with zero injuries while safely and efficiently maintaining traffic. Beaver's commitment to safety, along with our award-winning safety program will make this goal a reality for the Department.  On September 4, 2024, staff from Beaver Excavating and TRC Engineers met with ODOT representatives for an informational one-on-one meeting. From this open discussion meeting, our DBT gained further insight into the project which will allow us to proactively focus on its potential risks and develop associated mitigation strategies that will best enable us to deliver on all of the project goals established for this project by ODOT.  Beaver recognizes the importance of meeting the project milestone schedule and will diligently work to ensure timely completion, enabling the project to be awarded by the anticipated date to secure funding.  During Phase III, our DBT will actively engage with the Department through a series of one-on-one meetings, including the Commercial Approach meeting, Alternative Technical Concepts (ATC) meeting, and Proprietary Technical Information (PTI) discussion, as well as reviews of detailed Technical and Price Proposals.  **Commercial Approach One-on-One Meeting** - For the Commercial Approach Meeting, our DBT will prepare an agenda and any relevant exhibits. This meeting will cover current bidding documents, our project approach, upcoming PTI submissions, potential ATCs, and any other topics essential to meeting the project goals.  **Alternative Technical Concepts (ATC) One-on-One Meeting -** Following the Commercial Approach meeting, our DBT members will meet internally to assess preliminary design concepts to propose as ATCs. All distinct ATCs will be submitted to the Department and a confidential ATC One-on-One meeting will be held for evaluation. Our DBT will prepare the meeting agenda and subsequent minutes that document meeting discussions, agreed-upon revisions, and the final disposition of each ATC for the Department’s review.  \*An ATC concept tentatively being considered includes an approach to eliminate the need for contraflow maintenance of traffic and accommodating a future third lane.  \*Another ATC concept would involve the use of a single span bridge in lieu of a three-span bridge. These ATC concepts aim to streamline the project schedule while potentially reducing planned durations.\*  Strength – Identified potential realistic ATCs directly applicable for the Project.  **Proprietary Technical Information (PTI) Discussion -** The Department’s response and guidance at the ATC meeting will guide which ATCs are incorporated into our DBT’s Intermediate Technical Proposal to be submitted to the Department for review at the PTI discussion. This proposal will include a general overall description of the Project Approach and Schedule, preliminary traffic maintenance designs, anticipated roadway schematics, anticipated structural designs, and an anticipated open-ended DBE Outreach Plan. The PTI discussion will confirm if the PTI meets the bidding document requirements, with any issues subsequently addressed in the Final Technical Proposal.  Beaver has achieved an acceptance rate of over 50% for ATCs submitted to ODOT on our two most recent pursuits with the Office of Alternative Delivery over the past four years (9 out of 17).  We have a strong track record of delivering cost-saving alternatives through various delivery methods, including progressive design-build and Value Engineering Change Proposals (VECPs), consistently providing value to multiple clients and stakeholders.  Strength – History of successful ATCs implementation and demonstrated a strong ability to navigate process.  **Final Technical and Price Proposals -** The Final Technical and Price Proposal will align with the Intermediate Technical Proposal and incorporate any committed enhancements from the SOQ. The DBT will ensure that the Final Technical Proposal is fully responsive to bid documents, aiming to be recommended for Price Proposal opening. | Score: 7.0  2 Strengths  1 Minor Weakness  General Note: Not project specific, only referenced SR-149.  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.  Strength – Risk Register concept with a good approach to the of concept.  Note: Brayman included a “General Project Approach” Section with the following information:  **ODOT Stated Goals:**  *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.  **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:  Strength – Task Force Groups proposed for key work.  **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.  Minor Weakness – DBEs are not to be identified nor contracted with until after award and design.  **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. | Score: 8.5  1 – Significant Strength  The Ruhlin Design Build Team (DBT) includes expert engineers and contractors with successful experience on similar projects. This DB project will reconstruct the I-70 mainline structures to enable the widening of SR-149, reconstruct and widen ramps to and from I-70, reconstruct and widen SR-149 from two-lanes to five lanes. The project challenges include complex MOT, utility relocation, and coordinating with adjacent active construction projects. Our DBT understands ODOT’s project expectations to produce a cost-effective solution to reduce long-term traffic congestion. Our team’s approach includes partnering and integration of the DBT, ODOT, and local stakeholders.  The DBT will develop a draft Project Management Plan (PMP) during pre-bid procurement and will finalize the PMP after award. The PMP will consist of best practices in DB and will serve as the play book for successfully delivering this project. The DBT is led by our DBT Project Manager, Marty Fritz, who is responsible for overall management of the project. Marty has full operational oversight of all aspects of the job and will rely on our PMP for completing the project on budget and schedule.  DBT PMP Plan Components:   * Contract and Budget Management * Safety * Design and Construction Execution * Baseline Schedule * Risk Management * Quality Management * Document Control * Training and Orientation   **Significant Strength** – PMP identified for use on the Project, initiation occurring pre-award, which will address major project components from Design, Construction, training and orientation.  **Commercial Approach One-on-One**  Our team has read and understands the benefits of the Section 3.2 which outlines the Commercial Approach One-on-One Meeting and will prepare for the meeting with a collaborative approach.   1. **Project Scope and Appendices**   Our team will thoroughly review the Project Scope and its appendices as part of our preparation for this meeting. Ruhlin/ms will apply our understanding to our initial approach and sequencing. Focused effort will be put on the contractual appendices at this early stage of procurement, and we will be prepared with an organized list of applicable questions and concerns. Any concerns or potential gaps will be tabulated along with discussion points and possible resolutions.   1. **ROW Status**   It is understood that ODOT is still in the process of ROW plan development and acquisition. The draft scope indicates that a comprehensive parcel availability schedule with estimated clearance dates will be provided by the RFP date. This information and associated time frames will be considered when finalizing our design and BU schedule, as well as our overall approach to access/limits and sequencing.  Note: While discussed withn Part A, a Strength is being recognized in Part B as identified sequencing considering ROW concerns.   1. **NEPA and Environmental**   It is understood that environmental documentation is currently on-going by ODOT. Our team will confirm that the Project is designed and constructed in accordance with all environmental commitments. ms consultants team includes environmental experts that will help guide necessary permitting, as well as design and construction decisions in accordance with all requirements. All construction activities will be performed in strict accordance with the environmental commitments. Our crews will maintain all BMP’s and proactively plan activities to minimize dust and noise pollution. These topics will be discussed in further detail once noise and other restrictions are specified.  **Potential ATCs**  Our DBT will be prepared to discuss early ATC ideas at the Commercial Approach One-on-One Meeting. Since this meeting is anticipated to be held 3 weeks after the RFP release, these ATC proposals will be in the development phase. Our team views this as a great opportunity to discuss our ideas and obtain early feedback from ODOT. Any feedback regarding ATCs from ODOT will be applied to our formal ATC submissions.  General Note: No specific ATCs identified, but they know the process.   1. **High-Level Project Phasing**   Our team will present our intended project schedule and phasing. This will be at a conceptual level and provide ODOT with our overall design and construction phasing. Our goal is to verify how it aligns with ODOT’s goals and the anticipated timing of any on-going utility relocation, permitting, and local stakeholder project coordination.  **Alternative Technical Concepts**   1. **ATC Submittal Preparation**   Our DBT project staff are very familiar with the ATC process. Similar to our previous DB projects, we will carefully develop our ATC proposals so they provide a benefit to The Project. Our submittal will include easily identifiable information and documentation for each ATC. Each ATC will include a ATC description, location of where the ATC is intended to be implemented, how it relates and/or differs from the existing scope language, and any betterments associated with the ATC. This submittal will be developed with feedback received at the Commercial Approach One-on-One Meeting and the overall project scope. Our DBT’s goal will be to make the conversation at the scheduled ATC Meeting as transparent and open as possible.   1. **ATC Meeting**   Our DBT will be prepared to explain our proposed ATC’s and describe how they benefit the design, construction, and the Project. Meeting minutes will be prepared by our DBT and submitted to ODOT for record of our understanding of the status of each ATC.  **Proprietary Technical Information (PTI) Discussion**  The PTI meeting is our DBT’s opportunity to discuss a more developed design solution. We will provide ODOT with adequate information to understand our approach in greater detail.   1. **General Overall Description of the Project Approach and Schedule**   A detailed narrative will be provided to explain our Team’s design and construction approach. This will include tentative Buildable Unit breakdown, construction phasing, and anticipated major material procurement. A bar chart schedule will also be provided illustrating our plan and further defining critical lead times and project items.   1. **Preliminary Designs and Schematics**   Anticipated MOT, roadway, and structure designs will be provided. They will continue to be refined through plan development and integrate any feedback received from The Department through the Commercial Approach One-on-One Meeting and the ATC Process. The various plan elements will be compiled into a logical preliminary plan set to allow for organized conversation and understanding of our proposal.   1. **Anticipated Open Ended Outreach Plan**   The Ruhlin DBT is committed to meeting The Department’s DBE Utilization Goal. We will create an open-ended plan that maximizes opportunities to bring DBE’s to the project.  All comments from The Department during the PTI meeting will be noted and documented by our DBT. These comments will be incorporated into our final Technical and Price Proposal.  **Technical Proposal and Price Proposal**  Discussions, meeting minutes, and all documentation from the procurement process will be used to assemble our final technical and price proposals. We will update plans, project approach, and schedule so our final proposal adheres to ODOT’s requirements. We will have detailed conversations with all subconsultants, as well as major subcontractors and suppliers as our proposal is finalized. All documents submitted for the earlier PTI discussion will be refined and provided as part of our Technical Proposal. Our Price Proposal will be finalized with all practical efficiencies from our DBT and synergies from subcontractors and suppliers. | Score: 8.0  2 Strengths  Our approach to project success starts with committing to the Department highly skilled and trusted industry leaders. Carefully vetted for their prior hands-on ODOT experience, our Key Personnel have an average of 20+ years of relevant experience in all areas of infrastructure design, construction, oversight, and project management.  Simply stated, the team presented is built to execute this accelerated schedule with the quality and accountability the Department deserves.  Shelly & Sands and American Structurepoint have strategically assembled a group of construction and design professionals with an excellent understanding of the project goals, local workforce, and ODOT expectations. Every project task is assigned to key personnel focused on meeting each milestone on time and within budget. We understand that it is critical our key personnel stay committed to this project through all phases of delivery, and we have committed 100% to their availability to your project. Together, our DBT provides a turnkey team that has completed a combined 479 projects totaling $1.3B for the Department over the last 4 years. Our team understands the ODOT procurement process and is eager to begin work.  Our DBT’s approach will consist of proven management methods developed over decades of invaluable ODOT design-build experience. A Quality Assurance Plan and Risk Register will be established immediately after the project award. These will be living documents, and all parties will be responsible for providing updates throughout the project lifecycle. Effective communication both internally, and with ODOT, will be maintained using an active Comment- Resolution Form. The form will track and communicate next steps and responsible parties ensuring any issues are resolved quickly and efficiently to achieve project success. These examples, developed and delivered on our previous ODOT projects, are just a few proven management tools our team will employ to drive project progress. Details specific to this approach are further explained in Section 2.5.3.b.  Austin Bates, DBT Project Manager, will ensure project success by responsibly being ODOT’s single point of contact for all matters of project business. DBT Lead Design Engineer, Mike Raubenolt, P.E., will deploy a 5-step checks and balance system to ensure every deliverable is produced based on industry standards, proven experience, responsiveness to the contract, while leveraging in-house design and construction efficiencies to reduce costs to the Department.  “Why Select Us” Graphic Summary  **Dedicated Staff** – Immediate availability of well qualified, dedicated staff in Key Personnel roles exceeding 69 years of experience.  **Local Resources** – Direct access to local resources, management, staff, and construction materials sourcing more competitively than other offerors.  Note: Concept identified in General Experience.  **Ohio Based Employment** - Utilization of Ohio-based employees driving our state, local, and regional economy supporting our local communities through payroll taxes.  **Excellent Track Record** - DBT’s decades-long, proven track record delivering some of ODOT’s most critical projects.  Trusted Partner - DBT’s vested interest in ODOT delivery goes beyond Belmont County driving key transportation improvements throughout the state.  **Established Team** - Our Key Personnel and staff have a long successful history of working together across a number of ODOT projects.  **Focused Cost Containment** - S&S’s ability to competitively provide value and build ODOT’s construction program demonstrated through our successful bidding and expert delivery.  The I-70/State Route 149 interchange is integral to the regional transportation system, serving as the primary access for multiple local businesses including several truck stops located along SR 149. The presence of these facilities generates nearly 30% of the truck volume within the corridor. The existing SR 149 corridor consists of 2 lanes and is heavily congested, operating consistently at a Level-of-Service (LOS) F. This project will improve congestion by widening SR 149 to 4 lanes including additional turn lanes. Replacing the existing I-70 mainline bridges with new, longer structures will be required to accommodate the proposed SR 149 roadway section. These improvements are expected to improve the design year (2047) LOS significantly. Other project improvements include new interconnected signals, access management upgrades, increased ramp capacity, detention pond relocation, and localized drainage upgrades.  General Note: Good specific approach, identified LOS.  Our understanding of the project and keys to success have been reinforced through internal meetings, discussions with ODOT staff, and our review of the conceptual plans. Utilizing the Phase III portion of the procurement process, the DBT will begin work to identify solutions that address the project challenges while defining keys to success. After reviewing the project details and ODOT goals, we developed the following value-added framework.  Keys to Success Graphic Summary   * Cost effective Project Delivery * Strategic Schedule Management * Prioritize Quality & Safety * Comprehensive Risk Management * Proactive Utility Coordination * Effective Communication   Project Goals and DBT Value Add  **Award Project by May 2025**  The DBT is confident in our team’s ability to successfully deliver DB contracts and navigate the procurement process. Our team is committed to being a true partner to the Department to ensure every contract requirement is met.  **Deliver Cost-Effective Project** Leveraging the DBT’s local resources will ensure the most cost effective procurement of construction materials of any Offeror.  **Manage restrictions such as ROW, NEPA, utility relocations, and on-going private development throughout design and construction**  Our team recognizes there will be “moving parts” throughout the design and construction process. Potential delays will be mitigated through effective communication with all stakeholders, proactive design management, over-the-shoulder reviews with ODOT, and developing innovative MOT phasing to accommodate trucks, ROW restrictions, and the utility relocation schedule.  Strength – OTS reviews specifically with the Department for transparency on status to address identified ROW considerations, truck traffic, utilities concerns. Strong discussion on heavy truck traffic and impact.  **Complete an Award-Winning project within 48 Months**  CPM Scheduling will allow us to advance a detailed plan that illustrates, well ahead of need, the timing of post-award submissions, designs and construction resources needed to successfully maintain the required completion date. Our experience with incorporating long lead time materials in initial Buildable Units will allow early procurement, mitigating supply chain impacts to the project schedule.  The DBT is committed to the district’s 48-month construction schedule, including the critical interim milestones. The schedule provided for Phase III will be utilized effectively to develop alternatives, incorporate feedback, and build cost effectiveness into every aspect of our technical proposal. Our intent is to provide the maximum value to ODOT throughout the process starting on day one. We will make each meeting productive by being prepared and presenting value-added information that will benefit the overall project. **Our approach to the procurement process will be structured per the RFQ as detailed in the graphic on the following page.**  **COMMERCIAL MEETING – JAN 28TH**   * Preparation will begin upon shortlist notification * Present intended MOT scheme to accommodate utility, ROW constraints, truck volumes, and maintaining truck movements at driveway locations through the work zone * Demonstrate how our approach will minimize impacts to traveling public and businesses   **ATC PROCESS – FEB 11TH TO FEB 28TH**   * ATCs will be developed to minimize project risks, reduce costs and maximize efficiency * A task force comprised of American Structurepoint and S&S’s most innovative planners and builders will join our project team to explore opportunities to improve design, save costs and shorten durations in the best interest of the Project while developing innovative ATCs * Design, schedule, quality and constructability improvements will be presented * Evaluate phasing, closures, and construction durations to coordinate with utility relocations and ROW constraints * Investigate innovative construction methods to construct the culvert replacements   Strength – Task force identified for the development of a key procurement element.  General Note: No specific ATCs identified, but demonstrated knowledge of the process.  **PTI DISCUSSIONS – MARCH 21ST TO APRIL 4TH**   * Develop Intermediate Technical Proposal (ITP) to facilitate a productive and in-depth Proprietary Technical Information (PTI) Discussion, ensuring our proposal will provide a value-add framework and address all concerns from the Department while meeting all requirements of the bid documents * Through the Phase III process our team will provide concepts in OpenRoads and develop exhibits to aid in ODOT’s review during the PTI * DBT will meet internally on a weekly basis throughout Phase III to promote strong collaboration ensuring our approach provides the highest level of cost savings and constructability   **FINAL TECHNICAL AND PRICE PROPOSAL – APRIL 17TH**   * Shelly & Sands regularly provides great economic value on over one hundred ODOT contracts on an annual basis. Due to our permanent local presence we are uniquely qualified to offer similar value on this project. | Score: 7  1 Strength  The BEL-70-9.35 DB Construction Project is located in Belmont County, Ohio and will include (but is not limited to) reconstructing the I-70 mainline structures to enable the widening of SR-  149, reconstructing and widening the ramps to and from I-70, reconstructing and widening SR- 149 from two-lanes to five (or more) lanes up to and extending beyond the existing commercial drives. The need for the project is driven by development in the area, specifically, the Love’s Travel Stop that is under construction on the southwest corner of the interchange. The Love’s Travel Stop, and current Pilot Travel Center are gas and convenient stores that are popular  with the trucking industry. In addition, the future Love’s Travel Stop will include restaurants, a dog park, and a campground facility. The additional vehicles expected to be generated by  this investment have necessitated that the infrastructure improvements at the I-70 interchange be constructed as quickly and efficiently as possible.  The Triton Design Build Team (DBT) is committed to successfully delivering the project within 48 months of the award while meeting the stated goals and objectives. We have teamed with Lead Designer, E.L. Robinson Engineering of Ohio Co., who has a long-standing,  reputable relationship with the Ohio Department of Transportation, namely in the Design Build (DB) arena. This teaming arrangement will guarantee success of this project while providing ODOT with the comfort of knowing our team has significant experience in both  traditional and DB project delivery, and that we will use lessons learned from previous DB projects to ensure a successful project.  The Triton DBT values the opportunity for a collaborative relationship between DBT and ODOT staff. This is especially true on a project such as this where the project procurement, right of way acquisition, environmental clearance, and utility coordination overlap. Understanding potential risks to both schedule and cost will be key during the procurement process. Through clear, transparent, and collaborative communication with ODOT the DBT will  work with ODOT to assign, manage, and minimize these risks. Our focused approach will be structured to achieve ODOT’s goals of maintaining an efficient schedule, ensuring the timely submission of the Technical and Price Proposal, and addressing any issues or concerns that arise during the procurement process. We intend to make the most of our time at the formal meetings by coming prepared with an established agenda, specific project questions and project development to share the status of our approach to procurement.  The Commercial One-on-One Meeting is expected to be the first opportunity to have a confidential discussion with ODOT regarding the project. This meeting will serve as an opportunity to clarify commercial and contractual terms, align on expectations, and ensure that both parties understand the scope, schedule, and performance requirements. We intend to vet initial Alternative Technical Concepts (ATCs), ensure an understanding of the  Proprietary Technical Information (PTI) submittal, and gain an understanding of ODOT’s progress on environmental and ROW acquisition. At this point in the procurement an initial risk register will be started, and initial risk evaluations can be shared to help identify potential risk minimization strategies for both  the DBT and, if possible, ODOT.  Strength – Identified Risk Register, but with minimal expansion of concept.  Within a few weeks after the Commercial One-on-One meeting, the DBT will likely have identified and developed a number of ATC concepts for ODOT’s consideration. These concepts will be submitted with required documentation in advance of the Alternative Technical Concept (ATC) Meeting. The Triton DBT have led numerous ATC meetings and successfully developed dozens of ATCs resulting in millions of dollars of savings while reducing project risks. We understand the work that goes into developing and reviewing each ATC and will draw on our previous experiences to help identify concepts that provide an equal or better product for ODOT not just a cost savings.  General Note: Familiarity with ATC process.  During the meeting, the DBT will be prepared to discuss the anticipated benefits of each ATC, including how it aligns with ODOT’s goals for cost-effectiveness, safety, schedule, and quality. Based on ODOT’s feedback, the DBT will prepare meeting minutes and revise ATCs accordingly. Approved ATCs will be carried forward and incorporated into the bid.  The final opportunity for open dialog with ODOT before the bid will be the Proposal Technical Information (PTI) Meeting. This is the DBT’s opportunity to ensure the technical concept has  been developed to meet ODOT’s expectations. Updates to previously identified risk items can be openly discussed and any new risk items identified and assigned heading into the bid. At this point in the procurement process, most design elements will have been finalized, construction phasing and schedule established, and DBE partners preliminarily identified. Details of these  elements will be shared. Feedback from ODOT will be incorporated into the final Technical Proposal document and bid.  The DBT also intends to utilize prebid questions, as needed, as a mechanism to openly communicate questions and concerns for ODOT to consider. By taking a proactive, transparent,  and flexible approach to these meetings and prebid questions, the DBT will work closely with ODOT to ensure that the process stays on track and that the final proposal meets all of ODOT’s  technical and schedule objectives. |

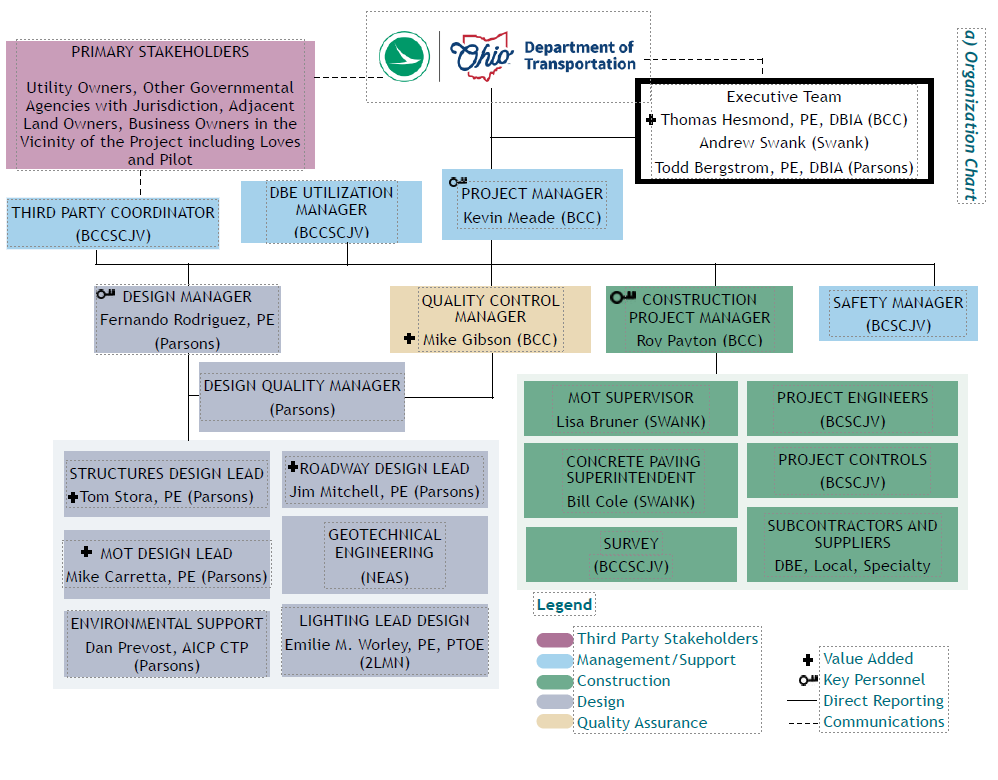
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| **B Project Understanding and Approach (35 Points Max)**  Evaluate how well the Offeror demonstrated an understanding of the project management and understanding to the Project through the following: | | | | |
| **2.5.3(B) - Describe how utility relocation, traffic operations, access to existing businesses, and limitations presented by ROW and NEPA may impact sequencing of design and construction. Describe the DBT’s approach to managing these issues and mitigating associated risks. Describe the DBT’s anticipated pre-award and post-award processes that will ensure the most cost-effective Project while potentially reducing or eliminating Project risks.** | | | | |
| **Score: 7.5**  **1 Strength**  **Utility Coordination Meetings - Relocation Plans, Schedule, and Timely Relocation**  Unlike traditional design-bid-build projects where contractors often face delays due to missed utility milestones, Beaver's design-build approach allows us to proactively address utility issues during the design phase which aids in avoiding costly delays and complications.  Coordinating traffic signal wiring and highway lighting within the project footprint, alongside existing utilities, will be a key challenge. Conflicts with buried fiber optic, water, gas, aerial  communication, and electric lines will be addressed during the design phase. Using lessons learned from recent projects like WOO-75 and SOVMH, Beaver is well-prepared for effective  utility relocation coordination. A comprehensive site survey and utility mapping will kick off the design. Utility coordination will be managed by the DBT Project Manager during both  design and construction, with onsite coordination led by Dan Englehart. Beaver will, as needed, assign project engineers for utility owner outreach and documentation, and work directly with the ODOT Utility Contact at District 11 to resolve issues with utility companies.  If necessary, onsite meetings will be scheduled to address design and construction decisions. Buildable units will be considered to minimize schedule impacts from utility relocations.  For the Southern Ohio Veterans Memorial Highway Design-Build project (SOVMH/Portsmouth Bypass), Beaver (as part of the Lead Contractor JV) was responsible for coordinating work  with over 12 different utility owners. During that effort, the relocation of over 100 specific conflicts was successfully managed at 5 major interchanges and multiple side roads. Through constant communication with the developer, ODOT, and utility owners, Beaver was proactive with the notification of potential delays and successfully shifted sequences and remobilized to other areas of the project to continue working without causing delay. Major relocations included high-voltage power lines as well as an existing 54” concrete waterline with steel lining that needed to be relocated for an MSE/bridge abutment. The DBT for the SOVMH used a designated Utility Manager due to the excessive utility coordination required.  On the WOO-75 Lime City Road Overpass Design-Build project (ODOT (23)3006), Beaver successfully coordinated design efforts with AT&T to prevent relocation delays. Using an Alternative Technical Concept (ATC) approved by ODOT, Beaver implemented 1.5:1 Reinforced Stabilized slopes to work around an existing AT&T pedestal near a directional drill location under I-75. This design coordination avoided 90 days of AT&T design time. Ultimately, AT&T relocated their utility underground rather than aerial due to limited space between the ROW limits and the ditch backslope. Beaver intends to use lessons learned from SOVMH and WOO- 75 to help facilitate utility relocation ideas and coordination on BEL-70.  General Note: Has a history of completing difficult utility relocations  **Understanding of Local Traffic Operations**  Leveraging our active construction activity within the project limits, Beaver is familiar with the traffic flow and potential backups at local truck stops, including Pilot, nearby gas stations, hotels, and businesses along SR-149. Traffic control measures, such as clear signage and optimized signal timing, will be considered to ensure smooth movement, particularly for semi-trucks, through the intersections. Traffic will have a considerable impact on the pace of construction. Beaver's ongoing work with the private developer at Love’s Truck Stop will facilitate streamlined coordination with internal accountability to ensure effective collaboration and communication between stakeholders.  **Use of Local Stakeholder Coordination Meetings to Maintain Access**  Due to the close proximity of other construction and land development sites at the interchange, specific access agreements may be required for project construction. Beaver has a proven track record of working with government, commercial, and private landowners to secure necessary lease agreements for the duration of projects. For the projects listed in Part D – Project Experience, Beaver has successfully secured numerous individual agreements, including ingress/egress agreements, laydown leases, and waste disposal agreements for millions of cubic yards of excess material on both private and ODOT-owned land.  **ROW/NEPA Impact on Sequencing of Design and Construction**  Beaver recognizes the critical role proactive environmental management plays in project success and will apply proven strategies from past projects to the BEL-70 project. Through early identification and resolution of environmental and permitting challenges, comprehensive training for project personnel, and consistent application of Best Management Practices, Beaver ensures effective compliance. By encouraging collaboration and maintaining open communication with all stakeholders, Beaver’s defined procedures allow the DBT to adapt to unanticipated conditions such as weather or regulatory shifts, ensuring the project maintains compliance without major disruptions or delays. Additionally, TRC Environmental will add significant value to the process throughout the design and construction phases.  As shown in the table below, Our DBT will explore Buildable Units to mitigate utility and ROW delays for SR-149. Initially, the center span will be widened to accommodate the widening from two to five lanes. With the I-70 work being multi-phased, starting this work first will provide schedule advantages. Addressing the bottleneck at the center span early will also be critical to project success.  *Table Excerpts:*  Buildable Unit – BU1 – I-70 Construction  Design Approach - Mainline MOT is independent of SR-149. Enable the prompt initiation and completion of multi-phase bridge work.  Benefit - The center span completely widened before impacting traffic on SR 149. No ROW, minimal risk for delays such as utility relocation.  Buildable Unit – BU2 – SR-149 Construction  Design Approach - Allow sufficient time for utility coordination and stakeholder input, as well as for utility relocation, due to potential risks in timely cooperation.  Benefit - Shorten construction timeframe by allowing utility relocation to be completed prior to construction activities, lessening the impacts on the traveling public. Allows time for ROW/NEPA acquisition or resolution.  Strength – ROW considerations will occur to reduce ROW risk during planning stages.  General Note: BU Table mirrors what was previously given.  **Pre-Award Processes for a Cost-Effective Project while Potentially Reducing or Eliminating Project Risks**  A preliminary project CPM schedule will be developed to better understand resource requirements and identify critical path activities. Potential concerns will be identified for high-risk activities, long lead times, procurement risks, and utility relocation timelines. Constructability reviews will ensure smooth project flow and identify efficiencies, particularly where local stakeholders are impacted. MOT phasing will be reviewed to ensure areas of work are completed timely to limit impacts on the traveling public. Finally, a thorough bid review process will be undertaken to evaluate quantities and productions as related to the work. Pricing will be solicited from suppliers and subcontractors to ensure competitiveness while achieving the established DBE goals for the project. | **Score: 8.5**  3 Strengths  **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.  Tables from Proposal:  **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.  General Note: Liked the discussion of the Utility Risk Matrix  **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.  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 accommodate 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.  Strength – ROW considerations will occur to reduce ROW risk during planning stages.  **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.  Strength – Good discussion regarding all phases of Traffic Operations.  **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.  Strength – Good discussion regarding access and MOT plans.  **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.  **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 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. | **Score: 9.5**  **2 Significant Strengths**  **1 Strength**  **Utility Coordination**  The key to effective utility coordination is simple: early, often and detailed communications. As lead designer, ms consultants will perform the design phase utility coordination including any required utility design, in coordination with Ruhlin during the construction phase of the project.  We understand The Department’s goal of “successfully coordinate…utility relocations… during construction” so utility relocation will be a primary focus during the design and planning process. As stated above, our DBT understands the requirements to coordinate with utility owners, third parties, and stakeholders to resolve all conflicts and necessary relocations to facilitate the project. Potential conflicts will be identified early in the design process, and the owner will be notified quickly to open a line of communication to enable coordination meetings and a collaborative approach to resolutions that are in the best interest of all parties.  After review of the project scope, utilities will pose a challenge on this project, and will be integrated into the DBT’s schedule to ensure a constructible project. The successful process for utility coordination will include the following procedures:   * Identify locations, type and size of utilities * Identify possible conflicts and relocations * Perform necessary SUL * Meet with utility owners to review scope, discuss conflicts and schedule requirements * Develop necessary relocation design for public utility owners and submit for review * Submit preliminary project design to utility owners to facilitate design and relocation efforts by others * Finalize relocation requirements and meet with utility owners to resolve comments * Prepare detailed schedule for relocation in cooperation with utility owners * Obtain necessary permits * Meet weekly with utility owners as construction progresses   **NOTE: Utility Risk Chart contained in Proposal on PDF Page 6/42**  **Significant Strength** – Utility Risk chart was very beneficial; demonstrated understanding and clear approach.  **Traffic Operations/Business Access**  Traffic Operations and Business Access, collectively MOT, are crucial for this project and will be a focus during design. The project’s goal is to enhance the interchange’s capacity for future development and truck traffic. The DBT will ensure ODOT’s objective to maintain unimpeded access to existing facilities during construction is met.  The DBT will prioritize MOT and public safety during construction. We will maintain open communication with ODOT, local authorities, businesses, and property owners. Required notices will be given when MOT phases start or change. Our MOT plan ensures access to local businesses throughout all construction phases.  Our DBT will follow the Draft Scope of Services sequence of construction. First, we will develop the Conceptual Maintenance of Traffic Plan. Once approved, this plan will guide early design and detail the MOT needed for bridge removal and roadway widening work.  Access and turning movements will be designed for WB-62 trucks. Maintaining access for large trucks to businesses is crucial. Solutions include closing and reconstructing access points using temporary or alternate drives, and overbuilding access points for phased construction. We will assess on-property truck movements to ensure internal circulation and access with alternate points.  The interchange ramp closures are limited to 21 days each and must not overlap. This short duration may be insufficient for full reconstruction. Our DBT will plan construction activities, including phased construction, when necessary, for efficiency and cost-effectiveness under full closure. We will monitor and adjust signal timings during construction, especially when ramps are closed, and adjust stop line locations to ensure sufficient turning radii for trucks, avoiding blocked intersections. Providing advance warning of construction congestion and alternate routes via US-40 and nearby interchanges will be beneficial.  Sequencing will allow access to adjacent properties. New access points will be built before closing existing ones. We’ll identify activities that minimally impact traffic and property access, and those that can be constructed concurrent with I-70 construction before starting full SR-149 construction.  We have identified preliminary risks and potential mitigation factors for Traffic Operations and Business Access, summarized in the Table below.  **NOTE: MOT Risk chart contained in Proposal on PDF Page 7/42**  **Significant Strength** – MOT Risk Chart, beneficial discussions regarding MOT.  **NEPA Compliance**  The DBT has reviewed the available NEPA information from ODOT’s EnviroNet, and we understand that this is pending approval. We note that there is nothing unusual in the ODOT NEPA files for this project. We realize that ecological coordination with USFWS, ODNR, etc is not complete, but we do not expect any unusual commitments to come from those agencies. The final environmental commitments from the approved CE are anticipated to be available on 1/1/2025 from ODOT’s Ellis schedule.  The construction schedule will incorporate all environmental commitments. Due to the duration of the project, we do not anticipate these commitments affecting the schedule.   1. **Right-of-Way Limitations**   The preliminary documents show that the proposed R/W for the project is under development. The conceptual plans provide construction limits and show the existing R/W. We do not foresee any identifiable risks associated with R/W at this time. The DBT will work within the existing and proposed R/W limits when complete.  NOTE: From Part A:  “The draft scope indicates that a comprehensive parcel availability schedule with estimated clearance dates will be provided by the RFP date. This information and associated time frames will be considered when finalizing our design and BU schedule, as well as our overall approach to access/limits and sequencing.”  Strength – ROW considerations will occur to reduce ROW risk during planning stages. | **Score: 9.0**  **1 Significant Strength**  2 Strength  **Utility Coordination Approach**  With the goal of starting bridge construction in the Fall of 2025, utility coordination will receive significant early attention. The DBT understands that the department has begun coordinating with utility companies during the preliminary engineering phase. Relocation of utilities in conflict with bridge reconstruction, such as the sanitary force main, gas line, and fiber system will be early critical path items. Immediately following the project award, our team will discuss the status of relocations with ODOT so remaining coordination can seamlessly transition to the DBT. **The DBT’s approach to utility coordination will follow our proven workflows as described below:**  Identify all utility owners impacted by the project. This includes the acquisition of record plans and the verification of contact information.  Advance the design sufficiently to identify the impacts to utilities and begin the engagement and documentation process for relocation.  Ensure relocation processes are advancing and are properly coordinated with all aspects of the project improvements. This includes the establishment of the utility coordination log documenting all correspondence with utility providers.  The DBT will lead the utility coordination efforts, while keeping ODOT informed throughout the process.  **Maintenance of Traffic**  With the compressed timeframe to deliver the project, receiving early approval on the conceptual MOT plan will be critical. We understand the MOT plans will receive an early release for construction (RFC) to ensure the 48-month duration can be achieved and the design scheduled expedited.  MAINLINE BRIDGE RECONSTRUCTION: Bridge construction will be one of the first phases executed for the project. Our DBT completed an in-house workshop to review the conceptual MOT plan and agree with the 3-phase concept in the conceptual plans. While discussions have begun to evaluate potential alternate technical concepts, the proposed 3-span steel beam structure offers a straightforward approach for the project needs. With Shelly & Sands’ extensive experience in ODOT bridge construction, we are confident in providing the labor, material and equipment to safely and efficiently construct the proposed structures well within the schedule and utility relocation constraints.  SR 149 AND RAMP RECONSTRUCTION: Once the mainline bridges have been widened, construction along SR 149 can begin. As discussed throughout this proposal, ATC’s will be evaluated to provide value to the district by minimizing traffic disruptions while working around areas where NEPA and utility clearance is on-going. Ramp construction will be phased to minimize construction joints and ensure work-zones at the intersections are designed to adequately accommodate the truck turns and high truck volumes.  PHASING CONCEPT: An initial phasing concept will be presented to ODOT during Phase III that prioritizes the project goals and constraints. Based on S&S and American Structurepoint’s previous work on similar projects and initial workshop meetings for this project, we expect a general phasing scheme that will construct the mainline bridges first followed by the SR 149 widening and finally the ramp construction.  We understand that designing and executing a well balanced MOT scheme requires collaboration from all project stakeholders and will be critical to the success of this project. Our DBT was specifically built to deliver this project by selecting individuals that are experts in navigating the MOT challenges on this project.  **Sequencing of Design and Construction**  Project Manager Austin Bates and the DBT will lead the project by meeting with ODOT to define the project success factors and gain a full understanding of the project constraints, including the status of critical path items.  **Design Sequencing:** Buildable Units (BU) will be developed to establish preliminary design layouts so critical relocations can begin. Design sequencing will also consider NEPA clearance dates, permitting schedules, utility relocation durations, and emphasize substructure work in Fall of 2025. Long lead time materials will be identified to develop a BU schedule that mirrors the anticipated construction sequence.  **Construction Sequencing:** MOT concepts will be developed and submitted to ODOT early to determine phasing order and construction duration. Any work areas that are not clear of utilities or do not have ROW/NEPA clearance will be constructed in later phases. Traffic operations will be monitored throughout construction and adjustments will be coordinated with ODOT as needed to optimize traffic flow and existing signal operations.  Strength – ROW considerations will occur to reduce ROW risk during planning stages.  American Structurepoint has proven experience working with S&S delivering well-prepared BU packages that achieve all these goals, as highlighted in Part D of the proposal. This established continuity between construction and design is fully integrated through all phases of project development, and a key differentiator to our team’s ability to successfully execute this contract.  **Drainage and Culvert Improvements**  Throughout the procurement process, our team will investigate solutions to efficiently construct the culvert replacements and storm sewer for this project. Multiple construction methods will be evaluated including open cut, part width, jack and bore, and dual pipe configurations. Construction phasing will be evaluated to align with the MOT scheme. The storm sewer improvements will involve replacing the existing storm sewer including installing new catch basins along the proposed curb line. A key aspect of the project is the early development of a preliminary drainage layout to identify and address potential utility conflicts with the new conduit. One major consideration is the existing water line, which is scheduled for relocation by 2027. With the understanding construction may begin before this relocation is complete, efforts will be made to avoid any adverse impacts to the proposed conduit(s). Additionally, coordination with the Belmont County Water and Sewer District will be essential to ensure that the proposed storm sewer aligns seamlessly with the existing and future water infrastructure.  Strength – Offeror identified a potential issue with drainage and culvert. Good discussion of issue.  **Pre-Award Process**  Identifying and developing potential risks (as detailed in the previous section) in our Risk Register will be started early during the proposal phase. This Register will be used to develop Pre-Bid Questions to further define the limits of those risks and allow proper mitigation planning.  During this Pre-Award period we will also begin development of preliminary construction plans focused on efficiency and minimizing risk.  Once developed these plans will be included in our ITP for the PTI discussion facilitating in-depth and productive conversation with ODOT. Valuable innovative plans and ATCs will be presented to the district.  **Post-Award Process**  Similar to a formal Partnering effort, we would collaborate with ODOT and other stakeholders of similar authority to discuss initial common risks, goals, and solutions. Once these measurables are determined, we would maintain authority at the project level to allow decisions and adjustments to the approach to remain efficient as information is gathered and verified.  This collaborative approach, constantly tracked to communicate assignments of responsibility through our Risk Register, Quality Assurance Plan and Comment-Resolution form will ensure effective communication throughout all phases of the project.  The DBT’s key personnel will benefit from their consistent participation throughout the pre-award and post award process ensuring early commitments deliver quality results.  **DBT’s Approach to Mitigating Risks**  Beginning pre-award and continuing throughout the pursuit and award, we will follow a detailed Risk Management Plan. Our Risk Management Plan will be a continuous process included in each phase of the project. The plan will include collaboration between the DBT and ODOT to identify potential risks, evaluate potential outcomes, assess the probability of risk impacts, mitigation strategies, and assign responsibility.  General Note: Department sees the Risk Register and the Risk Management Plan as similar documents.  **Risk Matrix recreated below:**  Utility Relocations and Schedule Impacts - Early development of the design concept to determine necessary relocations. Early and frequent utility coordination with up-to-date correspondence documented within the coordination log.  Adjacent Private Developments - Establish a partnering relationship with business owners and contractors with an open line of communication at all times. Coordinate in advance of all MOT phases and changes in traffic flow.  ROW and NEPA Constraints - The DBT will advance BU submittals and begin material procurement as necessary to maintain the schedule, while respecting the constraints of the ROW and NEPA clearance schedules. The DBT will collaborate with the District to ensure all permissible advancement of the work is accomplished as we await final clearance.  Ramp Closures and Impacts to Traffic - We recognize careful planning will be required to utilize the 21-day closures on each ramp. The team will evaluate a combination of half-width and full-width construction, to determine the most cost effective means of construction while minimizing closure durations.  Traffic Emergency Response - Pre-planning utilizing an Incident Management Plan will ensure communication and coordination with local first responders to provide the best emergency response possible to the traveling public.  Access & Drive Closures - The DBT understands that access to businesses must be maintained 24/7. We are committed to providing clear direction to impacted businesses within each work zone. Nighttime work, steel plates, and temporary aggregate driveways will be considered to minimize adverse impacts to adjacent parcels.  **Significant Strength** – Risk Matrix table provided good information and an understanding of the Project. | **Score: 6**  **1 Weakness**  **Utilities (No Heading)**  Utility relocation can be one of the most complex and time-consuming aspects of any project, especially when utilities are located in congested areas or are crucial to the functioning of adjacent businesses. Early and continuous coordination is key to ensure relocations stay on schedule. Coordination of utility relocation with construction schedules must be handled carefully to avoid delays. Utilities may need to be relocated before or concurrently with other construction activities, depending on their location relative to planned work areas. Regularly scheduled utility meetings, likely monthly, will serve as an open forum to discuss all issues related to utilities. These meetings will begin as soon as the project is awarded and continue through the duration of construction, adjusting the frequency as needed based on the level of impact. The DBT will prepare a conflict matrix to organize and track progress of the various utilities on the project. Our proposed Utility Coordinator, Mike Lutes, has performed utility coordination on several design build projects recently including CCG6B and HAM-74-18.01 as well as many design bid build projects. Mike will work with Triton team members to lead the utility coordination process from start to finish. As with ROW and environmental, establishing clear maximum target dates with the utility companies prebid will help alleviate schedule risk and allow the DBT to plan their work accordingly.  General Note: Liked the discussion of the Utility Risk Matrix, no discussion of project specific utility impacts/relocations.  **Maintenance of Traffic (No Heading)**  Managing traffic flow during construction is critical to minimizing disruption to commuters, residents, and businesses. Traffic operations, including lane closures, detours, and access  management, must be carefully planned, and sequenced to minimize impact on the traveling public while ensuring the safety of construction workers and the public. The development of MOT plans will consider permitted lane closure times and closure duration, if applicable;  however, we anticipate the majority of the project to be constructed in phases. Close coordination between the design and construction teams will begin prebid and continue post award to ensure a safe, constructible plan is in place to complete the project. As lead designer on the previous BEL-70-7.61 project that installed the concrete overlay and replaced the bridges within the project limits, ELR is very familiar with the MOT constraints within the  corridor.  **Access to Existing Businesses**  Access to existing businesses must be maintained throughout the construction phase to minimize disruption to commerce. Communication with businesses about construction  schedules and how access will be managed is essential to maintaining positive relationships with local stakeholders. When necessary, parcels with multiple access points may use staggered closures to facilitate timely construction.  **ROW/NEPA Limitations (No Heading)**  By taking a comprehensive, proactive approach to utility relocation, traffic operations, access management, and ROW/NEPA limitations, the DBT will reduce risks, optimize sequencing, and ensure that the project is delivered on time and within budget.  Providing clear deadlines in the RFP for items outside the DBT’s control will substantially reduce the risk for the DBT by assigning it to the responsible party. This is particularly true for the ROW and environmental clearance items being worked on by ODOT concurrently with the procurement. ELR has recent experience with a design build project that acquired ROW post award. Difficulty in meeting the owner’s original acquisition resulted in lengthy delays to the project. The acquisition and environmental clearance process may take an extended period of time to complete; therefore, understanding the minimum and absolute maximum durations for the process is key for the DBT to schedule and manage the risk both before and after the bid.  From the preliminary information, we understand that ROW may be clear by summer 2026. With design time and the ability to begin work on I-70 and the ramps, ROW clearance does not appear to be a significant factor for construction; however, its impact on utility relocations will likely make it part of the critical path.  Minor Weakness – Generally weak section. Very little project specific details, very generic. |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
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| **B Project Understanding and Approach (35 Points Max)**  Evaluate how well the Offeror demonstrated an understanding of the project management and understanding to the Project through the following: | | | | |
| **2.5.3 (C) Describe the DBT anticipated approach to ensure acceptable quality of the Work (Design and Construction).** | | | | |
| Score: 8.5  1 Strength  Our team is committed to meeting ODOT’s expectations for a high-quality project by implementing a project-specific Quality Management Plan (QMP) to guide proactive quality control and minimize non-conforming work. The QMP, which encompasses the Design Quality Management Plan (DQMP) and Construction Quality Management Plan (CQMP) as shown in Table 2, ensures “doing it right the first time.” DBT Project Manager Jeff Wiemken will oversee workforce training, QMP compliance, NCR reduction, and innovative quality enhancements across design and construction.  **NOTE: Quality Management Plan Table contained in Proposal on PDF Page 10/55**  During field operations, the DBT Construction Manager will directly oversee on-site quality efforts, coordinate closely with crews and lead pre-activity meetings to ensure that quality standards are communicated before work begins. Both the Construction Manager and project staff will have stop-work authority to immediately address safety or quality concerns. Our proposed Construction Manager, Dan Engelhart, constructed and mitigated changes to 22 bridges as part of the SOVMH Design-Build project while organizing 22 buildable unit drawings for structures and over 80 supporting buildable units for civil work. This experience highlights his expertise in interpreting design-build documents and efficiently addressing discrepancies.  The QMP will outline design, construction quality control, verification, and assurance procedures to ensure quality throughout the project. The CQMP will detail project requirements, including ODOT specifications, and the process for submitting work plans, material certifications, and testing documentation. Quality checkpoints will be reviewed in regular internal DBT meetings.  General Note: Unclear when Quality Checkpoints will occur (Design or Construction).  Beaver Excavating values a comprehensive planning approach, with tailored meetings at each stage. Before mobilization, our DBT team will hold a pre-job meeting to review safety, schedule, budget, staffing, and resources. A construction kickoff meeting will follow, fostering collaboration among ODOT, TRC, Beaver, and stakeholders. Weekly Planning Meetings during construction will focus on safety and tasks, while Pre-Activity Meetings will address specific tasks with safety, roles, and schedule details. An ODOT-compliant project schedule will be developed, supported by two-week look-ahead schedules to anticipate resource needs and prepare for tasks. Pull planning sessions will foster collaboration, establish buy-in, and identify conflicts early. Backward pass pull planning will proactively address utility conflicts to ensure smooth coordination and minimize disruptions.  Strength –The concept of the pull sessions will be beneficial for this project. | Score: 7  0 Strengths  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.  **NOTE: Quality Management Plan Table contained in Proposal on PDF Page 11/78**  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 overthe-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. | Score: 7  0 Strengths    The DBT is committed to meeting ODOT’s expectations of achieving a high-quality project. We will work with ODOT to develop and follow a project specific Quality Management Plan (QMP) to monitor the quality of our design and construction. As a significant component of our overarching PMP, the QMP will provide our DBT with the proper guidelines to help achieve our goal of “Doing it right the first time”. The most effective way to accomplish this is by focusing on proactive quality control strategies that minimize nonconforming work.  The QMP is comprised of both Design (DQMP) and Construction (CQMP). Highlights for each plan are outlined in Figure B-1. The DBT Project Manager, Marty Fritz, will have ultimate responsibility for design and construction quality. Mandatory pre-activity meetings will be held with crews to ensure that clear expectations are set out prior to beginning the work. All project staff will have stop work authority regarding safety and quality on the job.  **NOTE: Quality Management Plan Table contained in Proposal on PDF Page 8/42**  The QMP will define design and construction quality control, verification, and assurance procedures to be performed according to the project provisions and standards.  During the Final Design Phase, our DQMP will be enhanced to include the option of Over the Shoulder Reviews by ODOT. In addition, a comment resolution process including a “living” comment tracking spreadsheet will be incorporated to ensure all comments have been resolved as the project develops from preliminary design phase through Released for Construction documents.  The CQMP will outline project requirements including all applicable provisions of ODOT’s C&MS, Proposal Notes, and Supplemental Specification. The project work force will be trained and regularly evaluated on performance. The CQMP will outline the process to collect, maintain, evaluate, and submit to the ODOT Engineer all required work plans, materials certification, and testing documentation on a regular basis. Quality check points and proper documentation will be a routine topic reviewed at both DBT project meetings and ODOT progress meetings. | Score: 7  0 Strengths  **DESIGN QUALITY ASSURANCE PLAN**  Early engagement with the District staff during design will allow this collaboration to set common expectations for the final results. Opportunities for over the shoulder reviews will ensure efficient decisions in line with those expectations, ensuring compliance with the Scope documents. Our Design Quality Management Plan, DQMP, found in Figure 1 below, will serve as the foundation to ensure success of all design components and buildable units. Implementation of a Design Quality Manager, DQM, will ensure attention to the details of the DQMP. Reporting independently to the DBT Project Manager, the DQM will monitor progress, compliance and ensure the proper completion of all quality control documentation.  **NOTE: Quality Management Plan Table contained in Proposal on PDF Page 8/40**  **CONSTRUCTION QUALITY ASSURANCE PLAN**  Similar to our approach for design quality, our Construction Quality Assurance Plan, (CQAP), will detail expectations to ensure quality construction. Topics will include regular crew training prior to starting new operations, activity specific work plans will be reviewed to discuss work item specifications, verify material requirements and certifications, and testing protocols. More intensive tasks will such as concrete pours, or significant lifts, will have additional planning requirements in the CQAP. ODOT will be a welcome participant in all steps to foster transparency and continue collaboration. | Score: 7.5  0 Strengths  At Triton Construction, Inc, our core value is to provide products and services that exemplify our quality through cultivating safe working environments. The Triton DBT is  committed to ensuring the highest standards of quality throughout both the design and construction phases of the project. Our approach will focus on integrating quality assurance (QA) and quality control (QC) procedures, fostering collaboration between design and construction teams, and maintaining rigorous oversight and documentation to meet or exceed  the Department’s expectations.  The DBT’s approach to ensuring acceptable quality will be built on a foundation of rigorous planning, proactive risk management, and continuous oversight, with a focus on collaboration between design and construction teams. By adhering to a structured and disciplined quality management system, the DBT will ensure that all design and construction activities meet ODOT’s high standards and deliver a finished project that is durable, safe, and compliant with  all specifications. Our general approach is to break the project down into manageable segments (Buildable Units), with each assigned to both a design engineer and a member of the  construction team. This ensures that all scope items receive adequate attention throughout all phases of the project. Constructability reviews will be provided at all levels of plan  development, and key subcontractors and suppliers will be engaged to incorporate their knowledge in the final design and project schedule. Post-bid Task Force meetings will include  ODOT, utility companies, and other stakeholders to ensure that all parties understand their responsibilities and adhere to the project schedule.  ***Construction QA/QC***  The DBT will develop a comprehensive Construction Quality Management Plan (CQMP) that outlines quality objectives, key performance indicators (KPIs), roles and responsibilities, and processes for the construction phases. This plan will be tailored to meet the specific  requirements of the project and ODOT’s quality expectations. The DBT will implement a rigorous QC process during construction, including the development of detailed inspection and  testing plans for all phases of work. This will cover materials, workmanship, equipment, and adherence to the approved design. On-site QC personnel will perform routine inspections and  tests to verify the quality of construction activities. This includes daily inspections of work in progress, ensuring that all work is in compliance with design documents and quality standards.  Gary Saltsman, Jr., EIT, DBT Construction Manager, will be responsible for the implementation of the CQMP. He will outline the procedures for construction quality  checkpoints, information workflows, and construction document management. At quality check  points, the foreman and Construction Manager will review critical measurements, materials,  and methods before advancing to the next stage of construction. Gary will manage drawing revisions to ensure the field staff utilizes the current Released for Construction (RFC) drawings.  ***Design QA/QC***  The primary responsibility for oversight of our Design Quality Plan (DQP) rests with **Design Manager Rick Rockich**. He will work closely with **Design QA/QC Manager Kevin White** to develop our project specific DQP. They will perform periodic reviews during design and  immediately before plan review submissions to ensure we are meeting our quality goals. Kevin will be responsible for independent reviews of all design packages for compliance with the DQP prior to submission. He will be responsible for overall design QA/QC including the multidiscipline elements of this project. The DBT’s quality control procedures are designed to serve as effective tools for monitoring and controlling the accuracy, quality, and completeness of the work, and to ensure we meet or exceed the project requirements.  Our DQP includes scheduled meetings with all players involved at key points throughout all phases of design and construction to ensure close coordination and strong communication. For example, Triton staff will perform “over-the-shoulder” reviews enabling them to be directly  involved in the design process.  Rick will manage all design team personnel and resources, including design subconsultants. These management activities include, but are not limited to assignment of responsibilities, and oversight and evaluation of design quality and quantity. He will also be responsible for  assembling and maintaining plan sets and relevant design computations. Project documentation will include proper filing, coding, and maintenance in an organized fashion to make it retrievable during and after the project. Rick’s involvement will also include task force meetings and construction meetings to discuss the project. Should any issues arise, it is his responsibility to address them with the designers and construction team.  During the design phase, Triton will utilize a Design Build Coordinator to work alongside ELR in providing over the shoulder review and constructability comments. Additionally, this person  will be responsible for revisiting the project criteria and the ODOT goals to ensure commitments are kept along the way.  General Note: Didn’t include contents of QMP, but did have more discussion and detail than other proposals. |

**DBT ORG. CHARTS |** for evaluation of Part C 2.5.4.1



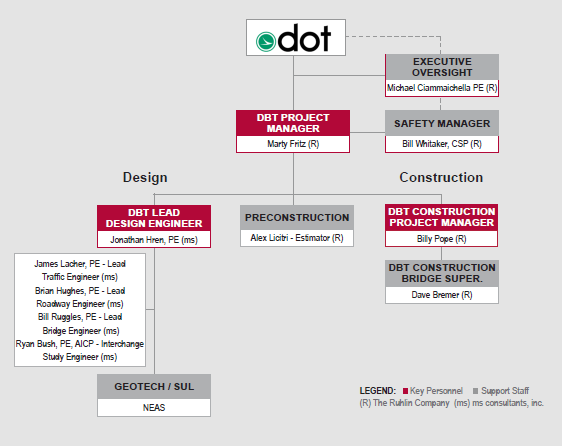
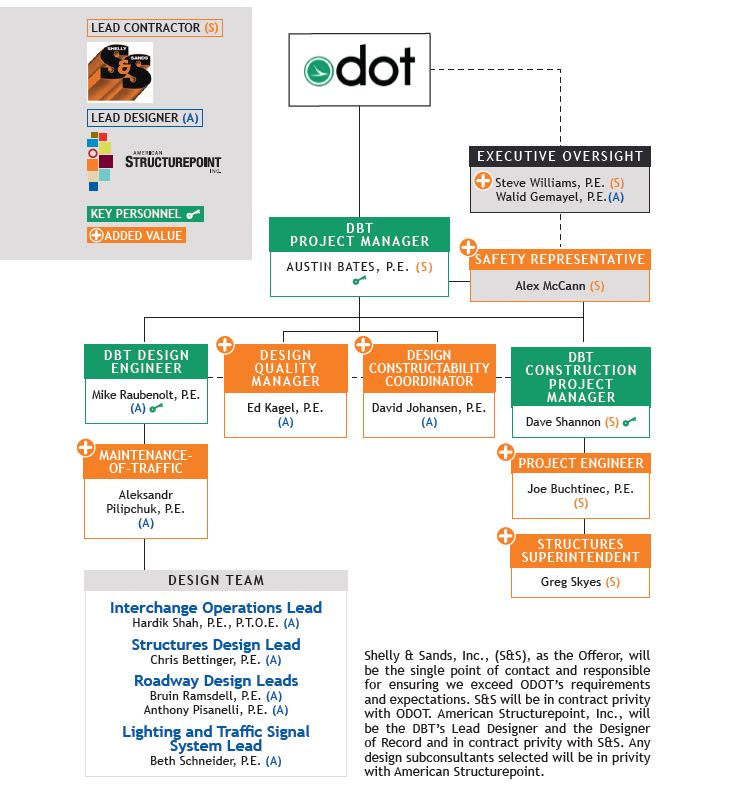
***BEAVER (P 12/55)***



***BRAYMAN (P 13/78)***

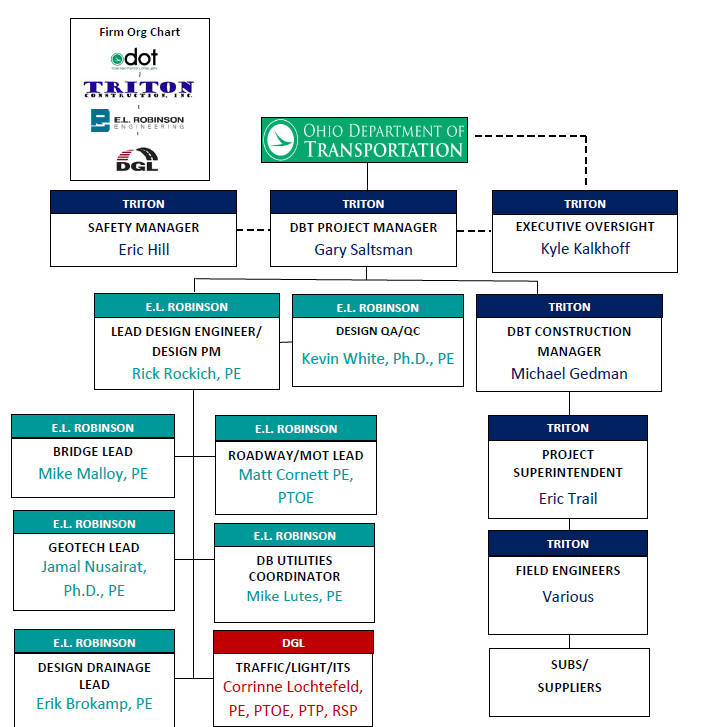
**DBT ORG. CHARTS |** for evaluation of Part C 2.5.4.1

***SHELLY AND SANDS (P 9/40)***



***RUHLIN (P 9/42)***

**DBT ORG. CHARTS |** for evaluation of Part C 2.5.4.1



***TRITON-ELR (P 11/34)***

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
| --- | --- | --- | --- | --- |
| **C Design-Build Project Team (30 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Team. | | | | |
| **The Offeror shall provide an organizational chart showing the “chain of command” of the required Key Personnel roles proposed for the Offeror’s organization regarding the Project. The Offeror may include a narrative to describe the interactions between positions, functions of shown intended roles, and other planned team integration techniques intended.** | | | | |
| Score: 9  *See previous 3 pages for org. charts.*  General Note: Acceptable. Additional personnel identified. Drainage Engineer identified. Good discussion of integration techniques.  **Personnel Named in Org Charts:**  Jeff Wiemken, PE (Beaver) – DBT PM  Curtis Wood, PE (TRC) – DBT Design Manager  Dan Engelhart (Beaver) – DBT Construction PM  Dave Verno, PE (TRC) – QC Manager  Dave Clevenger, PE (TRC) – Alternative Delivery Advisor  Stacy Schimmoeller (TRC) – Environmental  Transystems – Lighting/Signal/IMS  Chris Hay, PE (TRC) – Bridge Lead  Craig Jacob, PE (TRC) – Sr. Bridge Engineer  Paul Misch, PE (TRC) - Sr. Bridge Engineer  Jon Lorinca, PE (TRC) – Roadway Lead  Tim Shoemaker, PE (TRC) – Sr. Roadway Engineer  Derek Spurlock, PE (TRC) – Drainage Engineer  Joe Brown, PE, DBIA (Beaver) – Alternative Delivery Specialist  Chad Raktovich (Beaver) – VP  Brian Francis (Beaver) – VP  Samantha Robbins (Beaver) – Environmental Manager  As represented on the above organization chart, The Beaver Excavating Company, Inc.(Beaver) will lead all aspects of the project with TRC Engineers, Inc. (TRC) serving as the Lead Design Firm. On the construction side, Beaver will be responsible for constructing the project safely through our self-performed services. Our team is further supplemented by key design team subconsultants TranSystems Corporation of Ohio to provide lighting, traffic signal, and IOS/IMS/IJS design support services and TRC Environmental Corporation (an affiliate of TRC Engineers) to provide environmental consulting support.  **Position Interactions and Role Functions**  The Beaver DBT will be led by PROJECT MANAGER JEFF WIEMKEN, PE. Jeff will have overall responsibility for the DBT’s performance, ensure that personnel and resources are allocated effectively, and oversee all contractual matters. His commitment will extend throughout the proposal and procurement phases while facilitating close coordination and communication with Lead Designer TRC, ODOT, and key stakeholders during design. Throughout the construction phase, Jeff will lead the construction team to ensure continuity and clarity.  Supporting Jeff on the design side as a direct report will be TRC’s **LEAD DESIGN ENGINEER, CURTIS WOOD, PHD, PE**. Curtis will oversee all critical design aspects to ensure compliance with the established project requirements, as well as supervise the preparation of construction plans in coordination with Beaver and ODOT. His background includes extensive experience as both an owner’s representative and lead designer on similar projects.  Additionally, **DBT CONSTRUCTION MANAGER DAN ENGELHART**, an employee of Beaver Excavating, will manage the entire construction process, including utility coordination. Dan will report directly to Jeff while taking on the primary responsibility for project execution onsite. Dan will also take the lead in documenting accurate as-built records of buried utilities before and after relocation is essential to prevent future conflicts. Beaver utilizes Trimble modeling and GPS technology to precisely capture subsurface conditions.  **Key Value-Added Functional Roles and Staff**  **VICE PRESIDENT:** Chad Ratkovich of Beaver brings 21 years of industry experience to this project, including extensive expertise in design-build project delivery across the region. He is highly skilled in all aspects of design and construction management and draws on his substantial field experience to provide effective solutions for clients. On BEL-70, Chad will provide value by overseeing project execution, resolving any issues with subcontractors and suppliers, and ensuring the DBT adheres to established project milestones.  **VICE PRESIDENT:** Brian Francis of Beaver specializes in bridge structures and brings offers 27 years of industry experience to our DBT which includes such challenging assignments as the Columbia Parkway, ODOT 77/30, and Tinker’s Creek projects. On BEL-70, Brian will apply his expertise in bridge structures and complex project management to navigate challenges involving utility coordination and limited right-of-way areas, ensure effective dispute resolution, and enhance project progress through creative problem-solving and collaboration.  **ENVIRONMENTAL PROGRAM MANAGER:** Samantha Robbins brings 11 years of industry experience to her role as Beaver’s company-wide Environmental Manager which is built on her impactful experience as the Environmental Compliance Specialist (ECS) for the SOVMH project. On BEL-70, Samantha shall proactively identify and address environmental issues early, coordinate permitting, and ensure consistent environmental compliance. Her collaborative approach will include the training of site personnel and fostering effective agency coordination to minimize delays and maintain consistent project progress.  **DBT COORDINATOR:** Joe Brown, PE, DBIA, Beaver’s Alternative Delivery Specialist, has over 12 years of experience managing major projects, including design-build efforts like SOVMH, Wood-Lime City over I-75, and JEF-7 Mine Grouting. With prior experience along the Belmont County I-70 corridor, Joe is skilled in risk mitigation and CMAR. On BEL-70, Joe shall assist Jeff in leading design reviews, utility coordination, and constructability reviews to ensure alignment between design, construction, and stakeholders.  **ROADWAY DESIGN LEAD:** Jon Lorincz, PE brings 30 years of experience as a design project engineer and project manager for roadway work assignments, including new and rehabilitation projects involving both rural and urban infrastructure assets. While fulfilling his role on this project, he will draw on substantial ODOT and industry experience with geometric design, pavement and MOT design, cost estimating, final plan preparation, development of alignments for new and reconstructed interchanges, road re-alignments and corridor/ widening studies. His project experience includes innovative solutions such as diverging diamond interchanges, single point urban interchanges, roundabouts, and Michigan lefts. While employed with a previous consultant, Jon worked alongside Beaver staff on the SOVMH Design-Build Project, Segment 4, during the roadway final design.  **Other Team Integration Techniques**  Our most successful projects stem from early collaboration during preconstruction and design, coupled with consistent and clear communication. Open and honest dialogue has been the hallmark of every successful project Beaver has completed and is the foundation of each partnering award we've received or been nominated for.  Beaver and TRC will meet regularly to review project progress, confirm upcoming milestones, and work through any potential challenges and associated mitigation efforts. Enhancing this effort, Beaver staff have worked closely with several of TRC’s main project design staff on several other projects, notably Lead Design Engineer Curtis Wood and Lead Roadway Engineer Jon Lorincz, which will strengthen the synergy our DBT team brings to this project from day one.  Throughout both the preconstruction and construction phases, our DBT will also maintain close collaboration and open communication with utility owners, stakeholders, and ODOT to ensure a smooth successful project outcome that is free of unnecessary delays.  Beaver staff have worked closely with several of TRC’s main project design staff on several other projects which will strengthen the synergy of our DBT team. | Score: 8.5  *See previous 3 pages for org. charts.*  General Note: Acceptable. Additional personnel identified. DBE Utilization identified, not specifically named. No notable discussion of integration.  **Personnel Named in Org Charts:**  Kevin Meade (Brayman) – PM  Fernando Rodriguez, PE (Parsons) – Design Manager  Roy Payton (Brayman) – Construction Project Manager  Tom Stora, PE (Parsons) – Structures Design Lead  Mike Carretta, PE (Parsons) – MOT Design Lead  Dan Prevost, AICP CTP (Parsons) – Environmental Support  Jim Mitchell, PE (Parsons) – Roadway Design Lead  Emile Worley, PE, PTOE (2LMN) – Lighting Design Lead  Mike Gibson (Brayman) – Quality Control Manager  Lisa Bruner (Swank) – MOT Supervisor  Bill Cole (Swank) – Concrete Paving Superintendent  Executive Team: Thomas Hesmond, PE, DBIA (Brayman), Andrew Swank (Swank), Todd Bergstrom, PE, DBIA (Parsons)  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. | Score: 8.5  *See previous 3 pages for org. charts.*  General Note: Acceptable. Additional personnel identified. Good discussion of integration techniques.  **Personnel Named in Org Charts:**  Marty Fritz (Ruhlin) – DBT PM  Jonathan Hren, PE (MS) – Lead Design Engineer  Billy Pope (Ruhlin) – Construction PM  James Lacher, PE (MS) – Lead Traffic Engineer  Brian Hughes, PE (MS) – Roadway Engineer  Bill Ruggles, PE (MS) – Lead Bridge Engineer  Ryan Bush, PE, AICP (MS) – Interchange Study Engineer  Alex Lictri (Ruhlin) – Preconstruction  Dave Bremer (Ruhlin) - DBT Construction Bridge Supervisor  Bill Whitaker CSP (Ruhlin) – Safety Manager  Michael Ciammaichella, PE (Ruhlin) – Executive Oversight  Marty will handle all contractual matters. For the duration of the Project all other Key Personnel and staff will report as indicated in the chart to Marty. Jonathan Hren, PE, DBT Lead Design Engineer, will report directly to Marty to ensure timely communication of all design and construction submissions, reviews, approvals, invoicing, reporting and recording of field changes into the project’s as-built drawings. Jonathan will also oversee all roadway, maintenance of traffic, traffic control, signals, lighting, structures, and drainage tasks, including design subconsultants. James Lacher, PE, as lead traffic design engineer, will report to Jonathan, and will manage the maintenance of traffic, traffic control, signals and lighting design for the project. Bill Ruggles, PE, as lead bridge design engineer, will report to Jonathan, and will manage the bridge and structures design for the project. Brian Hughes, PE, as lead roadway engineer, will report to Jonathan, and will manage the roadway and drainage design for the project. Billy Pope, DBT Construction Project Manager, is employed by Ruhlin and is responsible to manage the on-site construction on the project on a full-time basis from the field office during construction.  We will maintain active Executive Oversight by Mike Ciammaichella, PE who will be accessible directly to ODOT to address any questions, comments, or concerns.  Additional information regarding our team members, their education, experience, roles, responsibilities, authority, and unique qualifications can be found throughout our SOQ submittal.  **Techniques for an Integrated DB Team**  Success of our DBT Team began by assembling our design and construction team members who have a successful work history together. An example of this past success is when Marty Fritz and Jonathan Hren, PE teamed together on the SR2 Lorain bridge reconstruction project. They collaboratively created an alternate MOT solution that decreased the width of the final bridge by utilizing single lane cross overs.  Our teams will meet in-person and utilize Teams technology on a frequent basis to provide solutions to the project final design. Such an environment fosters effective communication within and between various work disciplines, efficient vetting of ideas and promotes buy-in and accountability to the project goals established by the Owner.  Task Forces will be assembled with careful consideration to Subject Matter Experts and inclusion of design and construction disciplines to ensure safe and efficient design and constructability. Task Forces will include MOT, Utilities, Roadway and Structures. | Score: 7  *See previous 3 pages for org. charts.*  General Note: Acceptable. Additional personnel identified. No notable discussion of integration.  **Personnel Named in Org Charts:**  Austin Bates, PE (S&S) – DBT PM  Make Raubenolt, PE (ASI) – DBT Design Engineer  Dave Shannon (S&S) – DBT Construction PM  Aleksandr Pilipchuk, PE (ASI) – MOT  Hardik Shah, PE, PTOE (ASI) – Interchange Operations Lead  Chris Bettinger, PE (ASI) – Structures Design Lead  Bruin Ramsdell, PE (ASI) – Roadway Design  Anthony Pisanelli, PE (ASI) – Roadway Design  Beth Schneider, PE (ASI) – Lighting and Traffic Signal Lead  Ed Kagel, PE (ASI) – Design Quality Manager  David Johansen, PE (ASI) – Design Constructability Coordinator  Joe Buchtinec, PE (S&S) – Project Engineer  Greg Skyes (S&S) – Structures Superintendent  Alex McCann (S&S) – Safety Representative  Executive Oversight:  Steve Williams, PE (S&S), Walid Gemayel, PE (ASI)  **NOTE: Proposal contains brief summary of value-added personnel experience and similar projects on PDF page 10/40. A summary is recreated below:**  **Steve Williams, P.E.**  Steve, with over 38 years in construction, currently serves as Government Affairs Director for Shelly & Sands. His past role as ODOT District Deputy Director Enhances his ability to provide effective executive oversight.  SIMILAR PROJECTS:   1. ODOT District Deputy Director from 2011 to 2017 2. Oversaw ODOT capital expenditures amounting to $1.2 Billion   **Joe Buchtinec, Jr., P.E.**  Joe, with eight years of experience, joins The DBT as Project Engineer after serving as Roadway Project Engineer and later DB Coordinator for significant projects like the Akron Beltway.  SIMILAR PROJECTS:   1. DB Coordinator for ODOT 213000, DB $162 Million 2. Project Engineer for ODOT 160219, $82 Million   **Greg Sykes**  Greg brings 25 years of experience to The DBT, having served as Structure Superintendent and Manager on major projects including The Akron Beltway and Akron Main & Broadway. He will be the Structural Superintendent.  SIMILAR PROJECTS:   1. Structure Superintendent for ODOT 213000, DB $162 Million 2. Structure Superintendent for ODOT 160219, $82 Million   **Alex McCann**  Alex has been with Shelly & Sands for 12 years, conducting safety audits, leading training, and overseeing project safety. He aims for zero injuries and supports projects with safety resources.  SIMILAR PROJECTS:   1. Leads S&S training initiatives 2. Conducts safety audits for all S&S divisions   **Ed Kagel, P.E.**  Ed has 27+ years of experience assisting ODOT districts and local agencies with transportation and utility challenges, leveraging his expertise in design, plan review, and project management across various jurisdictions.  SIMILAR PROJECTS:   1. Quality Manager for CUY-90-6.83, $145M 2. Quality Manager for HAM-75-7.85, $61M 3. Quality Manager for BEL-70-14.24, $21M   **David Johansen, P.E.**  David the Ohio construction services division and been involved in countless projects for ODOT over his 30+ year career. His knowledge and experience of construction means and methods makes him invaluable to our design team as a constructibility reviewer.  SIMILAR PROJECTS:   1. Constr. Coord. for CUY-90-6.83, $145M 2. Constr. Coord. for HAM-75-1.05, $425M   **Aleksandr Pilipchuk, P.E.**  Over the past 20 years, Aleksandr has gained a strong reputation for developing MOT plans for complex ODOT projects, working with contractors to create safer work zones and reduce phasing.  SIMILAR PROJECTS:   1. MOT lead for HAM-75-3.84, DB $87M 2. MOT lead for MOT-75-11.01 (1b), $64M 3. MOT Lead for FRA-270-36.94, $60M | Score: 8  *See previous 3 pages for org. charts.*  General Note: Key Personnel not specifically identified with a marker. Utilities Coordinator identified. Drainage Engineering identified. No notable discussion of integration.  **Personnel Named in Org Charts:**  Gary Saltsman (Triton) – DBT PM  Rick Rockich, PE (ELR) – Lead Design Engineer, Design PM  Michael Gedman (Triton) – DBT Construction Manager  Mike Malloy, PE (ELR) – Bridge Lead  Jamal Nusairet, Ph.D., PE (ELR) – Geotech Lead  Erik Brokamp, PE (ELR) – Drainage Design Lead  Matt Cornett, PE, PTOE (ELR) – Roadway/MOT Lead  Mike Lutes, PE (ELR) – Utilities Coordinator  Corrinne Lochtefeld, PE, PTOE, PTP, RSP (DGL) – Traffic/Light/ITS  Kevin White, Ph.D., PE (ELR) – Design QA/QC  Eric Trall (Triton) – Project Superintendent  Eric Hil (Triton) – Safety Manager  Executive Oversight: Kyle Kalkoff (Triton)  The Triton Design Build Team has the experienced staff necessary to successfully complete this project. We have committed the following personnel to navigate the project development process and safely complete construction. The organization chart (Figure 1) shows our Key Personnel as well as our Value-Added Personnel and subconsultants for this project. Providing clear and constant communication amongst team members will ensure risks are identified and mitigated to the greatest extent possible. |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
| --- | --- | --- | --- | --- |
| **C Design-Build Project Team (30 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Team. | | | | |
| **Describe the general experience of the firms that are part of the Offeror. Focus on specific firm experience that relates to carrying out the proposed Project and how the experience will ensure success of the Offeror’s general approach to the Project. Describe any notable expertise or other special capabilities of identified members of DB project team that are critical to your project approach. Firms shown on the Table of Organization and/or represented in the technical experience attachments (Part D) shall be specifically addressed as to their role on the Offeror’s team.** | | | | |
| **Score: 8.5**  **THE BEAVER EXCAVATING COMPANY** (Beaver) is a full-service construction manager, general contractor, and design-build firm that was founded in 1953 and is based in Canton, Ohio. The company specializes in earthwork, highway construction, concrete foundations, utilities, piling, demolition, and civil services. Today, Beaver defines industry standards in our general building, commercial, industrial, shale gas, geotechnical, and heavy highway services. Beaver was ranked in the Top 3 for Excavation nationally in the 2024 *Engineering News-Record* ranking.  Beaver has a strong reputation for performing quality work and demonstrating the core values on which the company was established – Safety, Quality, Loyalty, Integrity, Pride, Customer Focus, and Community Service. Other factors, such as schedule, the quality of our work, cost control, and creating an open and honest partnership between Beaver and its customers, also play key roles in our project approach.  Beaver has had the opportunity to construct many interchanges and related improvements for ODOT since our founding. Many of these projects have included risks and goals similar to those identified for this Belmont County I-70/SR-149 Interchange Improvement project, including utility relocation coordination, local stakeholder coordination, maintenance of traffic efficiencies, and environmental permitting coordination. Particularly noteworthy was a project  completed at the BEL-70 / State Route 9 interchange in St. Clairsville which presented tight right-of-way constraints and complex traffic patterns, as well as offered us insight into the unique traffic patterns and challenges posed by the heavy truck traffic on Interstate 70.  General Note: Good ODOT experience on the referenced project and other past history.  **TRC ENGINEERS, INC. (TRC)** is part of a global consulting firm whose subsidiaries and affiliates employ more than 7,000 technical professionals and support personnel in 136 offices throughout the U.S. and abroad. Public and private-sector clients alike depend on TRC to deliver solutions to their toughest infrastructure project challenges across a broad project spectrum that extends from small local-aid projects, interstate highway improvements, and bridge rehabilitations and replacements, to Design-Build and P3 projects with construction costs in the billions. TRC was ranked No. 16 by *Engineering News-Record* in its 2024 Top 500 Design Firm ranking and is prequalified with ODOT in numerous design categories. For this particular project, the DBT will leverage TRC’s prequalifications in Complex Roadway Design and Level 2 Bridge Design.  In Ohio, TRC provides their comprehensive suite of infrastructure engineering and design services through offices in Cincinnati, Cleveland, and Columbus. Projects have been completed or are ongoing for ODOT Districts 1, 2, 5, 6, 10, 11, and 12 consisting of Interstate mainline reconstructions (i.e. ongoing $100 million CUY-77-1121), roadway upgrades and safety enhancements, bridge rehabilitations, and complete bridge replacements which have enabled them to forge strong working relationships with ODOT personnel. Completed projects that are notably relevant to the work planned for the I-70/SR-149 Interchange Reconstruction include CUY-90-21.02 and BEL-70-26.84 which are detailed further in Part D – Project Experience of this document.  General Note: Good experience.  **TRANSYSTEMS CORPORATION OF OHIO (TRANSYSTEMS),** with over 1,800 professionals in 70+ U.S. offices, is ranked 14th among the Top Transportation Design firms and 58th among the Top 500 Design firms by *Engineering News-Record*. TranSystems is pre-qualified with ODOT at the highest level in all engineering and environmental categories. For this particular project, the DBT will leverage their prequalifications in Complex Lighting Design, Traffic Signal System Design, and Interchange Operations/Modification/Justification Study (IOS/IMS/IJS).  Operating in Ohio for the past 25 years, TranSystems brings a working relationship with Beaver having contributed 25% of the design for the Southern Ohio Veterans Memorial Highway, including roadway, lighting, drainage and 8 bridges, and served as Designer-of-Record for the LOR-58 Grade Separation DBB whereby they coordinated closely with Beaver on train movement during construction. Key staff include Aaron Grilliot, PE, PTOE (28 years) and Santi Sopraseuth, PE, PTOE (30 years).  General Note: Solid firm, just doing lighting/ITS.  **TRC ENVIRONMENTAL CORPORATION** is an ODOT-recognized affiliate of TRC Engineers that has provided environmental consulting services in Ohio through its legacy companies for over 30 years. Prequalified in all of ODOT’s environmental categories, TRC Environmental employs over 65 professionals in Ohio.  For the I-70/SR-149 Interchange Reconstruction, their experts bring a specialization in navigating the NEPA processes, including Categorical Exclusion documentation and waterway permitting. Sr. Project Manager Stacy Schimmoeller leads these efforts while leveraging her 18 years of experience. Prior to joining TRC Environmental, Stacy spent 10 years with ODOT’s Office of Environmental Services where she coordinated waterway permits and managed environmental compliance programs. She routinely works closely with TRC Engineers' design staff to meet project environmental goals.  General Note: Fine addition. | **Score: 8**  **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.  General Note: First JV together.  **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.  General Note: Limited ODOT experience, primarily with a major bridge. Capable firm. Highly regarded in adjacent states.  **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.  General Note: Appears to be capable Contractor, limited regional presence.  **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.  General Note: Good DB experience in the region. Very capable.  **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.  General Note: ID’s subs appropriate for Project.  **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. | **Score: 8.5**  **The Ruhlin Company** joined forces with **ms consultants, inc**. to leverage our collective Design-Build (DB) experience, extensive ODOT experience, resources, and project knowledge together into a single entity. Our companies have worked together on projects including ODOT District 12’s LAK-271-01.27/01.45 Ramp C Bridge Replacements and the Ohio Turnpike’s 43-20-03 Bridge Widenings at MP 222.7 (Turner Road) and MP 222.8 (Kirk Road). We are currently working together on the State Route 8 Bridge Widening project in Akron. We have also prepared a two-step Design Build Proposal for the CCG6B project in Cleveland. Our DBT members have expertise that is specific to the BEL-70-9.35 Project. Ruhlin brings experience building structures and leverages our in-house construction engineering to accelerate and sequence the new bridge construction, work with utility owners during relocations, and ability to construct a project and maintain access in close proximity to commercial neighbors. We have created a team that will successfully complete all aspects of this project.  General Note: Good prior ODOT experience, focus on structures.  We have partnered with **ms consultants, inc**., a well-established & reputable multi-disciplined engineering consultant headquartered in Central Ohio. ms consultants’ deep bench of Ohio-based bridge and transportation engineers coupled with its familiarity with ODOT standards and its experience delivering DB projects will serve this project well. Project Traffic Design Lead James Lacher, PE, has extensive traffic-focused experience in performing maintenance of traffic concepts, studies and construction plans. His similar experiences include the I-70/I-71 Downtown Ramp Up projects: a series of urban freeway, interchange, and ramp projects in downtown Columbus with highly complex MOT phasing and access requirements; the Southern Ohio Veterans Memorial Highway: a 26- mile limited-access highway contracted as a design-build-operate-maintain delivery; LAK-271-01.27/01.45 Ramp C Bridge Replacements: an urban interstate to interstate interchange project with challenging maintenance of access.  General Note: Capable firm, good previous experience.  **“Notable Experience” Table from Proposal Pg. 11/42**   * *Ruhlin*, headquartered in Sharon Center, Ohio and has a branch office in Gahanna, Ohio. * Dedicated safety team who works with our Heavy Civil Division every day that has produced a recent 7 years of no lost time injury safety record   General Note: Good previous ODOT experience with safety.   * Employee owned - the company began an Employee Stock Ownership Plan (ESOP) in 1977. Because of this, Ruhlin employees have a vested interest in the success of every project * Delivered 83 projects valued at more than $682 million to ODOT in the past ten years * Expertise in construction of roadways, bridges, other structures, steel repairs, heavy civil projects, and railroads * Experienced in-house staff of schedulers, estimators, and Professional Engineers * Marty Fritz, DBT Project Manager, and Billy Pope, DBT Construction Project Manager have successfully delivered recent ODOT projects * Recent recipient of the 2017 ODOT Conaway Partnering Award * 2021 recipient of the ODOT Prime Contractor of the Year at the Annual Civil Rights Transportation Symposium * Ruhlin’s current experience with the Utilities and MOT management at the ODOT Akron Innerbelt project provides valuable experience and lessons learned. * *ms consultants, inc. (ms)* is a nationally recognized engineering, architecture and planning firm founded in 1963 * Headquarters is in Columbus, Ohio * Employs approximately 250 engineers, architects, planners, environmental professionals, surveyors, construction managers/inspectors and right-of-way specialists * Has offices in 6 states * Has completed more than 5,500 projects in the past decade, equaling approximately $5.6 billion in construction costs * Extensive design-build experience * National expertise in transportation, utility infrastructure, architecture, environmental planning and more * Transportation related expertise includes Bridge Design and Inspection; Highway and Street Design; Planning; Traffic Engineering * 34 transportation related engineers reside and work in Ohio, including a dedicated 8-person traffic engineering team located in Columbus * Extensive experience developing and working with ODOT design policy and standards * Annually ranked by Engineering News Record as a Top 500 Design Firm in the US * In-house virtual desktop interface allowing employees to work remotely   General Note: Bulleted list demonstrates a capable DBT. | **Score: 7.0**  1 Strength  1 Minor Weakness  Our team was formed specifically to leverage the vast experience and abundant resources of both **Shelly & Sands** and **American Structurepoint.** Both have extensive experience delivering projects for ODOT and have partnered on several projects in the past (see Figure 2). Our successful collaborations have included similar project aspects including interchange modifications, complex maintenance of traffic, pavement rehabilitation, drainage improvements, and traffic signal modifications. Shelly & Sands has ample capacity to deliver through their access to the local workforce, the proximity of their management, facilities and equipment to the site, and their access to the locally sourced materials needed.  **Specific to this project S&S offers the following benefits to ODOT:**   * Closely held, by an Ohio family, S&S provides over 1500 jobs to Ohio families. * Corporate offices & main equipment maintenance facility approximately 50 miles from the project site. * Benwood Asphalt Plant and stone yard is 21 miles from the project with access to the Ohio River. * Rayland, Ohio permanent regional office, asphalt terminal, and emulsion manufacturing facility located approximately 22 miles from the project site. * Permanent Asphalt plant and Aggregate yard in Morristown, Ohio approximately 3 miles from the project site. * Largest ODOT construction services provider to ODOT in six of the last ten years, never falling below the second largest provider, delivering $2.6 Billon in ODOT Prime Contracted services in that period; countless more as a subcontractor. * Self-perform 39 of ODOT’s 57 Work Types and produce our own aggregate, asphalt and concrete. * Since the inception of the annual ODOT Don Conaway Partnering Award 11 years ago, S&S has won three awards, and received one runner up.   Strength – Easy access of considerable and necessary resources and a great history of partnering with ODOT on problematic Projects.  Minor Weakness: No discussion of ASP general background.  General Note: S&S - Majority of work with ODOT, local resources appreciated. Good history of partnering. Past history of DB projects is middling.  **NOTE: Proposal contains a collaboration Matric on Page 11/40 describing projects where DBT companies/staff have worked together previously.**  General Note: Collaboration matrix demonstrated previous work. | **Score: 7.5**  **Triton Construction Inc**. will be the lead organization and sole contracting entity with ODOT. Lead Designer **E.L. Robinson Engineering of Ohio Co.** (ELR) will be a subcontractor to Triton. **DGL Consulting Engineers (DGL)** will serve as a subcontractor to ELR providing specialty services such as traffic signal design and surveying. Highlights of our corporate team members are provided in Figure 2.  Triton –   * Local Contractor with history of successfully constructing roads, bridges, and utility projects. * Staff of 16 civil engineers and 4 Professional Engineers with 300 years of collective experience. * Completed nearby BEL-70-5.75 Bridge Replacement * Significant experience working with ELR   General Note: Excellent experience working with ELR. Limited experience with similar specifications and requirements. Sufficient capability.  EL Robinson -   * Employs 160 people located in 7 offices through Ohio, West Virginia, and Kentucky * ELR has pursued 85 DB projects and has been on the winning team 30 times. * ELR has developed scope and contract documents for over 50 DB projects.   General Note: Strong designer with innovative solutions. Very knowledgeable with regional requirements and specifications.  **Triton Construction, Inc.** Triton Construction, Inc. is a leading Heavy/Highway Civil contractor known for its expertise in the safe and efficient construction of a wide range of infrastructure projects, including roads, bridges, slip repairs, airport rehabilitation, and water and sewage treatment plants. The company specializes in both traditional design-bid-build and alternative design-build methods, allowing for flexibility and tailored approaches to each project’s unique needs. Triton has a proven track record in delivering high-quality road and bridge projects, ranging from rehabilitating existing structures to constructing new, signature projects involving complex grading and bridge alignment, often on high-traffic interstate routes. With a strong focus on traffic flow, safety, and incident management, Triton places the highest priority on minimizing disruptions and ensuring the safety of both workers and the public.  With extensive experience in Ohio and neighboring states, Triton brings valuable expertise in managing projects with similar terrain, geological conditions, and traffic challenges, making the company uniquely qualified to handle the specific needs of the SR-149 interchange reconstruction. Triton’s team is well-versed in structure rehabilitation, concrete pavement installation, utility coordination, and maintaining efficient traffic management during construction. The company is committed to delivering projects safely, on time, and within budget, consistently meeting the expectations of clients and stakeholders. Triton’s track record of success and its resource capabilities make it an ideal partner for infrastructure projects that require high levels of expertise, coordination, and dedication to quality.  **E.L. Robinson Engineering Co. (ELR)** is the lead designer and will be a subcontractor to Triton. ELR has a staff of over 160 transportation employees located in 7 offices across the Midwest, including over 50 employees in Columbus and Cleveland, Ohio. ELR has developed a reputation as a leader in the Design Build Transportation market that provides high quality services on complex projects.  The ELR has delivered Mega-projects including the recent MCE Phase 5B and CCG6B projects for the Ohio Department of Transportation, as well as numerous projects with Triton in West Virginia. ELR’s engineers use intuitive logic to search for cost-saving and economic opportunities while at the same time ensuring that durable designs are provided. ELR is a leader in Value Engineering and has worked with numerous construction firms to provide over 40 successful VECPs. ELR will leverage their collective experience on similar projects to provide ODOT with the most economical design, constructed in a safe and timely manner and with the highest quality. One specific area of notable experience is that ELR performed the design for the original design build, BEL-70-7.61, project that replaced the pavement and bridge at the I-70 & SR-149 interchange giving specific, local knowledge of the existing conditions and constraints.  General Note: Good regional experience  Supporting ELR with signal design, IOS/IJS and any surveying needs will be the experts at DGL Consulting Engineers (DGL). DGL is a full-service civil engineering firm with more than 60 employees in five offices throughout Ohio. They specialize in transportation; traffic and safety; facility and site development; parks and recreation, surveying and construction services. DGL is a trusted DBE partner that provides quality services traffic engineering services across the state.  Our firms have a strong history of working together on past projects. The Triton/ELR team have teamed together on dozens of different Design Build and Value Engineering projects and countless other construction engineering projects. The relationships and trust built on years of working together have led to improved communication, greater understanding of expectations, and risk management.  General Note – Good VECP rate, strong history together. |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
| --- | --- | --- | --- | --- |
| **C Design-Build Project Team (30 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Team. | | | | |
| Identify the Key Personnel as described in the subsequent table. Provide information within the SOQ to demonstrate the abilities of all identified Key Personnel through a description of qualifications, experiences, and performance of similar tasks on previous similar recent relevant projects, background, and education. These qualifications and experience should provide confidence to the Department that the Project will be effectively managed through personal competence and accountability. This information shall be expounded through resumes provided in Part E. Resumes for individuals who are not identified in the SOQ as Key Personnel shall not be included.  Consider the following:   1. The individual’s position and authority within the Offeror. 2. Previous projects, similar in nature to the proposed project or other significant efforts for which the individual has performed a similar function. 3. Relevant experience, professional registrations, education, and other components of qualifications applicable to this project. 4. Any unique qualifications. 5. A statement indicating that the individual is currently employed by a member of the Offeror at the time of the SOQ submittal.   Keep the duties of each position in mind when evaluating the resumes.   | KEY PERSONNEL | DUTIES | | --- | --- | | DBT Project Manager | The DBT Project Manager shall be ultimately responsible for the Offeror’s performance. Ensures that personnel and other resources are made available. Responsible for contractual matters. This position is required for the duration of all design and construction-related activities on the Project. Preferred experience of seven (7) years of experience on highway construction projects. This position is required for the duration of the Project. | | DBT Construction Project Manager | The DBT Construction Project Manager actively manages the overall construction of the project. Must be an employee of the Lead Contractor. Responsible for overall construction. The DBT Construction Manager shall have a minimum of five (5) years of similar experience on highway projects. The DBT Construction Project Manager shall be on a full-time basis for the construction duration of the Project. | | DBT Lead Design Engineer | The DBT Lead Design Engineer shall be responsible for ensuring all key design aspects on the Project are completed and all design requirements are met. Shall have a minimum of seven (7) years of recent similar experience on highway projects. Must be an Ohio P.E. at time of award or be able to obtain licensure by award of contract. This position is required for the duration of all design-related activities on the Project. |   Duties may be performed by more than one person. If this is the case, provide information for each person and clarify individual duties. (Note: Part E page count will not be increased.)  Any person proposed as Key Personnel in a Key Personnel position requiring a Professional Engineering license who is not an Ohio P.E. at SOQ submission may be proposed if 1) the person is licensed in another state and 2) submits a commitment in the SOQ to becoming licensed in Ohio prior to Award. | | | | |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
| --- | --- | --- | --- | --- |
| **C Design-Build Project Team (30 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Team. | | | | |
| **3A. Evaluation of the Offeror’s proposed DBT Project Manager.**  ***Duties per RFQ: The DBT Project Manager shall be ultimately responsible for the Offeror’s performance. Ensures that personnel and other resources are made available. Responsible for contractual matters. This position is required for the duration of all design and construction-related activities on the Project. Preferred experience of seven (7) years of experience on highway construction projects. This position is required for the duration of the Project.*** | | | | |
| **Score: 8.5**  **Name: Jeff Wiemken, PE (Beaver)**  **30 Years Experience, 1 with Beaver**  **Professional Registrations/Certifications:**   * Professional Engineer:   OH License #PE.64628   * OSHA 30 * Certified Rigging * First Aid/CPR   **Education:**  B.S., Civil Engineering, The Ohio state University, Columbus, OH  **Unique Qualifications:**   * Interstate and local MOT Experience * DB Experience * Dispute Resolution Experience * Utility Coordination Experience * Constructability Review Experience * Partnering Experience   **Commitment:**  Design – 75%  Construction – 50%  General Notes: Long time Miller Bros. Good prior ODOT collaboration. Highly capable. Good experience of projects of similar size and complexity. Time commitment reasonable. 2 DB projects identified.  **Key Project Experience:**  **ODOT 233006 WOOD COUNTY I-75 LIME CITY RD BRIDGE REHAB-DESIGN BUILD (ODOT D2) ($7.2M – Senior Project Manager).** Jeff provided senior oversight on this Design-Build bridge project, which involved jacking and raising the structure to achieve safe vertical clearance. Specialized reuse and new girder design to eliminate cost and need for new materials on the structure. Coordinating extra work demolition plan with the department to mitigate several collisions with Beaver’s falsework. Jeff coordinated with Joe Brown and the department to mitigate costs and impacts to traffic on I-75.  ***Relevance: Design Build, Utility Coordination, ODOT***  **ODOT 190470 LUCAS COUNTY I-475/DORR ST. MAJOR RECONSTRUCTION (ODOT D2) ($45.2M - Structures Group Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work. The work included new construction of the I-475/Dorr St. Interchange, including modern dog-bone roundabouts (Dorr St. & McCord Rd. Roundabout). Reconstruction included over two miles of urban interstate widening from two lanes to three, including structure rehabilitation and widening of the pair of three-span bridges over Hill Ave and the pair of threespan bridges over Dorr St. The project included widening Dorr St. from two lanes to five. ***Relevance: Utility Relocation Coordination, Interchange Construction, Interstate and Local Maintenance of Traffic, Local Stakeholder Coordination, Environmental Commitments, ODOT.***  **ODOT 150210 LUCAS COUNTY US 20/I-475 INTERCHANGE (ODOT D2) ($38.9M – Senior Project Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work. The work consisted of reconstructing the US 20 and I-475 to an SPUI interchange with widening and reconstruction of approximately two miles of I-475. The new interchange was built off-line while maintaining the existing interchange and ramps. A detailed CPM schedule with hourly logic for ramp tie-in closures was developed to optimize construction flow. Environmental permit acquisition delayed portions of the work which was mitigated by resource allocations and acceleration efforts. ***Relevance: Utility Relocation Coordination, Interstate and Local Maintenance of Traffic, Environmental Commitments and Coordination, Local Stakeholder Coordination, ODOT.***  **ODOT 143000 HANCOCK/WOOD COUNTIES IR 75 MAJOR RECONSTRUCTION – DESIGN BUILD (ODOT D1/D2) ($65.5M - Senior Project Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work, including demolition plans, temporary support, and railroad coordination. The work consisted of over 8 miles of roadway reconstruction, including the rehab or replacement of eight bridges, drainage, subgrade stabilization, pavement and traffic control. This multi-phased project was built using part-width construction with a focus on maintaining traffic. Three interchanges remained open to traffic throughout the work. ***Relevance: Design Build, Utility Relocation Coordination, Interstate and Local Maintenance of Traffic, Environmental Commitments, Local Stakeholder Coordination, ODOT.***  **US 24 FORT TO PORT – ODOT 060433, 080152, 090201 DEFIANCE, HENRY, AND LUCAS COUNTIES MAJOR RECONSTRUCTION AND NEW CONSTRUCTION (ODOT D1 AND D2) ($153M Combined - Project Manager).** Jeff managed overall project operations, including weekly progress meetings, CPM scheduling, RFI’s, work plan development, demolition plans, beam erection plans, railroad coordination, and submittals. The work consisted of upgrading US 24 from a two-lane undivided highway to a divided four lane highway, new four lane highway alignment, ground improvements, three new interchanges, nine new overpass bridges, four pairs of mainline bridges, intersections, MSE Walls, and culverts. The work included bridge deck replacement on the SR 281 bridge over the scenic Maumee River under a 75-day closure with incentive/disincentive which finished on time. ***Relevance: Utility Relocation Coordination, Interchange Construction, Local Maintenance of Traffic, Environmental Commitments, Local Stakeholder Coordination, ROW Acquisition, ODOT.***  **MDOT 125868 MONROE COUNTY IR 75 MAJOR RECONSTRUCTION ($126.7M – Structures Group Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work. The work consisted of approximately four miles of roadway reconstruction, bridge reconstruction and bridge rehabilitation, including cofferdams, tremie concrete, deep foundations, concrete and hot mix asphalt pavement, ITS, drainage improvements, deep overlay, substructure patching, and approach work on I-75 from Erie Road northerly to Otter Creek Road. ***Relevance: Utility Relocation Coordination, Interchange Construction, Interstate and Local Maintenance of Traffic, Local Stakeholder Coordination, Environmental Commitments.*** | **Score: 7**  **Name: Kevin Meade (Brayman)**  **11 Years Experience, all with Brayman**  **Professional Registrations/Certifications:**   * OSHA 30 * OSHA 10 * ATSSA Traffic Control Technician   **Education:**  Bachelor of Science, Civil Engineering  Ohio University  **Unique Qualifications:**   * Project Management * Safety Programs * Cost Analysis * Communication   **Commitment:**  None listed  General Notes: Projects listed appear to be comparable of size and complexity, but unsure of specific engagement on listed projects. No time commitment listed. Projects of different specifications and requirements listed. 2/4 Projects were JVs.  **Key Project 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.  **Hulton Bridge** Oakmont, PA | $65 M | 2016 | PennDOT – District 11 | Brayman Construction Corporation  Scope involved the replacement of a twolane 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. | **Score: 8**  **Name: Marty Fritz (Ruhlin)**  **16 Years Experience, 3 with Ruhlin**  **Professional Registrations/Certifications:**   * Surveyor-in-Training (S.I.T.) * OSHA 30 Hour * CPR Training * OSHA Trenching & Excavating * Fall Prevention Safety Training   **Education:**  MBA, Operations Mgmt.; BS, Surveying & Mapping; AAS, Surveying Engineering Technology - The University  of Akron  **Unique Qualifications:**   * Owner-side experience * Scheduling * Stakeholder experience   **Commitment:**  Design – 30%  Construction 30%  General Notes: Some experience on projects of similar size and complexity. Acceptable time commitment. 2 DB projects listed. Prior experience with similar specifications and requirements.  **Key Project Experience:**  **ODOT 223000, Southgate Parkway (SR 209) Bridge Replacement, DB,** Guernsey County, OH    DB Project Manager for the removal and replacement of the SR 209 bridge over Wills Creek and Genesee & Wyoming Railroad. The project includes complicated demolition of the existing curved, hinged structure and full design and replacement with an approximately 850’ structure in an approximate 1-year duration full closure. The project is within a constricting footprint, within a floodplain, adjacent to residential neighborhoods, and is a primary route into downtown Cambridge, Ohio. Effective use of Buildable Units and comprehensive design conversations between the DBT and ODOT soon after award to enabled long lead time materials to be fabricated within the demanding constraints of the construction schedule. Frequent meetings and comment resolution sessions were also held with stakeholders including The City of Cambridge to effectively incorporate their desired features. Marty successfully managed relationships with all stakeholders and fostered a positive attitude around the project and within the local community. The project was a success and is a source of pride for the DBT, ODOT, and The City of Cambridge. The project has also been featured at recent industry meetings and conferences. $13.4 million  **ODOT 140002, DBB,** Lorain County, OH  Chief Field Engineer for the replacement of State Route 2 over Lakeshore Railroad and Murray Ridge Road. This design-bid-build project consisted of the replacement of 2 pairs of bridges on mainline route 2. As originally designed, the early phases included full traffic crossovers which required the bridge structures to be over-built to accommodate MOT patterns in the subsequent construction phases. Responsible for site engineering, scheduling, and material procurement. A major role during this project was working with **ms consultants** on a maintenance of traffic Value Engineering Change Proposal to introduce greater efficiency into the MOT scheme. Our teamwork and ingenuity resulted in an approved VECP to construct part-width crossovers, which eliminated the need for the over-widening of the bridge structures. This plan proved successful and ultimately saved the Project a substantial amount of money, as well as limit future inspection and maintenance responsibilities. The safety of the traveling public was maintained throughout construction and the project was successfully delivered. $10.1 million  **ODOT 173000, Opportunity Corridor Phase 3, DB,** Cuyahoga County, OH  Lead Structures Engineer and Construction QC Manager for the final phase of the Opportunity Corridor Project extending a 5 lane boulevard from Interstate 490 to East 105th in the University Circle area on the East side of Cleveland. The project also included the construction of 7 new bridge structures-4 vehicle bridges, 1 rail bridge (NSRR), 2 pedestrian bridges, as well as the removal of 2 structures. Three of the new vehicle structures were curved structures. Both of the mainline structures over GCRTA Blue/Green lines included skewed substructures and curved girders. Maintenance of Traffic and utility relocations were considered during design and were a focal point of this project. Role included constant collaboration with the DBT’s utility coordinator to ensure utility relocations/modifications were on schedule and in line with the overall project sequence. The project team worked with multiple utility owners including Cleveland Public Power, First Energy, Cleveland Water Department, Dominion, The Northeast Ohio Regional Sewer District, AT&T, and others.Duties also included management and financial oversight, oversight of construction engineering processes, management of major schedule elements, constant collaboration with the design team and IQF, constructability reviews, and overall responsibility for construction quality control and required documentation. Coordinated critical material procurement and worked with necessary crews and suppliers to plan complex deliveries and tasks. The design and construction of this project presented several challenges and have been featured at recent industry conferences. $ 151million  **ODOT 138033, Village of Richfield and Townships of Richfield & Boston, DBB,** Summit County, OH  Chief Field Engineer for structure work. Project involved the full depth pavement removal and replacement with asphalt concrete on both the northbound and southbound lanes of Interstate 271. In addition, all ramps located within the project limits of I-271 were reconstructed. Other routes which included State Route 303, County Road 17, State Route 176, and parts of Interstate Route 77 were also reconstructed. Bridge rehabilitation and reconstruction was performed at State Route 303, County Road 17, State Route 176, and all Interstate Route 77 structures within the corridor. Was employed by the subcontractor that performed the structure work on the project. The project included multiple phases and MOT phases within a heavily traveled interchange which necessitated careful planning and scheduling. Responsible for the planning and development of phased construction work plans, administration of construction engineering and surveying, constructability reviews, and major equipment scheduling. Also served as the company safety representative. | **Score: 7.5**  **Name: Austin Bates, PE (S&S)**  **14 Years Experience, 14 with S&S**  **Professional Registrations/Certifications:**   * Licensed PE (86421) * Construction Management Certificate, Ohio University * OSHA 30 Hour * Confined Space * Crane Rigging and Signaling * First Aid/CPR   **Education:**  B.S in Civil Engineering, Ohio University  **Unique Qualiﬁcations:**   * Performed at all levels of S&S   **Commitment:**  Design – 100%  Construction – 100%  General Note: Projects listed appear to be comparable of size and complexity, but unsure of specific engagement on listed projects. Time Commitment acceptable. 3 DB projects listed. Good prior working relationship with ODOT.  **Key Project Experience:**  **210221 Muskingum County I-70 ($91M)**  Major reconstruction of I-70 in Zanesville, including removal/replacement of nearly 3 miles of existing concrete and asphalt concrete pavement, as well as 11 on/off ramps. Median barrier, lighting, drainage, guardrail, singing and signals will also be replaced. Additionally, the project includes both major and minor rehabilitation to 13 bridges, total replacement of one bridge, and the removal of one bridge. Extensive coordination and planning are required for these structures, as they span several local access roads, I-70, the Licking and Muskingum Rivers, and three sets of railroad tracks.  **230400 Jefferson County SR-7 ($3.8M)**  Rehabilitation of three-span steel beam bridge carrying both bounds of State Route 7 over Logan Avenue in Mingo Junction, Ohio. Work included extensive MOT on SR-7 with removal/ replacement of 1,200 LF of median barrier wall and use of contra-flow. Bridge work included phased removal and replacement of the concrete deck, approach slabs and structural steel, as well as removal and replacement of pier caps and abutment beam seats.  **220248 Muskingum County Gaysport Bridge ($7.3M)**  Rehabilitation of an 886’ seven-span truss bridge carrying CR 66A over the Muskingum River in Blue Rock, Ohio. This project involved extensive causeway work to remove the existing bridge superstructure and erect new rolled beams and plate girders, with the largest spans over 140’ long. All six of the original sandstone piers (late 1800’s) were salvaged and included in the proposed structure, which involved new sheet piling walls, tuck-pointing, and new concrete caps.  **230077 Belmont County SR-800 ($1.37M)**  Half-half replacement of a three-span continuous slab bridge carrying SR-800 over Muskrat Creek near Barnesville. Project involved in-stream access, pile driving and encasements, new concrete substructure and superstructure.  **WV DOH Halleck Rd OP Design Build ($7.6M)**  Design and replacement of a pair of three-span mainline I-79 bridges with single-span steel beam bridges on MSE walls near Morgantown, WV. An accepted ATC removed the requirement for crossovers and contra-flow, enabling the structure replacement to be performed in two phases instead of four. Additional work included widening of 600’ of I-79, new median drainage, and re-surfacing of both I-79 and Halleck Rd.  **WV DOH Kevin Rux Memorial Bridge ($4.2M)**  Design build project in Bridgeport, WV. Structure carrying WV 131 over I-79. Scope included a phased roadway and structure widening to accommodate a new turning lane across the proposed structure. Work included erection of an additional line of plate girders, complete deck replacement, substructure widening, painting of existing girders and widening/resurfacing of 600’ of WV 131.  **WV DOH McClanahan +1 Design Build ($2.2M)**  Design and replacement of two deficient structures near Poca, WV. Replacement of the McClanahan bridge carrying CR 38/1 over the Pocatalico River with a three-span steel beam bridge on capped-pile abutments and new piers on drilled shafts. Replacement of the Harmons Creek bridge over Harmons Creek with 31’ single-span slab bridge. Both structures involved permitting for in-stream access below OHWM, multiple utility relocations and new right-of-way acquisition, all responsibilities of the Design Build Team.  **WV DOH Airport Exit Bridge ($3.8M)**  Design Build bridge project located in Morgantown, WV. Scope included a three-phase deck replacement, new parapets, substructure rehab and painting of existing girders for bridge carrying Cheat Rd over I-68. This interchange provides critical access for traffic heading to WVU and it’s football stadium. Three phase replacement was required to accommodate the high traffic volumes, and strict non-working periods were enforced during WVU home sporting events.  **190487 Jackson County US-35 Overlays ($930K)**  Two-phase rehab of existing pair of three-span slab bridges on US-35. Deck edge removal/ replacement, new parapet walls, new approach slabs and bridge deck overlays using hydro-demolition.  **200060 Jackson County CR 29 Bridge ($963K)**  Replacement of bridge over North Pigeon Creek with 86’ single-span composite box beam bridge.  **200160 Athens County US 56 Bridge ($970K)**  80-day closure of US 56 to replace the deck and beams of the existing bridge over Kanawha River RR. Additional work includes concrete sealing, approach slabs, beam painting and minor resurfacing.  **180478 Pike County TR 655 Bridge ($738K)**  Improvement of 425’ of TR 655 by replacing the existing bridge with a 3-span non-composite box beam bridge on capped pile abutments and piers. Maintained one lane of traffic by constructing 1200 CY temporary embankment and temporary signals. | **Score: 6.5**  **Name: Gary Saltsman, EIT (Triton)**  **10 Years Experience, 2 with Triton**  **Professional Registrations/Certifications:**   * OSHA 30 Hour * OSHA Confined Space * OSHA Fall Protection * OSHA Scaffolding * OSHA Trench and Excavation * First Aid/CPR, AED * PennDOT NECEPT Concrete Field Testing Technician * ASBI Grouting Trainiing Certificate * PTI Level 2 Multi-Strand & Grouted PT Specialist   **Education:** BS Civil Engineering Technology, University of Pittsburg, 2015  **Unique Qualiﬁcations:**   * Demolition * Custom Falsework * Precast systems   General Note: All projects are of different specifications and requirements. Good prior roles on projects listed. Good DB Experience in previous roles. Prior projects are of similar size and scope. *No time commitment listed.*  **Commitment:**  None listed  Key Project Experience:  **Cheat River Bridge Design Build, Tucker County, WV ($147M) (WVDOH) *Project Manager*:** Design and Construction of a 3,300’ multi span steel plate girder bridge over the Cheat River. The bridge piers are founded on a combination of large diameter drilled shafts and H-piling. The project consists of H-shaped piers that range from 150’ to 160’ in height, 88’6” by 24’ pier caps, and a cast in place deck. The 620’ main river span included stacked haunch girders. The project is currently ongoing. | *Date of Construction:* January 2023 – Present | *Owner & Contact Information:* West Virginia Division of Highways, Tommy Collins - WVDOH Regional Construction Engineer Coordor H, Phone: (304) 546-1455  **F89 Exit 300 I81 Accelerations Lane, Warren County, VA ($7M) (VADOT) *Project Manager:*** Construction of a 130’ single span precast beam bridge over Water plant Road near Strasburg VA. Project consists of phased construction along I81 at mile post 300. Phase 1 included demolition of half of the original 3 span bridge, and widening towards the median of I81. The project is currently ongoing. | *Date of Construction*: November 2022 – June 2024 | Owner & *Contact Information:* Virginia Department of Transportation Josh parlett – VDOT Construction Manager Staunton District, (540) 743-1420  **John Blue Bridge, Hampshire County, WV ($12.1M) (WVDOH) *Project Manager:*** Construction of a 478’ multi span steel plate girder bridge over the South Branch of the Potomac River. The bridge piers were founded on large diameter drilled shafts within the river and the abutments were on driven piling. The project also consisted of 2 – 300’ retaining walls with permanent rock anchorages. *Date of Construction:* January 2020 - May 2022 | *Owner & Contact Information:* West Virginia Division of Highways – District 05, Daniel Watts, (681) 320-2077  **Charleroi Locks and Dam - River Chamber Completion, Monongahela River, Monessen, PA ($56M) *Project Engineer* :** Performed as a Joint Venture by Trumbull Corporation and Brayman Construction, TBJV is currently building the Base Bid, Option 1, and Option 2. With these options, TBJV will construct the new middle wall monoliths from M-1 to M-16. Aspects of the Project include the following: Cofferbox Excavation, Cofferbox Dewatering, Underwater Excavation, 72-inch Diameter Drilled Shafts, Drilled Shaft Tremie Concrete, Secant Pile Installation, Mass Monolith Concrete Placements, Crosshole Sonic Logging (CSL) Testing, Control Tower – CIP Construction, Sheet & King Pile Cofferbox Construction, Mass Tremie Concrete Placements, and Dynamic Pile Testing. | *Date of Construction:* September 2017 – July 2018 | *Owner & Contact Information:* US Army Corps of Engineers, Pittsburgh District  **SR 93 Oakley C. Collins Memorial Bridge (Ironton-Russell Bridge), Ironton, Lawrence County, OH ($87M) (OHDOH) *Project Engineer*:** Scope involved construction of a cast-in-place concrete, cable-stayed bridge with the main unit consisting of three spans; two flanking spans at 370’ each and a center span of 900’ -- the longest span ODOT has ever constructed. The main span is supported by 2-each, 316’ tall cast-in-place delta-shaped towers, founded on large diameter drilled shafts with rock sockets. The project employed many innovative modifications to traditional means and methods such as casting back spans in place using custom designed falsework, a precast anchor block system to simplify stay cable anchorage placement, precast concrete girders for floor beams on side spans, and precast cofferdams.| *Date of Construction:* August 2015 – July 2017| *Owner & Contact Information:* Ohio Department of Transportation, District 9 |

| **BEAVER** | **BRAYMAN** | | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
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| **C Design-Build Project Team (30 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Team. | | | | | |
| **3B. Evaluation of the Offeror’s proposed Construction Project Manager.**  ***Duties per RFQ: The DBT Construction Project Manager actively manages the overall construction of the project. Must be an employee of the Lead Contractor. Responsible for overall construction. The DBT Construction Manager shall have a minimum of five (5) years of similar experience on highway projects. The DBT Construction Project Manager shall be on a full-time basis for the construction duration of the Project.*** | | | | | |
| **Score: 9**  **Name: Dan Engelhart (Beaver)**  **37 Years Experience, 16 with Beaver**  **Professional Registrations/Certifications:**   * OSHA 30 * First Aid/CPR * ACI Concrete Technician * ATSSA Traffic Supervisor * AGC Project Manager Course * Lead Work Training   **Education:**  None listed  **Unique Qualifications:**   * Interstate and Local MOT * Limited ROW Construction * DB * Complex Bridge Construction * Unique Pile Driving and Depp Foundation * Utility Coordination * Constructability Review * Partnering   **Commitment:**  Design – 25%  Construction – 100%  General Notes: Projects listed are of similar size and complexity. Highly capable with many years of experience. Limited DB experience. Reasonable time commitment.  **Key Project Experience:**  **OTIC 432304, SUMMIT COUNTY TINKERS CREEK BRIDGE RECONSTRUCTION (OHIO TURNPIKE) ($42.7M – Project Superintendent)**. Dan is responsible for overseeing all construction activities for this demolition and reconstruction project in Hudson, OH which includes the eastbound and westbound bridges over Tinkers Creek. The project involves shortening the bridge spans from the original structures and faced challenges due to limited right-of-way (ROW) caused by nearby wetlands and NEPA restrictions. This required extensive planning and coordination to execute the work properly. Traffic management was critical, with continuous monitoring of the existing bridges to address any damage and prevent disruptions to traffic flow. After the project was awarded, the construction zone limits were extended to minimize disruption to public traffic from construction traffic. Due to the project's location in an EPA-restricted area, additional steps and approvals were required to ensure compliance with environmental regulations. Dan assisted with the constructability review of the Load Transfer platform on timber piles, which replaced the original Deep Soil Mixing approach for the abutment embankments on a low-strength peat bog. This solution reduced environmental risks related to groundwater pH, removing the need for EPA Method 150.2 monitoring. ***Relevance: Limited ROW construction, Local Maintenance of Traffic, Local Stakeholder Coordination, Value Engineering, Environmental Commitments.***  **ODOT 190328, STARK COUNTY INTERSTATE 77 AND ROUTE 30 BRIDGE REPLACEMENT (ODOT D4) ($60.4M - Project Superintendent)**. Dan was responsible for all field operations and project safety on this infrastructure improvement. His experience with complicated phased bridge construction and traffic management was an incredible asset for the project and ODOT. The project was a four-year highway construction project at the I-77 / US-30 in Canton, OH. The project primarily revolved around two complete bridge replacements, one bridge re-deck, including minor substructure rehabilitation, and 15 bridges that received minor structure rehabilitation. The project also included relocation of a 72” sanitary sewer line, construction of three cast-in-place sanitary sewer junction chambers, full-depth pavement replacement through the interchange, and installation of new roadside drainage structures. Dan was a key asset to the project due to his extensive coordination with the local sewer department and the EPA, particularly given the scale of the sanitary system and the complexity of the dewatering requirements. ***Relevance: Utility Relocation Coordination, Bridge Construction, Local Stakeholder Coordination, Interstate and Local Maintenance of Traffic, Environmental Commitments, ODOT.***  **ODOT 143000, SCIOTO COUNTY SOUTHERN OHIO VETERANS MEMORIAL HIGHWAY/PORTSMOUTH BYPASS (DBFOM) (ODOT D9) ($429M - Structures Manager)**. Dan had direct management responsibility for the construction of 21 independent bridge structures along a 16-mile, four-lane highway corridor. Dan oversaw procurement, subcontractor performance, self-performed work, and direct coordination with the designer for any design changes. This project included 16 bridges constructed with concrete beams and 5 completed with steel plate girders. In addition to the bridge elements, Dan oversaw traffic control and coordination with stakeholders. Dan managed all aspects of the project schedule for the structures work, including planning all major pours and coordinating dozens of cranes required for the work. Dan was co-located to this project throughout the duration of the structures work. ***Relevance: Design Build, Bridge Construction, Interstate and Local Maintenance of Traffic, Environmental Commitments, Dispute Resolution, Utility Coordination. ODOT.***  **ODOT 060467, SUMMIT COUNTY INTERSTATE 271 & STATE ROUTE 8 INTERCHANGE RECONSTRUCTION (, ODOT D4) ($95M - Structures Superintendent)**. Dan was the structures superintendent on this major interstate interchange reconstruction in Northeast Ohio. This $95 million project consisted of the reconstruction of 12 bridges along with over 1 million CY of embankment placement. In addition to the 12 bridges, 128,000 SF of retaining wall was constructed as part of this interchange improvement. Working in this very busy corridor, nearly $1 million was saved through value engineering and the project was completed one year ahead of schedule. ***Relevance: Interstate and Local Maintenance of Traffic, Local Stakeholder Coordination, Dispute Resolution, ODOT*.**  **ODOT 091058, PORTAGE COUNTY SR 43 & CRAIN AVENUE RELOCATION, (ODOT D4) ($17.4M - Project Superintendent).** Dan’s responsibilities included complete control of all field construction activities. In addition to his role in field supervision, Dan was also involved in design coordination for significant changes through value engineering and constructability revisions. The project consisted of roadway widening and realignment and the reconstruction of two bridges over the Cuyahoga River and CSX and Wheeling & Lake Erie Railroad. Dan was directly responsible for daily communication with the railroad and all construction management for work across the waterway. ***Relevance: Local Maintenance of Traffic, Bridge Construction, Utility Coordination of Structure Mounted Utilities. Environmental Commitments, Local Stakeholder Coordination, ODOT*.** | **Score: 7.5**  **Name: Roy L. Payton (Brayman)**  **“Over 30 years experience, 16 years on ODOT Projects” Pg. 42/78**  **Professional Registrations/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   **Education:**  None listed  **Unique Qualifications**:  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.  General Notes: Appears to be experienced, Key Projects don’t specifically list his role on the Project. Good DB Experience. Lots of previous ODOT experience. No commitment listed.  **Commitment:**  None listed  **Key Project 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.  **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 | **Score: 8**  **Name: Billy Pope (Ruhlin)**  **28 Years Experience**  **Professional Registrations/Certifications:**   * OSHA 30-hour training * HAZWOPER 40-hour training * ATSSA Certified * ODOT and PENNDOT WTS * Fall Protection Training * Trench and Deep excavation * LEAD Training * Silica Training * Signaling & Rigging Training * Asbestos Training * ACI Certified * Confined Space * NFPA Certified   **Education:**  None listed  **Unique Qualifications:**  Billy will be involved with constructability reviews during design and will ensure that all safety, quality, and workforce diversity goals are met. He will oversee the development and updates of the construction CPM schedule and coordinate the work of all construction superintendents and subcontractors. Billy will be authorized to provide and direct project staff and resources to build the work according to the design specification and schedule.  **Commitment:**  Design – 5%  Construction – 100%  General Notes: Appears to be experienced in Projects with different delivery methods. Good background with utility relocation projects. Appears capable of performing minimum requirements. Reasonable time commitments.  **Key Project Experience:**  **ODOT 104983 I-77/Miller Road Interchange, DBB,** Cuyahoga County, OH  Superintendent for construction of on/off ramps for north and southbound to Miller rd. to I-77, Sanitary relocation, storm sewer installation with water quality and all structures associated, and reconstruction of Miller rd. This Project was multi-phased for minimal impact to surrounding residential, commercial, and highway traffic. The sanitary installation consisted of bypass pumping to allow no interruption in service, with installation depths of over 30’ along I-77 and Miller rd. and connections being coordinated with no interruptions in service. Being multi-phased and with such an extensive upgrade to the storm sewer to accommodate a newly established industrial park proved to be challenging, however with the partnership of ODOT and years of established relationships with neighboring contractors and resources, we successfully accomplished a great product within my allotted time. $32 million  **PENNDOT I-80 Canoe Creek, CM,** Beaver County, PA  Superintendent for the roadway/ utility construction on Unique P3 funded project partnered with Bridging Pennsylvania to replace two dual multi-spanned bridges on I-80 going over Canoe Creek and Tippecanoe rd. Working closely with Fish and Game, EPA, and PennDOT to protect wildlife, national historical site, and sensitive tributaries and un-named tributaries, while efficiently clearing and removing over 450,000 cy of overburden to allow construction of the bridge replacement. We were able to successfully install temporary roadways over multiple gas transmission lines, tributaries, and through protected historical sites without incident. Navigating the dangerous stretch of highway for MOT and traffic switches throughout phasing was a great opportunity to adapt to a new perspective while working with PennDOT and Bridging Pennsylvania, as with this I gained valuable experience and knowledge regarding the importance of MOT and E&S balance. This project offered a great opportunity to show off the importance of crisis management and stellar BMP practices. Another great aspect to this project was not only mitigating the impact to surrounding natural resources and wildlife, rather the resolve to inherited challenges upon excavation in the form of APR (acid producing rock), shale, and changing water table. The cooperation and partnerships from all parties involved was invaluable when utilized for the value giving a quality product. $450 million  **ODOT 173000 Opportunity Corridor Phase 3, DB,** Cuyahoga County, OH  Superintendent managing and overseeing the installation of all electrical, traffic, and data infrastructure installation for phase 3 of the Opportunity Corridor Project extending a five-lane boulevard from I-490 to East 105th Street. We successfully and efficiently installed over 200,000 LF of electrical conduit ranging from 6”-2”. Navigating the installation through and around a multitude of new infrastructure, bridges, and many contractors. I successfully coordinated all installations in tandem with surrounding work and entities. Every LF of conduit was separated, encased, and documented above and beyond spec to ensure a quality product. We installed over 50 electrical vaults for Cleveland Public Power, connecting all to existing grid, and ensuring a watertight seal, along with proofing each line to conform to owner specs flawlessly. Everything was completed meticulously in phases to ensure the punch list process was minimal. We installed over 200,00 LF of traffic/ data conduit along with over 250 pull box structures, all of which were proofed, encased, and proper locations established prior to completed roadways, all while protecting the integrity of our work to limit any issues with installation and punch list issues. This project was a great example of teamwork amongst trades, contractors, designers, owners, and all involved. $7.6 million | | **Score: 9**  **Name: Dave Shannon (S&S)**  **30 Years Experience, 23 years at S&S**  **Professional Registrations/Certifications:**   * Damage Utility Prevention * Ohio Traffic Incident Management * OSHA 30 * Traffic Control Training * Confined Spaces Training * DFWP Supervisor Training * FA/CPR * HAZCOM   **Education:**  Youngstown State University  **Unique Qualiﬁcations:**  Dave ensures Shelly & Sands is providing the material, labor, and equipment resources required to safely and efficiently produce high quality work for ODOT. Dave has played critical roles on several large-scale projects including Akron Main & Broadway and The Akron Beltway Design Build Project. His extensive experience with ODOT projects has given him a deep understanding of the ODOT CMS, supplemental drawings, and plan notes. Dave’s involvement during the design will ensure the DBT is considering constructability. Dave will have full authority to manage day to day construction and aide in design conversations.  **Commitment:**  Design – 50%  Construction – 100%  General Notes: Good experience with projects of similar size, complexity, and procurement method. Good prior working relationship with ODOT. Good time commitment.  **Key Project Experience:**  **ODOT 213000, The Akron Beltway, Summit County, OH ($162M)**  Project Superintendent Located in Summit County, The Akron Beltway reconstructed the massive interchange that connects I-77, I-76, and route 8. With a project area of 10 square miles, Dave led the roadway crews to complete 19 linear miles of full depth pavement reconstruction and widening including 44 miles of underdrain and drainage. In addition to that, he led efforts in stabilization, undercuts, and several thousand tons of aggregate. The project had over 260 RFIs and several hundred change orders; however, did not need to bring anything to the attention of the Dispute Resolution Board. Dave aided in our partnering efforts with ODOT and managed a workforce that sometimes reached as many as 80 union workers on any given day.  **ODOT 160219, I-76 Main & Broadway, Summit County, OH ($84M)**  Project Superintendent This four year major reconstruction and reconfiguration of the I-76 interchange with Main and Broadway Streets required coordination with the stakeholders, and specifications, of ODOT, The City of Akron, CSX Railway, and Akron METRO, among others. While building the 11 bridges, 200,000CY of excavation, 112,000 tons of asphalt, and nearly 9.5 miles of drainage and waterline, Dave proved he could secure and manage company resources to complete the project within the project completion date. Despite having 162 RFIs and 139 change orders, the project team equitably managed issues without the need for taking a single issue to the project DRB. Located between Vernon Odom Blvd. And SR-8, the project provided an urban landscape that required maintaining access to several local businesses and grocery stores. The urban landscape also created several utility relocations which Dave and the project team navigated without causing delay to the end date of the project.  **120625, I-90 Ashtabula County, OH ($68M)**  Project Superintendent Dave held the role of Project Superintendent on this massive reconstruction of I-90 in Ashtabula, OH. Overall, Dave was responsible for the complete rehabilitation of 6.79 miles on I-90. Dave also managed the reconstruction of 6 bridges and several ramps. The project scope included the nearly 7 miles of full depth reconstruction, 6 structures, ramp improvement for ramps at SR 45 and SR 11, drainage improvements including a large culvert, and 6 reconstruction and widening of side roads.  **ODOT 090460, I-90 Ashtabula County, OH ($32M)**  Project Superintendent In Dave’s role as Project Superintendent, his overall daily responsibility was to manage construction for the rehabilitation of 5.25 miles on I-90. In addition to the 5.25 miles of rehabilitation on I-90, the project scope included drainage, culverts, guardrail and the rehabilitation of 4 mainline structures and 3 overhead structures. In addition to local project stakeholders, Dave closely coordinated with Norfolk Southern Railroad to ensure traffic and construction would operate smoothly around the train schedules.  **ODOT 060267, SR 43, Jefferson County, OH ($5M)**  Project Superintendent Dave took on the role of project superintendent after being a foreman for Shelly & Sands for the previous 5 years. The goal of this $5 Million dollar project was to widen SR43 in Jefferson County. The project included widening of SR43 from two lanes to five lanes. CR34 and SR 646 were also realigned. The structure on SR43 over US22 was also widened to provide increased shoulder widths across the bridge. | **Score: 7.5**  **Name: Michael Gedman (Triton)**  **40+ Years Experience, 2 with Triton**  **Professional Registrations/Certifications:**  None listed  **Education:**  None listed  **Unique Qualiﬁcations:**  Michael Gedman is a seasoned Superintendent with extensive expertise in leading large-scale infrastructure projects, particularly in Design-Build-Transportation (DBT) systems Mr. Gedman excels in coordinating with engineering teams, contractors, and regulatory agencies to ensure projects meet strict quality, safety, and scheduling standards. His hands-on approach to budget management and field operations ensures efficient execution and cost-effective solutions. Renowned for his ability to deliver high-profile projects, Mr. Gedman is a trusted leader in the construction industry, driving innovation and excellence in infrastructure development.  **Commitment:**  None listed  General Notes: Very experienced in role of projects of similar size and complexity, unsure of experience with different procurement methods. Projects listed contain different specifications and requirements. Superintendent experience well documented.  **Key Project Experience:**  **Bridge Replacement Over PA Turnpike, Monroeville, PA ($12.5M) (PA Turnpike) *Superintendent*** The project involved demolishing three-quarters of the existing bridge while maintaining traffic flow on the remaining quarter. Existing abutments were removed, and new ones were constructed to support the replacement bridge. I coordinated scheduling and ensured seamless collaboration among all equipment operators and teams. Close communication with Pennsylvania Turnpike inspectors was maintained to ensure compliance with standards and project specifications. The project was successfully completed with a focus on safety, efficiency, and quality. | *Date of Construction:* 2020 - 2021 | *Owner & Contact Information:* Pennsylvania Turnpike  **376 Express Way, Beaver CO ($25M) (PennDOT) *Superintendent:*** The project spanned over 8 miles including 3 bridge rehabs including the painting of the structure, a deck overlay, new bearings, dam replacements, lighting improvements and electrical upgrades on the bridge that carries I-376 over the Ohio River in Vanport and Potter townships. On two bridges the decks were removed and replaced with concrete. On the other bridge there was a laytex overlay. *Date of Construction:* 2017 - 2018| *Owner & Contact Information:* Pennsylvania Division of  Highways, District 11  **Steet Rehab, Beaver CO ($28M) (PennDOT) *Superintendent:*** The project involved bridge overlays, dam replacement, and roadway rehabilitation, including patch paving and drainage improvements. New curbs and sidewalks were installed throughout the town to enhance infrastructure. I oversaw the pavement and asphalt work to ensure quality and adherence to standards. The upgrades aimed to improve safety and functionality for the community. | *Date of Construction*: 2015 - 2017| Owner & *Contact Information:* Pennsylvania Division of Transportation  **Hulton Bridge, Oakmont PA ($65.5M) (PennDOT) *Superintendent:*** This project involved the replacement of a two lane bridge with a new four lane five span haunched girder bridge erected up stream of the existing bridge on the Alleganey River. Abutments 1 and 2, as well as Pier 1, include H-Pile foundations. River Piers 2, 3 and 4 are founded on eight each, five-foot diameter caissons with Piers 2, 3 and 4 requiring the use of cofferdams. A portion of the main span was erected over the active channel by strand jacking a two segments to final elevation. During the duration of this project I supervised rebuild and budget including all dirt work, pipework, causeway, and chauffeur dams. | *Date of Construction*: 2013 – 2015 | Owner & *Contact Information:* Pennsylvania Department of Transportation |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
| --- | --- | --- | --- | --- |
| **C Design-Build Project Team (30 Points Max)**  The Offeror should provide sufficient information to enable ODOT to understand and evaluate the Offeror’s Team. | | | | |
| **3C. Evaluation of the Offeror’s proposed Lead Design Engineer.**  ***Duties per RFQ: The DBT Lead Design Engineer shall be responsible for ensuring all key design aspects on the Project are completed and all design requirements are met. Shall have a minimum of seven (7) years of recent similar experience on highway projects. Must be an Ohio P.E. at time of award or be able to obtain licensure by award of contract. This position is required for the duration of all design-related activities on the Project.*** | | | | |
| **Score: 9**  **Name: Curtis Wood, PHD, PE (TRC)**  **22 Years Experience, 3 with TRC**  **Professional Registrations:**  Professional Engineer, Ohio (#69704,); West Virginia (#022771), Kentucky (#32538), Virginia (#0402061765), Pennsylvania (#PE088187), Texas (#116234), Louisiana (#PE.0046293), Connecticut (#37729), Tennessee (#130677), Indiana (#PE12000217)  FHWA-NHI-130056 -Safety Inspection of In-Service Bridges for Professional Engineers, 2022  **Education:**  Ph.D., Structural Engineering, The Ohio State University, 2018, M.S., Structural Engineering, The Ohio State University, 2006, B.S., Civil Engineering, The University of Toledo, 2000  **Unique Qualifications:**  Design-Build experience as owner, designer, and owner’s representative.  Experience teaming with Beaver Excavating on three Design-Build Projects  General Notes: Excellent qualifications, experience with Beaver on previous DB projects. Acceptable time commitment. Previous projects represent similar size and complexity. Previous history of providing innovative solutions. Knowledgeable in required specifications  **Commitment:**  Design – 100%  Construction – 50%  **Key Project Experience:**  **OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 11, SR 151 OVER G&W RAILROAD DESIGN-BUILD PROJECT (HAS-151-485), HARRISON COUNTY, OH (Project Manager).** This designbuild project involved the replacement of a curved six-span bridge over the CUOH Railroad. The bridge was highly skewed to the RR and required an integral straddle bent and a refined analysis. Multiple foundation types were designed due to variable rock depths and skewed slopes.  **WEST VIRGINIA DIVISION OF HIGHWAYS, QUALITY ASSURANCE MANAGEMENT (QAM) SERVICES FOR THE INTERSTATE 64 SIXLANE WIDENING AND IMPROVEMENTS DESIGN-BUILD PROJECT - PUTNAM COUNTY, WV (Project Manager).** Dr. Wood is leading TRC’s efforts as the Owner’s Representative during the widening of I-64 from four to six lanes for approximately 3.8 miles. The project’s bridge structures consist of the widening/replacement of three Interstate overpass bridges, two new Interstate ramp bridges, replacement of a County Route overpass bridge, and replacement of the existing 1,400’ long Kanawha River Bridge. As Project Manager, Dr. Wood has been responsible for directing all associated design reviews, attending all project meetings, and providing technical consultation.  **OHIO DEPARTMENT OF TRANSPORTATION – DISTRICT 12, CCG6B CLEVELAND INNERBELT DESIGN-BUILD PROJECT, CUYAHOGA COUNTY, OH (Lead Bridge Designer).** As part of the CCG6B Cleveland innerbelt project, the Design-Build team was tasked with replacing the heavily skewed Broadway Avenue structure spanning IR 77 (CUY-77-1409). Although the mandated two spans of the bridge extended well beyond the typical limits of concrete girders, Dr. Wood developed the unique solution of using spliced, precast, post-tensioned concrete I-girders due to their efficient resistance to adverse skew effects. While the design of the structure was performed using refined FEA methods, Dr. Wood developed a simplified load rating model to reduce future ODOT permit and load rating efforts.  **OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 3, LOR-58-7.36 DESIGN-BUILD PROJECT, LORAIN COUNTY, OH (VECP Design Engineer).** While assigned as part of ***Beaver Excavating’s*** VECP team as a subconsultant, Dr. Wood designed and checked the value engineering redesign of the retaining walls and pump station on this project with Beaver’s Dan Engelhart closely monitoring and reviewing the design for constructability to ensure successful implementation. The project consisted of constructing an underpass grade separation to carry State Route 58 under railroad tracks in the City of Wellington. The retaining walls were redesigned as a combination of soil nail walls and soldier pile and lagging walls to replace the cast-in-place concrete walls in the original design. The new wall system reduced the amount of excavation required and the need for temporary shoring. As the railroad would not allow permanent ground anchors (soil nails) within its ROW, a soldier pile wall was designed within the railroad ROW. The proposed shoring system for the pump station wet well was redesigned from a braced sheet pile wall to a secant drilled shaft wall with compression rings. The secant drilled shafts were designed for installation with an auger-cast piling rig to optimize equipment use. In addition, the stormwater pump station and drainage system were redesigned for efficiency and cost reduction, with the wet well and sewers raised to avoid an artesian aquifer layer.  **OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 1, ALL-75-703 DESIGN-BUILD PROJECT, ALLEN COUNTY, OH (VECP Design Engineer).** As part of ***Beaver Excavating’s*** VECP team as a subconsultant, Dr. Wood developed a 3-D FE model to design a unique substructure supported on drilled shafts as part of a VECP submitted to ODOT. He worked closely with the project’s geotechnical engineer to reduce foundation costs while maintaining a robust design.  **OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 11, I.R. 70 OVER S.R. 9 DESIGN-BUILD PROJECT (BEL-70-1817), BELMONT COUNTY, OH (VECP Design Engineer).** While assigned as part of ***Beaver Excavating’s*** VECP team as a subconsultant**,** Dr. Wood used lessons learned from the ALL-75-703 VECP project above to design a similar foundation system. FEM was used to design the wall-type abutment supported on drilled shafts.  **WEST VIRGINIA DIVISION OF HIGHWAYS, CORRIDOR H DESIGN-BUILD PROJECT, RANDOLPH AND TUCKER COUNTIES, WV (Lead Bridge Engineer).** Lead bridge engineer for two new bridges along the project’s 7.6-mile rural divided arterial project route. For Bridge #11340 (BR1) over Baldlick Fork, Dr. Wood designed the 7.5’-8’ deep, horizontally curved, continuous plate girders that provided primary structural support for the three-span (170’-0”, 220’-0”, 170’-0”) bridge. He was also responsible for design of the 100’ tall cap-and-column piers, steel splices, elastomeric bearings, and deck. For Bridge #11341 (BR2) over Panther Run 17, the height of the structure required unique construction practices (e.g., limited crane access) that necessitated consideration in the engineered design. He was responsible for design of the continuous plate girders, steel splices, wall-type semi-integral abutment and wingwalls, pile foundations, and 80’ tall cap-and-column piers with 8’-0” diameter drilled shafts. | **Score: 9.5**  **Name: Fernando Rodriguez, PE (Parsons)**  **23 years Unknown total experience, 4 Years with Parsons**  **Professional Registrations:**  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  **Education:**  Bachelor of Science, Civil Engineering, The University of Akron  **Unique Qualifications:**  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.  **Commitment:**  None listed  General Note: Excellent prior ODOT experience with projects of similar delivery methods in the same role. Knowledgeable in required specifications. Good previous working relationship with ODOT.  **Key Project 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-footlong 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.  **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. | **Score: 8**  **Name: Jonathan Hren, PE (ms)**  **28 Years experience, 12 with ms**  **Professional Registrations:**  Professional Engineer - Ohio (65502), OH, IN, CA, KY, WV  **Education:**  North Carolina State University, B.S.C.E., 1994; University of Florida, M.E. Structural Engineering, 1996  **Unique Qualifications:**   * Project Manager on dozens of ODOT highway projects * Design Build Project Management Experience * ODOT PDP Training * NHI Utility Coordinator for Highway Bridges Certificate   **Commitment:**  Design – 80%  Construction – As Needed  General Notes: Good experiences in the role of different delivery methods. PM-specific to structures. Engagement on multiple procurements of similar delivery method. Knowledgeable in required specifications  **Key Project Experience:**  **SCI-823-0.00 Portsmouth Bypass, DB,** Scioto County, OH  Mr. Hren served as co-located, Lead Structural Engineer and Quality Assurance Engineer for the first substantive design-build P3 project administered by ODOT, working for the Portsmouth Joint Venture (contractor). Mr. Hren was in charge of the design and coordination for twenty-three (23) bridges on the $430M project, and numerous retaining walls. During design, Mr. Hren coordinated with three (3) major subconsultants and ms’ five (5) design teams to ensure that plans were delivered on time, and scope and quality were adhered to. Mr. Hren was engineer-of-record for several bridges on the project, including prestressed I-beam and plate girder structures.  **MAH-224-13.64 US-224/SR-11 Interchange Reconstruction, DBB,** Mahoning County, OH  Mr. Hren was the Project Manager and engineer of record for this ODOT District 4 major upgrade project along the heavily traveled and commercialized US-224 corridor at the limited access SR-11 Interchange in Canfield Township. Mr. Hren managed the project and plan development including coordinating with ODOT District 4, the City of Canfield, and the Village of Canfield for this important US-422 capacity improvement project with bridge widening, intersection turn lane additions and signals. Mr. Hren also served as quality assurance manager for the project. The $5.4M project had a very comprehensive maintenance of traffic plan to ensure all movements were accommodated as well as access provided to all businesses during construction.  **TRU-80-4.70 Bridge Widenings, DB,** Trumbull County, OH  Mr. Hren served as Project Manager for the widening of two (2) 3-span rolled beam bridge pairs carrying I-80 over local streets and 4-miles of resurfacing, barrier and guardrail improvements for ODOT District 4, in Liberty Township, Ohio. Mr. Hren managed all design development aspects of this $9.7M design build project, including bidding and technical concepts, preliminary design including buildable unit determinations, and Stage 3 and final construction plans for this low bid design build project, coordinating directly with the contractor. The project was built using phased construction, maintaining two lanes of I-80 traffic, and local road traffic with temporary signals.  **LAK-271-01.27/01.45 Interchange Modification and Bridge Replacements, DBB,** Lake County, OH  Mr. Hren was the Project Manager and engineer-of-record in charge of all project development activities for the realignment and replacement of Ramp C carrying IR-271 NB to IR-90 EB, including the replacement of two bridges, including a 3-span rolled beam bridge and a 4-span curved plate girder bridge, in Willoughby Hills, Ohio. Due to the need to maintain the two lanes of ramp traffic, Ramp C was realigned and rebuilt offline so that traffic could be maintained. As part of the project Mr. Hren managed the Feasibility Study, PIAC committee presentation for additional funding, AER, MOTEC coordination and comprehensive MOT plans, and subsequent Stage 1 through Final Plans. The project also included high mast lighting and sign structures. The construction cost was $11.9M and was constructed by the Ruhlin Company. The project won an ACEC/ODOT Partnering Award.  **MAH-164-05.27 Bridge Replacement, DB,** Mahoning County, OH  Mr. Hren served as quality manager for the $3.5M design build project including the SR-164 bridge replacement over I-680 in Beaver Township, Ohio. The bridge was replaced using a design build procurement to accelerate construction and provide a low-cost solution. The new bridge is a 4-span dog legged structure, and included a 2’ profile adjustment to accommodate the new ramps below.  **FRA-270-2.60 Interstate Widening, DBB,** Franklin County, OH  Mr. Hren served as bridge team leader/engineer-of-record responsible for the final design/ widening of seven mainline steel beam/girder bridge structures (four-twin and three-single structures) carrying I-270 over local roads and Norfolk Southern Railroad, in Columbus, Ohio. The project's goal was to improve safety and drivability on a 7.02 mile-section of I-270 in Columbus, Ohio. As part of the project, the median and outside shoulders, including bridges, were widened to 12 feet, with vertical clearance increased by raising the structures over all local roads. Mr. Hren coordinated with the design team including subconsultants, NS railroad, and ODOT District 6 on this project.  **MOT-75-12.00 Interstate Widening and Bridge Replacement, DBB,** Montgomery County, OH  As major subconsultant, Mr. Hren served as Project Manager and bridge team leader responsible for providing the final design for the drainage, maintenance of traffic, traffic control, retaining walls and the replacement of the +1,400 foot North Bridge, crossing over the Great Miami River, for ODOT District 7 in the City of Dayton. The 3-year long central interchange project was phased to be constructed within active traffic, subject to the active confines of the downtown area, and to reduce conflict points and relieve congestion along this heavily traveled interstate corridor. Mr. Hren was in charge of his team’s work for the aforementioned tasks. This main focus of the project is the large bridge, a twin prestressed beam structure on wall type piers, that carries I-75 over the Great Miami River for a length of 1,500 feet. The total construction project cost sold for $125M. | **Score: 7.5**  **Name: Mike Raubenolt, PE (ASI)**  **25 Years Experience, 11 at ASI**  **Professional Registrations:**  Licensed Professional Engineer (Ohio) – PE#69363  **Education:**  B.S., Civil Engineering, Ohio University  **Unique Qualiﬁcations:**  Mike has extensive experience managing design of major highway projects for ODOT with areas of expertise in project management, cost estimating, complex roadway geometrics, maintenance of traffic, utility coordination, and pavement design. He has extensive experience with both ODOT-let and ODOT LPA projects and is very familiar with the project development process from planning stages through construction. He has played critical roles in numerous large-scale projects, including several with design-build delivery. His involvement extended to all facets of the design-build process, from project procurement and delivery through construction. Mike will have full authority to manage design resources and make design decisions.  General Notes: Projects listed are of similar size and complexity. *Specific role not identified in projects listed.* Time commitment reasonable. Knowledgeable in required specifications  **Commitment:**  Design – 100%  Construction – 50%  **Key Project Experience:**  **Brent Spence Bridge Design-Build Services, Cincinnati, Ohio ($1.5M consulting fee)**  American Structurepoint will provide design-build assist services for the Brent Spence Bridge Corridor Project. Work includes reporting, risk management, budget tracking, and design progress meetings. The project will reconstruct approximately 5 miles of I-71/I-75 in Kentucky and 1 mile of I-75 in Ohio and will include a new companion bridge over the Ohio River.  **Gemini Parkway Extension Design-Build, Columbus, Ohio ($10.5M)**  This design-build project included the construction of a new roadway from Orion Place to Worthington Road, including the realignment of Worthington Road, East Powell Road, Olde East Powell Road, and Olde Worthington Road. The work will also consist of new sidewalks, shared-use paths, traffic signals, street lighting, storm sewer, sanitary sewer, water lines, landscaping, and necessary traffic control devices.  **Mill Creek Expressway Phase 5A (HAM-75- 3.84) Design-Build, Cincinnati, Ohio ($85M)**  American Structurepoint was lead design engineer to add both a NB and SB I-75 through-lane, replacing the I-75 mainline pavement south of Ludlow Ave, resurfacing the pavement north of Ludlow Ave, and separating the combined sewer system within the ODOT ROW.  **I-90 Rehabilitation (CUY-90-6.83), Cuyahoga County, Ohio ($96M)**  This project is a pavement replacement of nearly 8 miles of I-90 in the cities of Cleveland, Lakewood, and Rocky River. The project limits are from the Hilliard Boulevard ramp to the I-71 interchange. I-90 is a major east/west corridor with segments carrying over 160,000 vehicles per day. Work includes complete pavement replacement, drainage, and lighting improvements, and various bridge work within the corridor. This corridor includes nine separate interchanges and work included the replacement of existing concrete pavement and associated drainage and guardrail facilities.  **Harvard Avenue Bridge Replacement (CUY-77-12.12), Newburgh Heights, Ohio ($6.5M)**  This project included the replacement of the Harvard Avenue bridge over I-77 in Cuyahoga County, Ohio. The existing 2-span structure was replaced with a single-span structure that minimized the impacts to the interchange ramps and adjoining parcels while increasing the vertical clearance over I-77. The project is in an industrial area with heavy truck traffic. Included in the structure and roadway study was a Maintenance of Traffic Alternative Analysis, aesthetics, and cost estimates. The project also included redesign of two signalized intersections for the northbound and southbound exit ramps.  **State Route 13 Roadway Rehabilitation (RIC-SR13-11.01), Mansfield, Ohio ($20M)**  This design-build project included the rubbilization of the existing pavement and full depth replacement of the existing shoulders for this 3.5 mile corridor located just south of Mansfield, Ohio. The work begins at the interchange of SR 13 and I-71 and continues north to the city of Mansfield. The project includes impacts to the southbound exit ramp from I-71 as well as other limited access ramps at Cooke Road and Main Street along the corridor. Maintenance of traffic plans included part with construction for the 2-lane divided highway with limited closures at the existing ramps. American Structurepoint delivered this project in three buildable units including an early package in order to expedite the replacement of the shoulders and the limited bridge and culvert work necessary for future phases of construction and to keep the project on schedule.  **MED-71-24.02 ($2.6M)**  Center Road (State Route 303) in the City of Brunswick was widened for 0.5 miles and improved to relieve the growing congestion in this area. Center Road interchanges with I-71 and the growing demand on this infrastructure required an expansion of this section of roadway. The roadway widening impacted two existing traffic signals and numerous commercial driveways along the corridor. Developing a maintenance-of-traffic plan that would allow the necessary improvements while also permitting the safe passage of traffic during construction was a challenging component to this project. The improvements included close coordination with several private utilities that were impacted by the improvements and were forced to relocate. The design included a new storm sewer system, new median islands, new curb and sidewalk throughout the project limits, a new traffic signal with pedestrian activation components, and a 4-phase maintenance-of-traffic plan. The work also included the widening and improvement of the I-71 southbound exit ramp onto Center Road.  **FRA/DEL-71-27.77/0.00 ($6.5M)**  This Design-Build project constructed new ramps, widened existing ramps, and added a travel lane along I-71 southbound from the interchange with Gemini Place south to the interchange with I-270. The DBT designed and constructed a new southbound entrance ramp from Gemini Place to I-71. This addition required the modification to the existing southbound entrance ramp at the nearby Polaris Parkway interchange and separated the previously combined single ramp configuration. To accommodate the new interchange ramp and to provide additional capacity, an additional southbound travel lane was added along I-71 from Gemini Place south to I-270. The inside median shoulder was reduced and the shoulder extended to provide the space for the added travel lane. The Ramp from I-71 SB to I-270 WB was fully reconstructed and expanded into a two-lane exit/entrance ramp. Design and construction were also required along I-270 WB to accommodate the new entrance ramp alignment and two-lane configuration. The DBT also modified the existing drainage structures and ditches to accommodate the widening and new ramp configurations. | **Score: 9**  **Name: Rick Rockich, PE (ELR)**  **40+Years Experience, 14 with ELR**  **Professional Registrations:**  PE: Ohio #47365  **Education:**  M.S., Structures and Foundations, University of Akron, 1983  **Unique Qualifications:**   * ODOT Design Build Experience * Project Manager for over 25 DB’s * ELR Project Manager for $200M FRA-670/71 Design Build * Designed over 200 Bridges * Accelerated Schedule Experience   **Commitment:**  Not listed  General Note: Excellent prior ODOT experience with projects of similar delivery methods. Knowledgeable in required specifications. Demonstrated previous working relationship with ODOT.  **Key Project Experience:**  **CUY-77-13.80 CCG6B Cleveland Innerbelt, Cleveland,**  **OH ($30M) (ODOT D12) *ELR Design Project Manager*:**  This project consists of replacing the CUY-77-1409 structure carrying Broadway Avenue (SR-14) over IR-77 and reconfiguring the ramps from IR-490EB/WB to IR-77SB to provide standard lane width and merge distances. The existing ramp from Broadway Avenue to IR-77SB was reconstructed into Frontage Road to Pershing Avenue. The intersections of Broadway Avenue with Gallup Avenue, Roseville Court, and Dille Avenue were also reconstructed to match any vertical changes to Broadway and improve curb radii. The mainline lanes of IR-77SB, were resurfaced as part of this project. A multi-use path was constructed along the Frontage Road between Broadway and Pershing Avenues.  A congested urban environment and prescriptive scope requirements required innovative retaining wall designs to minimize conflicts with existing underground utilities. The unique retaining wall designs include jet grouting to construct a concrete gravity wall in place with minimal excavation, underpinning an existing retaining wall with jet grouting, and a 23’ high soldier pile wall with two rows of soldier piles to span over a fiber optic duct bank without using ground anchors, which the project scope placed restrictions on using. Working with the contractor and specialty subcontractors, ELR designed the unique retaining walls on a compressed design schedule typical for design-build projects.  The 400’ two-span precast concrete beam semi-integral bridge replaced the existing 63-degree skew bridge. The 114”, post-tensioned girders are supported on full height abutments and a cap and column pier and feature prescribed aesthetic elements consistent with the I-77 corridor.  **FRA-71-17.16/FRA-670-4.19 Design Build, Columbus, OH ($200M) (ODOT-D6) *ELR Design***  ***Project Manager and Quality Oversight Manager:*** This $200 million DB project improved safety and operational efficiency of the I-670/71 Interchange. Goals included providing a multimodal solution for the interchange and surrounding streets, access points, pedestrian facilities, and aesthetic enhancements to support the City of Columbus’ Complete Streets philosophy. The RFC (Released for Construction) plans were completed in a nine month period for all of the drainage and SWPPP design, seven bridges (which included a 1000’ long flyover structure), and twenty-six retaining walls.  The wall types were of the MSE, CIP, and T-Type. ELR also provided Geotechnical Engineering needs for the entire project. For ELR’s portion of the project, Rick was responsible for all aspects of the design and RFC plans.  **HAM-74-18.01 Design Build (MCE 5B), Cincinnati, OH ($85M) (ODOT-D8) *ELR Design Project***  ***Manager and Quality Oversight Manager:*** This complex urban interstate project consists of reconstruction of half of the interchange with I-74 and I-75 on the north side of Cincinnati. The  main component of the project consists of a 1900’ flyover bridge carrying I-75 southbound to I-74 westbound which cross two railroads consisting of three tracks, the Mill Creek and Spring Grove Ave. This 10 span, continuous welded steel plate girder structure was designed as two units, includes both driven pile and drilled shaft foundations and includes a 48’ wide straddle bent pier to accommodate a ramp. The project also consists of 4 major bridge rehabilitations, a new pedestrian bridge, new prestressed I-girder concrete bridge, and 11 retaining walls.  Roadway work includes 1.2 miles of pavement replacement, widening the typical section to include 3 lanes of traffic, relocation of three local streets and 2600’ of noise barriers. During the bidding process, the ELR/GLC team received approval for an Alternative Technical Concept which revised the scoped basic configuration of the project and eliminated half of a ramp bridge providing significant savings and ultimately leading to the being the successful bidder.  Additional project requirements included heavy utility coordination and relocation, coordination with two railroad owners, 404/408 USACE permits, local/stakeholder coordination and a compressed design schedule of 9 months!  **SUM-76/77-8.42/9.77 Akron Beltway DB Documents, Akron, OH ($170M) (ODOT- D4) *Design***  ***Project Manager:*** ELR has been providing engineering support services to ODOT District 4 for the preparation of the design build scope of services and supporting documentation associated with the reconstruction of a portion of IR-76 and IR-77 in Summit County as part of the overall improvements to the Akron Beltway. Work also includes preliminary engineering, three Structure Type Studies, geotechnical services, environmental services, design exceptions, public involvement, and post award design review support, including Buildable Unit reviews.  **BEL-470-6.54, Belmont County, OH ($3.4M) (ODOT- D11) *Design Project Manager*:** ELR  worked with District 11 on the rehabilitation study for the existing structure carrying IR470 over SR7 and the Norfolk Southern Railroad. ELR investigated the feasibility of removing the existing intermediate deck joint and hinges in the beams and making the superstructure continuous.  ELR investigated four elements to evaluate removing the pier and hanger assemblies and making the beams continuous: 1) the capacity of the existing beams to be made continuous; 2) substructure fixity; 3) ability of the existing bearings to accommodate temperature movements or type of new bearing required and 4) capacity of the existing substructure to accommodate temperature forces. It was determined that the beams/girders could be made continuous and final design plans were completed. Additionally, the structure crosses a pair of CSX railroad tracks, where ELR coordinated contractor access to the project area for structural repairs utilizing a temporary railroad crossing. ELR assisted ODOT with negotiating the railroad agreement, temporary railroad crossing permit and crossing details |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | **SHELLY AND SANDS** | **TRITON-ELR** |
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| **D Project Experience (35 Points Max)**  Demonstrated ability of the Offeror to successfully deliver the design and/or construction of past projects with similar scope and complexity, the timely completion of similar projects, and the Key Personnel’s engagement as shown in provided Technical Experience Attachments and Evaluation Forms. | | | | |
| The section shall include Technical Experience Attachments, which shall not exceed twenty (20) pages total. Provide project information consisting of narratives of up to five (5) projects completed by the Offeror’s Lead Contractor or Subcontractors and up to five (5) projects completed by the Offeror’s Lead Designer or Sub-Consultants.  Include work by firms or joint-venture members which best illustrates the firm’s capabilities as relevant in scope, size, and complexity as compared to this specific Project.  Projects should be completed or substantially completed. Specify if noted cost of project is design cost or construction cost.  Provide no more than ten (10) projects. Technical experience attachments shall be on distinct pages and not continue across multiple pages, limited to 2 pages per project.   1. Each technical experience attachment must clearly include the following information: 2. General Description of the Overall Project. 3. Detailed description of the work or services provided, and percentage of the overall project actually performed (as relative to costs). 4. Sponsoring/Owner Agency’s Project Name, Project Location, and contract type (e.g. DB, DBB, CMGC). Provide any commonly known industry-wide name (if applicable) and Owner’s project number (If applicable). 5. Name of the representative Firm (i.e., Offeror’s Lead Contractor, Subcontractors, Lead Designer or Sub-Consultants) and the firm’s responsibility. 6. Overall Project contract value. Provide represented firms contract value for which firm was directly responsible (excluding subcontracted values). 7. The sponsor/owner’s contact information (project manager name, phone number, e-mail address). If the owner’s project manager is no longer with the owner, provide an alternate contact at the agency that is familiar with the project. The alternate contact must have played a leadership role for the owner during the project. 8. Dates of design (if applicable to the Designer) and construction (if applicable to the Contractor). 9. Description of original scheduled completion deadlines and actual completion dates, as applicable to the Designer and/or Contractor. Describe reasons for completing the project in advance of the contract completion deadline. Describe reasons for completing the projects later than the contract completion deadline specified within the original contract. Provide the value of any liquidated damages and/or penalties, and reasons for assessed liquidated damages and/or penalties, if applicable. 10. Provide evaluation forms for each project, for contractor and consultant similar to ODOT C-95’s and CES. Include this information in only Part G (Note: C-95 and CES forms for ODOT projects do not need to be provided). 11. The narratives should demonstrate successful experiences in the following areas: 12. Construction of projects of similar scope, size, and complexity, as applicable to the Contractor 13. Design of projects of similar scope, size, and complexity, as applicable to the Designer 14. Timely completion of projects of similar scope, size, and complexity 15. Proposed Key Personnel members’ roles (if applicable) and/or firms’ role with the project, and the ability to function in a coordinated high performing team 16. Mitigation efforts utilized by the Offeror to overcome unexpected project challenges which may translate to the proposed project.   **The Department values project experiences sequencing design and construction activities in a manner that successfully:**  **⦁ reduces potential utility relocation impacts,**  **⦁ reduces adjacent site construction conflicts,**  **⦁ maximizes traffic efficiency and**  **⦁ considers outstanding ROW limitations and NEPA processes.** | | | | |

| **BEAVER** | **BRAYMAN** | **RUHLIN** | | **SHELLY AND SANDS** | | | **TRITON-ELR** | |
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| **D Project Experience (35 Points Max)**  Demonstrated ability of the Offeror to successfully deliver the design and/or construction of past projects with similar scope and complexity, the timely completion of similar projects, and the Key Personnel’s engagement as shown in provided Technical Experience Attachments and Evaluation Forms. | | | | | | | | |
| **The Department values project experiences sequencing design and construction activities in a manner that successfully:**   * **reduces potential utility relocation impacts,** * **reduces adjacent site construction conflicts,** * **maximizes traffic efficiency and** * **considers outstanding ROW limitations and NEPA processes.** | | | | | | | | |
| **Score: 8.5**  **Overall – 1 Significant, 2 Strength**  **General Notes: Project of greater size and complexity with Key Personnel but in differing roles. Procurement equal to DB. New interchange, little to no traffic, extensive environmental oversight.**  **Significant Strength**  **SR-823, Southern Ohio Veterans Memorial Highway | *Portsmouth, OH***  Beaver – Lead Contractor, $429M P3/DBFOM  **Key Personnel for BEL-70-9.35**  Dan Engelhart – *Structures*  *Superintendent*  Curtis Wood, PhD, PE –  *Construction Engineering*  Key Value-Added Personnel for  BEL-70-9.35  Jon Lorincz, PE – *Lead Roadway*  *Engineer*  Joe Brown – *Project Engineer*  Chad Ratkovich – *PM*  Brian Francis – *Senior PM*  Samantha Robbins – *Environ.*  *Compliance Specialist*  **RELEVANCY TO BEL-70-9.35**  Design-Build  Bridge construction  Environmental regulation compliance  Active traffic construction  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS**  **AND NEPA PROCESSES**  Successfully addressed skewed structures and tight workspaces through early planning and collaboration with designers and oversight teams.  Conducted bridge work at U.S. 23 and U.S. 52 in live traffic with MOT plans to ensure safety and maintain flow. Traffic design accounted for heavy truck traffic  Coordinated with local authorities to manage environmental factors and ROW limitations during excavation and bridge construction.  Mitigated over 100 utility conflicts on the project with 12 different utility owners.  **AWARDS / PROJECT RECOGNITION**  • 2019 Dispute Resolution Board Foundation, Excellence in Dispute Board Avoidance &  Resolution Award Category 3 – (Project budget over $250 million)  • 2019 Engineering News Record - Midwest Best Highway Projects Award Winner  • 2020 ACEC Ohio Engineering Excellence Project of the Year  • 2018 ASHE Great Lakes Region Outstanding Highway Project | **Score: 9**  **Overall - 4 Strengths**  **General Notes: Project of greater size scope complexity. Different procurement. One KP participated with unclear involvement. Fiber optic line coordination.**  **Strength**  **Ironton - Russell Bridge Replacement (Oakley C. Collins Memorial Bridge)**  Brayman – Prime Contractor, DBB, $87M  **No Key Personnel Listed**  **RELEVANCY TO BEL-70**  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.  **Project Challenge** - Transferring the fiber optic lines crossing the river on the existing bridge to the new bridge.  **Solution -** 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.  **Project Challenge** - 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.  **Solution** - 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.  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). | | **Score: 8.5**  **Overall 4 Strengths**  **General Notes:**  **No KP, Project of greater size scope and complexity. Similar procurement. Shows capability.**  Strength  **ODOT 21-300, AKRON BELTWAY IR 76/IR 77 & SR 8 | DB | Akron, OH**  Ruhlin – Prime Contractor, DB, $161M  **Key Personnel:**  Mark Myers and Tom Hill - Project Manager; Jon Sarkissian, Mike Simmons – Superintendents  **RELEVANCY TO BEL-70-9.35**  *Roadwork / Reconfiguration*  *Drainage / MOT / Concrete*  *Design-Build*   * Design-Build Project * Traffic phasing with public interaction and a large number of phases * Roadway construction includes asphalt and concrete pavement, storm drainage and underdrain, stabilizing, and bases * Structure construction consist of efficient phasing and minimizing construction joints * Subcontractor coordination and contacts * Company resources to complete the work required * Commitment to reliable coordination with local property owners * Commitment to thorough communication with all stakeholders | | | **Score: 9.5**  **Overall 5 Strength**  **General Notes:**  **1 KP identified. Project of greater size scope and complexity. Different procurement method. Shows capability.**  Strength  **ODOT 160219, AKRON MAIN & BROADWAY, $82 MILLION (SUM-IR76-10.00) DBB AKRON, OH**  S&S – Prime Contractor, DBB, $88M  **KEY STAFF MEMBERS**   1. Dave Shannon 2. Joe Buchtinec, P.E. 3. Greg Sykes   **RELEVANCY TO BEL-70-9.35**   1. *MOT-High Traffic Count* 2. *Multi-Phase Coordination* 3. *Structures*   Major reconfiguration of a complex, urban interchange of I76 at South Main Street and South Broadway Street in Akron, Ohio. In addition to interstate and interchange work, the project included work on 19 Akron City streets, nine structures including rehabilitations, new structures, and a continuous curved, welded steel plate girder flyover bridge that spanned Sweitzer Avenue and the CSX railroad.  **Project Challenges**  Concurrent work zones and a complex urban interchange were all project challenges successfully managed. Additionally, project delays due to unforeseen conditions were a regular occurrence. They included unknown underground storage tanks, frequent utility conflicts, permit issues, and even wildlife interference. All these unplanned issues required mitigation that resulted in 162 RFIs and 140 change orders to record necessary changes to the contract documents. Despite these challenges, not a single issue remained unresolved to the extent that it rose to the project Dispute Resolution Board. Partnering was fully supported by project personnel from both ODOT and S&S fostering a project culture effective at equitably overcoming project issues. This mitigation included significant re-sequencing that impacted the planned MOT. Careful analysis of the original plan intent, and careful, detailed planning permitted the successful MOT re-sequencing, including entire new MOT phases, and mobilizing to build multiple available MOT Phases concurrently to mitigate project delays.  **Project Similarities to BEL-70**  Having worked multiple, concurrent areas on Main & Broadway, we understand the planning and procurement tasks necessary to provide labor, material and equipment resources to meet these needs. This included the planning to establish safe work zones, clearly marked entrances for efficient entry, and sufficient egress areas to allow time to merge with traffic. The coordination of utility relocation in the urban landscape provides a very similar experience to that anticipated on this project. An additional similarity is the need to maintain access to numerous local businesses, including a grocery store, within project limits. The high traffic volumes required us to be proactive in our access planning, similar to the way we anticipate approaching BEL-70. | | **Score: 7.5**  **Overall 4 strength, 1 weakness.**  **General Notes:**  **No KP identified. Different delivery method. Very Poor project experience. ODOT relaxed specifications to complete. Required change in crew. Project delayed significantly. Project of similar size scope and complexity.**  Weakness – Experiences with regional recent project resulted in considerable rework and some problematic engagement experiences.  Strength for extensive past partnering between Triton & ELR.  **BEL-70-5.75 Over Stillwater Creek ODOT District 11 | PID 91866 | Belmont Co, OH**  Triton – Lead Contractor, DBB, $12M  **Key Personnel – None listed, ELR participated**  **RELEVANCY TO BEL-70-9.35**  *Bridge Replacement*  *MOT*  The existing structure was a five-span continuous steel beam bridge with a concrete deck. The roadway width was 33 feet, with 25-foot approaches at both ends of the bridge. The spans measured 64 feet, 80 feet, 80 feet, 80 feet, and 64 feet. Both the eastbound and westbound bridges were supported by four piers, featuring an open-pier design with two columns per pier cap, and were anchored by steel piles. The abutments consisted of shallow footing stub abutments.  The project entailed demolishing the existing eastbound and westbound bridges over Stillwater Creek and replacing them with a new three-span continuous prestressed concrete I-beam superstructure, supported by integral abutments and multi-column piers. The span lengths for both bridges were 110 feet, 80 feet, and 110 feet. The roadway width from one parapet to the other  measured 63 feet for the westbound bridge and 42 feet for the eastbound bridge. Roadway work included additional elements such as drainage, lighting, guardrail installation, and asphalt paving.  To streamline the project, Triton Construction employed a processor attachment on an excavator for efficient deck demolition. They handled both substructure and superstructure construction for all bridges. During demolition and construction, Triton strictly followed the Maintenance of Traffic (MOT) plan to ensure public and worker safety.  E. L. Robinson Engineering Co. acted as the construction engineering consultant for Triton Construction, supplying plans for girder erection, bridge demolition, temporary shoring, and waste area design. | |
| **General Notes:**  **Project of greater size and scope and complexity, but of differing procurement method. One KP but in differing role. Contractor demonstrated cooperative relationship. Good indication of capability.**  **Strength**  **ODOT 77/30 Bridge Reconstruction | Canton, OH**  Beaver – Prime Contractor, DBB, $60M  **Key Personnel for BEL-70-9.35**  Dan Engelhart – Structures  Superintendent  Key Value-Added Personnel for  BEL-70-9.35  Brian Francis – Vice President  **RELEVANCY TO BEL-70-9.35**  Limited ROW construction  Bridge construction  Environmental regulation compliance  Active traffic construction  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Installed 12 dewatering wells, each producing 3 million gallons daily, to manage artesian aquifer conditions and safely discharge into Nimishillen Creek, ensuring EPA and SWPPP / Permit compliance.  Executed 5 MOT phases, including the use of a custom chain-hoist system to remove a bridge girder in tight ROW conditions, to maintain traffic flow on I-77 and US-30.  New ramp configuration helped with traffic efficiency and safe decision making on the clover leaf ramp design. | **General Notes:**  **Similar procurement method. Project of greater size scope and complexity. 2 KP involved, unclear roles. Differing specifications.**  **Strength**  **US 35/I-64 I/C - Nitro I/C Design-Build (Nitro Project)**  Brayman – Prime Contractor, DB, $254M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  Project 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.  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 tractortrailer 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.  **Project Challenge** - Size and complexity of the project with the owner’s desire to complete the work in a compressed duration.  **Solution -** 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.  **Project Challenge** - 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.  **Solution** - 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.  **Project Challenge** - Replacing the existing bridge while maintaining traffic on I-64, one of the region’s most heavily trafficked highways.  **Solution** - 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. | **General Notes:**  **No KP. Project of greater size scope and complexity. Demonstrates capacity. Similar procurement method. Older project. Tri-JV.**  **Strength**  **ODOT 133000, CLEVELAND INNERBELT CCG2 | DB | Cuyahoga Cty, OH**  Ruhlin – Prime Contractor, DB, $274  **Key Personnel:**  Mark Myers - Project Manager  Tom Hill & Scott Cooper - Superintendents; Jackie Cooper - Project Engineer  **RELEVANCY TO BEL-70-9.35**  *Demolition*  *Bridge Work*  *Minimize Impact of Traffic/MOT*  *Design-Build*  The design process utilized a total of 7 innovative Alternate Technical Concepts (ATC) to contain project costs. Our team developed an ATC to incorporate major revisions to the structural steel design of the main viaduct structure, which significantly simplified the fabrication and erection of the bridge, saving the project time and money. Another ATC was developed to reconfigure West 14th Street, eliminating two spans of the main viaduct structure, and increasing the size of the side yard park space.  One of the major viaduct pier locations was near to an existing underground utility tunnel and Canal Road. The line and grade of the work required an extensive support of excavation structure for which the tunnel location proved challenging. The design team’s solution was to raise the elevation of the foundation to avoid the need of temporary support of earth. This required a design of a permanent support wall and deep foundation adjacent to the pier to contain soils around the pier foundation. The solution eliminated the risk of damaging the utility tunnel as the original scope of work had originally specified the design. Through this change we coordinated with the utility company and proved that this was a better solution for all parties.  The design, demolition and construction of the project required coordination with the City of Cleveland, municipal/private utilities, Norfolk Southern, CXS, Coast Guard and the Greater Cleveland Regional Transit Authority while keeping the project on schedule. The DB team had regular interval meetings and communications with third parties to help allow for complex issues to be discussed and solved in advance of them hindering the project. A traffic incident management plan was developed and implemented to limit the time impact to the traveling public in the event of an accident for vehicular breakdown.  Continual coordination for local special events such as the Cleveland Cavaliers, Browns, and Indians, to limit work which took lane closures to accomplish. Two significant event coordination’s included the Cavaliers Championship parade and the 2016 Republican National Convention. The DB team worked closely with all parties in these events to help facilitate any needs specific to the events, such as additional parking in the project footprint. | | | **General Notes:**  **1 KP identified. Project of greater size complexity and scope. Different delivery method. Shows capability. JV project.**  **Strength**  **ODOT 213000, THE AKRON BELTWAY, $161 MILLION (SUM-IR76/IR77/ SR8-08.24/09.74/00.00 (PART 1 AND PART 2) DB AKRON, OH**  S&S – JV Contractor, DBB, $161M  **Key Personnel**   1. Dave Shannon 2. Joe Buchtinec, P.E. 3. Greg Sykes   **RELEVANCY TO BEL-70-9.35**   1. *Large Scale Interchange* 2. *Multi MOT Phases* 3. *Urban Utility Conflicts*   The scope of work includes rehab work on 40 bridges, construction of 2 new flyover bridges at the interchange, and 3 structures that include full deck replacements. The project also consists of 19 linear miles of brand new pavement, 44 miles of underground drainage, underdrain, and waterline, and hundreds of thousands of cubic yards of excavation and embankment. In addition to over 10 linear miles of mainline paving, The Akron Beltway team successfully constructed 17 entrance and exit ramps with concrete pavement within tight closure windows.  **Project Challenges**  The design of this project consisted of 42 buildable units which were often being designed concurrently. Internally, The DBT needed to carefully and extensively coordinate to ensure that design progressed at a rapid rate. The structure, lighting, roadway, and MOT design teams were using our previously mentioned comment-resolution log to ensure that nothing was overlooked and our buildable units were submitted in a timely fashion. In the first year of construction, the DBT successfully balanced a tight schedule to finish the western portion of the project while also completing reviews of designs for upcoming phases. The DBT used over 260 RFIs and several hundred change orders to record changes to the contract documents. Regardless of the project challenges, our Dispute Resolution Board Meetings remained uneventful. None of our challenges rose past the project level.  Despite all of the challenges faced, the project is still on pace to complete 7/29/2025, 2 days early.  **Project Similarities to BEL-70**  At first glance it is noted that it is a large urban interchange consisting of several utility conflicts and hundreds of local businesses that rely on the interchange. Not to mention The Akron Fire Department, Akron Police, and the Akron Branch of The Cleveland Clinic that all sit just outside of project limits and require 24/7 access to the interstates. Shelly & Sands used clear communication and coordination meetings to ensure that all safety services had ample notice to closures and traffic pattern changes. We also coordinated with The Akron Marathon every year to ensure that our construction would not affect the race course or the traffic that the event would bring into the city. The coordination efforts by Shelly & Sands will be mirrored on the Belmont 70 project when maintaining access to local businesses and coordinating with adjacent construction projects.  In addition to planning similarities, the large scope of work on The Akron Beltway encompassed several of the same work items we will be required to perform on Belmont 70. For starters, The Akron Beltway had the reconstruction of 17 entrance or exit ramps using concrete pavement. The Manchester, Lakeshore, and Bowery structures were all widened and rebuilt while maintaining traffic using traveling on I-76 in both directions. Contraflow MOT phases were often used to open up a larger portion to construct on one side of the road and allow several lanes of traffic to travel at the same time. The Akron Beltway also had several miles of drainage, underdrain, waterline, and deep pipe replacement. The methods used during deep pipe replacement will be analyzed and considered on the culvert and CMP inside project limits of Belmont 70. Finally, utility relocation was an ongoing process that was carefully logged and tracked as soon as conflict arose so that we could act swiftly and be as proactive as possible. | | **General Notes:**  **No KP identified. Project of lesser size. Scope and complexity similar. Different delivery method.**  **HAM-50-28.08/28.24 ODOT District 8 | PID 100800 | Cincinnati, OH**  Triton – Lead Contractor, DBB, $7M  **No Key Personnel, partnered with ELR**  **RELEVANCY TO BEL-70-9.35**  *Bridge Replacement*  *MOT*  Both the HAM-50-2810 (over Heekin Ave.) and HAM- 50-2825 (over W.B. Ramp to Eastern Ave.) are twin continuous steel beam bridges, totaling four bridges. The Heekin Ave Bridge was constructed in 1962, featuring span lengths of 47’-9¼”, 60’-0”, and 48’-2½”. The W.B. Ramp Bridge, also built in 1962, has span lengths of 62’-0”, 77’-6”, and 62’-0”. While both bridge sets consist of three spans, the Heekin Ave Bridge utilizes a solid reinforced concrete Type-T pier design. In contrast, the W.B. Ramp Bridge employs an open-pier design with five columns per pier cap. Both bridges were constructed with a noncomposite reinforced concrete deck on stub abutments.  After rehabilitation, the Heekin Ave Bridge underwent several improvements, including painting the existing beams, installing new pier bearings, adding a composite reinforced concrete deck, creating a semi-integral abutment, and adding New Jersey and Texas-Rail parapets. Similarly, the W.B. Ramp Bridge received painted existing beams, new pier bearings, fresh abutment bearings, a composite reinforced concrete deck, a semi-integral abutment, and New Jersey and Texas-Rail parapets. Additional miscellaneous roadway work included installing pipes, removing and installing drainage structures, upgrading roadway lights, installing guardrails, constructing fences, and embankment fill.  Triton Construction Inc. (TCI) was awarded the project in 2022 and performed the rehabilitation work on both the Heekin Ave Bridge and Ramp H Bridge. The repairs conducted by Triton included deck and parapet replacement on the existing beams, alterations to the semi-integral abutments, conversion to elastomeric bearings, replacement of cross-frames, and installation of approach slabs for each bridge, along with embankment fill and drainage work.  E.L. Robinson Engineering Co. served as Triton’s construction engineer for this project. Work included the jacking plan, bridge demolition, and temporary shoring plans. | |
| **General Notes: Project of greater size, scope, and complexity. No KP. Differing procurement. Concrete pavement job.**  **ODOT I-75 Reconstruction | *Findley,***  ***OH***  Beaver – Prime Contractor, DBB, $116M  **Key Value-Added Personnel for**  **BEL-70-9.35**  Joe Brown – *Support Estimator*  Brian Francis – *Vice President*  **RELEVANCY TO BEL-70-9.35**  Interchange construction  Bridge construction  Active traffic construction  Dispute resolution  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Reconstructed 0.9 miles of US 68/S.R. 15, realigned Lima Avenue, and built a tightdiamondin terchange with roundabouts to improve traffic flow and safety.  Coordinated with Norfolk Southern for the construction of three bridges over active rail lines, ensuring safe operations.  Worked with ODOT to mitigate utility relocation delays and design issues, opening lanes  before winter to reduce costs and maintenance.  Floodplain permitting impacted needed borrow areas for the Project.  Installation and construction of two roundabouts at the interchange increased traffic  efficiency. | **General Notes:**  **Similar procurement. 1 KP in unknown role. Project of similar size scope and complexity. Differing specifications. Cement pour.**  **Tom Williams Family + 3 Design-Build (Tom Williams)**  Brayman – Prime Contractor, DB, $20M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  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.  Using various Accelerated Bridge Construction (ABC) techniques, Brayman successfully selfperformed eight bridge deck replacements and two specialized overlays ahead of schedule.  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.  **Project Challenge** - After the temporary traffic setup, drivers reacted unexpectedly, causing backups beyond preconstruction traffic modeling predictions. The backup affected an onramp near a major hospital, potentially delaying emergency response times.  **Solution** - 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.  **Project Challenge** - 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.  **Solution -** 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. | **General Notes:**  **Project of greater size scope and complexity. Differing delivery method. No KP. Older project.**  **ODOT 090496, I75 | DBB | Montgomery County, OH**  Ruhlin – Prime Contractor, DBB, $62M  **Key Personnel:**  Mark Myers - Project Manager  Tom Hill - Superintendent  **RELEVANCY TO BEL-70-9.35**  *Bridge Construction*  *Roadway*  *Complex MOT*  *Utility Coordination/Relocation*  An early utility conflict delay with fiber optics lines that were to be relocated for the project work, threatened the schedule with an additional construction season. Knowing the financial impacts and complications that would arise with an extension to the project schedule and the sale of a future major widening project to the North, the Department and The Ruhlin Company worked to create an additional, part b phase of construction that would perform critical path work out of sequence and early. By working through this challenge, the project team kept the work progress in check, eliminating the threat of a schedule extension. The Department and Ruhlin negotiated a change to resequence the work and mitigate any delay.  The project included several highly skewed bridges that required pre-pour planning with the Department. The project had to develop alternative placement methods due to tight MOT zones not providing the room to perform the skewed finishing expectations.  Late in the project, Ruhlin was enlisted to help the Department advance a pertinent pre-phase widening of a structure for an up-coming project that would allow that project to begin in a better suited phase assisting in project schedule and advancement. This was negotiated and performed without adding any additional time to the I75/35 project.  In the last season of this project, the Department sold the next phase of the I75 corridor to the North. Coordination with the Department and the awarded contractor was a necessity. Planning and communication were imperative to help transition the projects MOT needs and the completion of work on one project to another. Causeway access materials were stored from the I75/US35 project and utilized on the newly beginning I75 project.  The Ruhlin Company effectively communicated and coordinated work with the local and adjacent stakeholders including Sinclair Community College, City of Dayton Police Department for project access and material storage areas. | | **General Notes:**  **KP identified in a different role (VECP). Project of greater size, scope, and complexity. Good working relationship with ODOT. Different delivery method.**  **Strength**  **ODOT 200121, MANSFIELD RT-30, $62 MILLION, (RIC-30-09.26) DBB MANSFIELD, OH**  S&S – Prime Contractor, DBB, $62M  **Key Personnel**   1. Joe Buchtinec, P.E.   **RELEVANCY TO BEL-70-9.35**   1. *MOT-High Traffic Count* 2. *Multi-Phase Coordination* 3. *Structures* 4. This project consisted of nearly 4 miles of all new pavement on US Route 30 through Mansfield, Ohio. Trimble Rd, State Route 39, State Route 13, State Route 545, and Fifth Avenue ramps were all fully reconstructed. The interchange connecting SR-13 and SR-545 was fully reconstructed and realigned. Structure work included replacing 4 of the US-30 Mainline bridges, rehabilitating 1 structure, and fully removing another. Additional work consisted of major rock excavation, retaining walls, median barrier, lighting, and drainage work.   **Project Challenges**  Shelly & Sands faced other challenges such as large truck traffic volumes, and high-speed traffic. The narrow width of the existing US-30 highway created extremely tight MOT zones. In addition to the tight zones, the structures on project 200121 were broken into seven phases of construction. Shelly & Sands noticed that this would create several construction joints in the deck of structures that may not create a smooth final surface. In addition to smoothness, the time required to complete these structures would create a tight construction CPM schedule.  To improve constructability, the schedule, and the final product, Shelly & Sands teamed up with American Structurepoint to begin the VECP process. Mike Raubenolt, PE led the design efforts and proposed eliminating phases of MOT to build the bridges. This created less construction phase joints in the concrete decks, an achievable CPM schedule, and an improved product for the project stakeholders.  Finally, Shelly & Sands ran into several utility relocation conflicts on project 200121. The team unearthed an unmarked underground storage tank which caused construction delays while the proper environmental protections were put in place. Several utility poles needed to be relocated to allow for the reconfiguration of ramps. Coordination with local utility crews by our project personnel ensured that deadlines were communicated, and the relocation would not impact the project schedule.  **Project Similarities to BEL-70**  Our emphasis on this project, as it is on all of our projects, was to be proactive in our planning stages. Our goal to deliver a high-quality product to project stakeholders was achieved by being innovative and using the VECP process. The partnership with American Structurepoint on project 200121 proved how well our teams work together. As with our other example projects, coordination with utility companies in this urban style geographic landscape was paramount to our success and we anticipate the same risk on Belmont 70.  The necessity to maintain access, both on and off of the mainline, to local fuel stations for large truck traffic and the travelling public rivals the anticipated need to keep access to local businesses on Belmont 70 open. The utilization of closures as allowed by contract allowed us to provide ramps with fewer choppy construction joints and sped up the construction schedule greatly.  Finally, an industry competitor of Shelly & Sands owned and operated an asphalt plant within the limits of project 200121. We demonstrated the ability to coordinate and cooperate with adjacent work sites and operations. Our ability to cooperate with other industry companies to ensure we did not impede their construction efforts and business operations proved we are well equipped to communicate and coordinate with adjacent site development on the Belmont 70 project. | | | **General Notes:**  **No KP identified. Different specifications. Project of greater size scope and complexity. Different delivery method.**  **I-77 Widening WVDOH | PID NA | Beckley, WV**  Triton – Lead Contractor, DBB, $120M  **No Key Personnel, ELR was the Construction Engineer**  **RELEVANCY TO BEL-70-9.35**  *MOT*  *Large Construction*  *Interchange*  Triton Construction was the successful bidder to widen and reconstruct 7.7 Miles of Interstate 77 through a critically congested section involving several highly used interchanges including Tamarack Travel Plaza, US 19 and the I-77/I-64 split.  This high priority project involves adding additional capacity to this high-volume section of the West Virginia Turnpike, improving interchanges to accommodate the additional capacity and improving safety conditions upgrading the section to current standards. In addition to rehabilitating the existing roadway and adding capacity, this project widened and rehabilitated 10 multi-span bridges involving limited access in mountainous terrain conditions with laminated rock geology, multiple railway crossing and high-volume secondary route crossings.  The project management team implemented several major impacts including alignment changes, grade changes and scope changes during construction without significant schedule changes while safely implementing traffic control modifications to incorporate the changes.  E. L. Robinson Engineering Co. is Triton’s Construction Engineer on this project: provided Girder Erection, Bridge Demolition and Temporary Shoring plans. | |
| **General Notes:**  **Project with similar specifications and similar size scope and complexity. KP slight participation. Differing procurement method. Higher traffic considerations than current project. Successful coordination with ODOT.**  **Strength**  **ODOT I-70 / SR-9 Interchange | St.**  ***Clairsville, OH***  Beaver – Prime Contractor, DBB, $10M  **Key Personnel for BEL-70-9.35**  Curtis Wood, PhD, PE – *VECP*  *Design Engineer*  **Key Value-Added Personnel for**  **BEL-70-9.35**  Joe Brown – *Assistant PM*  Brian Francis – *Senior PM*  Chad Ratkovich – *Senior PM*  Chris Hay, PE – *VECP Engineer*  **RELEVANCY TO BEL-70-9.35**  Interchange construction  Bridge construction  Active traffic construction  Dispute resolution  Demolition at phase line, including temporary piers to support the deck and traffic  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Replaced key structures over SR-9 and the National Road Bikeway and realigned Ramp B for improved traffic flow.  Value engineering adjustments saved ODOT $75,000 by using 24” and 36” drilled shafts, reducing costs and project duration.  Managed demolition of four bridges and executed phased MOT plans to ensure minimal public disruption.  Installed significant quantities of box culverts, pre-cast arches, and drilled shafts, enhancing the structural integrity of the interchange.  Coordination with utilities to mitigate delay. | **General Notes:**  **Projects of greater size scope and complexity, differing procurement, no KP. Differing specifications.**  **I-70 Bridges General Notes:**  Swank – Prime Contractor, DBB, $214M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  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.  **Project Challenge** - 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.  **Solution** - 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. | **General Notes:**  **Project of similar size scope and complexity. No KP. Shows capability.**  **ODOT 190199 IR-76 INTERCHANGE | GC | Akron & Barberton, OH**  Ruhlin – Prime Contractor, GC, $26M  **Key Personnel:**  Jim Ruhlin Jr. - Project Manager  Jon Sarkissian - Superintendent  Mike Sedlak - Project Engineer  **RELEVANCY TO BEL-70-9.35**  *Road Work and Reconfiguration*  *Lane Widening*  *Utility Work*  *Phased Construction*  All work types shown for the BEL-70 project were included in the ODOT 190199 project. A few project similarities include:   * Phased construction of an existing interchange and surface street * Phased Bridge work * Concrete Pavement * Rigid Paving: 12,000+ SY * Level 2 Bridge: Levels 1, 2 and 3 included on this project * Maintenance of Traffic * Soil Stabilization: 16,000 CY MSE wall backfill installed * SWPPP: Followed SWPPP, added new BMPs when needed, temp seed and general upkeep on all disturbed areas with no NOI of 26.4 acres * Aggregate Base: 8,000+ CY installed * Structural Removal: Removed two bridges, 108’ of culvert * Reinforcing Steel: 370,000 pounds of steel * Structural Steel: 1.1M pounds, 17 plate grinders, spans 128’-6” * Drainage: 4,300 LF pipe runs, 20,000 LF underdrain runs, 12 new catch basins * Guardrail, attenuators: 3400 LF GR, 1 Type 3 Impact Attenuators * Highway lighting: 29 light poles * Traffic Signals: 24 signal heads * Pavement Markings: Over 100 miles of pavement markings installed | | **General Notes:**  **Project of greater size scope and complexity. No KP identified. Shows capability. Different delivery method. Good coordination with ODOT on issues.**  **ODOT 170393, THE I-71 MEGA FIX, $113 MILLION (FRA-IR71-9.62/9.71 (PART 1) DBB FRANKLIN, OH**  S&S – Prime Contractor, DBB, $131M  **Key Personnel**   1. Ryan Porter   **RELEVANCY TO BEL-70-9.35**   1. *Structures* 2. *Concrete Ramps* 3. *Full-Depth Pavement* 4. *Widening* 5. *High Volume of Traffic* 6. The project included full-depth pavement replacement and widening, drainage improvements, and 5 bridge pair rehabilitations. All 5 bridge pairs were located on mainline I-71 spanning over highway ramps, I-270, Big Run Stream, Frank Road, and Greenlawn Avenue. Exit and Entrance concrete ramps to I-71 were reconfigured and constructed at Greenlawn Avenue, Frank Road, and I-270. In addition to that, Shelly & Sands constructed a flood wall, detention pond, median barrier, ITS, lighting, and traffic signal updates. 7. **Project Challenges** 8. The rehabilitation of bridges along mainline 71 needed to be carefully planned and coordinated so that as one section of the project was complete, the entire MOT pattern could shift to the next phase at the same time. In addition to that, the 10 mainline bridges needed to be constructed concurrently so that our schedule milestones were met. This created the need for detailed coordination of multiple crews, equipment, and material resources. The utilization of cure times on one structure to work on another proved to be a valuable time-saving approach. 9. Another challenge that Shelly & Sands faced was how to construct several structures along mainline I-71 Northbound. While shoring would retain the earth in those areas, we found an opportunity to use less shoring. In areas where possible, Shelly & Sands installed fabric wall in lieu of steel shoring. This lowered the size and number of equipment necessary, eliminated trucking and congestion in the zones, and created a safer operation for our laborers. 10. **Project Similarities to BEL-70** 11. The I-71 mega fix can be compared to Belmont 70 in many ways. For starters, concrete ramps off of I-71 were all performed by Shelly & Sands by either concrete paving or hand pours. The recent construction of ramps like these allow us to analyze the most time-effective approach so that we utilize the 21-day closures to the best of our abilities and possibly for a shorter duration than allowed. This also gives us a recent historical production that will aid our planning efforts as we design MOT phases and the CPM schedule. 12. The I-71 Mainline structures were all widened and rebuilt while maintaining traffic traveling on I-71 in both directions. As mentioned above, the construction of these bridges occurred concurrently to meet schedule constraints. As expected on all Shelly & Sands projects, safety was a core focus for the I-71 Mega Fix. With anticipated traffic volumes and speeds on I-70 to match that of I-71, it will be extremely important to keep crews informed with daily project updates including zone changes, differing conditions, and emergency action plans. The same proactive approach we use for construction and safety planning on I-71 will be utilized on the Belmont 70 project. 13. Finally, access for the travelling public was a core focus during construction. Located at a high congestion spot near the Greenlawn on and off Ramps of I-71, it was important to ensure that traffic could flow easily through the zone. In addition to flow, an emphasis on access was important for the travelling public trying to access historic German Village and other local businesses in the area. | | | **General Notes:**  **Similar delivery method. Different specifications. No KP identified. Smaller size. Less complex. Similar scope. DB teaming with ELR.**  **I-77 Surface Drive Overpass and Eden’s Fork Interchange Bridges WVDOH | PID NA | Kanawha County, WV**  Triton – Prime Contractor, DB, $5M  **No Key Personnel, Partnered with ELR**  **RELEVANCY TO BEL-70-9.35**  *Bridge Rehabilitation*  *MOT*  Triton Construction and E.L. Robinson Engineering teamed up to renovation of I-77 Surface Drive Overpass and Eden’s Fork Interchange bridges. Per the project criteria provided by WVDOH, ELR prepared the design and construction plans for the rehabilitation of these dual interstate structures using the staged construction to maintain at least one 13 ft lane of traffic in each direction at all times during construction.  ELR inspected both the interstate twin structures without interruption to ongoing traffic and identified the deficient superstructure and substructure units. The rehabilitation included replacing the deck, replacing the parapets, repairing the spalls, cracks, replacing the approach slabs, etc.  TCI self-performed rehabilitating the concrete and steel superstructures, converting the abutments to semi-integral, and repairing eroded slopes for two sets of parallel bridges carrying I-77 over Surface Drive and CR 27 (Eden’s Fork Interchange), and Kanawha Two Mile Creek. The steel superstructures were repaired to address fatigue issues adding diaphragm clips, repairing damage from over-height vehicles, upgrading bearings, and performing a full and paint using a specialized painting subcontractor.  Choosing lane-at-time staged construction methods allowed TCI to accelerate completing the work affecting the interstate traffic to one construction season in lieu of the original allowed two construction seasons. When requested by the DOH to alleviate severe congestion after the project was already under way, TCI planned and provided additional resources along with working directly with the necessary specialty subcontractors and vendors to meet the request. The TCI team received the maximum available incentive by finishing all work requiring I-77 lane closures in one construction season. | |
| **General Notes:**  **Project differing scope, procurement and no KP. Highlights contractor versatility of performing progressive DB.**  **Columbia Parkway Landslide Remediation | *Cincinnati, OH***  Beaver – Prime Contractor, PDB, $17.5M  **Key Value-Added Personnel for**  **BEL-70-9.35**  Brian Francis – *Vice President*  Chad Ratkovich – *Senior PM*  **RELEVANCY TO BEL-70-9.35**  Design-Build  Active traffic construction  Utility coordination  Dispute resolution  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Collaborated with stakeholders to minimize utility relocation impacts in the stabilization strategy.  Designed soldier pile and lagging walls to support surcharges while matching historic aesthetics.  Used soil nails and wire mesh for deep stabilization and surface support, enhancing structural and environmental outcomes.  **AWARDS / PROJECT RECOGNITION**  2023 ACEC Ohio Engineering Excellence Honor Award | **General Notes:**  **Project of differing procurement method (Limited DB differing from ODOT’s DB program). Project of greater size scope and complexity. No KP. Differing specifications.**  **SR 376 Parkways West (Limited Design-Build)**  Swank - Prime Contractor, DBB (Limited DB Features), $76M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  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.  To encourage innovation, PennDOT chose a design-build approach for this aspect, allowing the contractor to develop the most effective solution.  **Project Challenge -** 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.  **Solution -** 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 | **General Notes:**  **JV Trench Project. Similar or greater size scope and complexity. No KP identified.**  **ODOT 402(13) US ROUTE 23/ I-270 | GC | Franklin County, OH**  Ruhlin – Prime Contractor, GC, $78M  **Key Personnel:**  Jeremy Angel - Project Manager  Mike Hurless - Superintendent  **RELEVANCY TO BEL-70-9.35**  *Road Work and Reconfiguration*  *Bridge Construction*  *MOT*  The project faced many challenges during construction. A utility relocation delay at the start of construction delayed the project over 8 months. ODOT authorized the team to accelerate construction to bring the project back close to the completion date. Multiple phasing during construction also was a challenge due to the high volume of traffic at this interchange. Top-down construction for the trench and structures on US 23 while maintaining traffic was difficult. Multiple stakeholders in and around the area required considerable coordination efforts.  The project is similar to the DB project in that it will require the reconstruction and widening of existing roadway, ramps and structure. This will be performed under multiple phases of traffic in a high volume traffic area. Utilities will be required to be relocated. As well as coordination with multiple businesses and stakeholders will be required during construction. | | **General Notes:**  **Project with similar specifications, similar size scope and complexity. No KP identified. Different delivery method. Good interaction with ODOT.**  **ODOT 160102 BELMONT COUNTY – IR-70-14.24 DBB ST. CLAIRSVILLE, OH**  S&S – Prime Contractor, DBB, $21M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**   1. *Extensive MOT on Interstate I-70 utilizing contra-flow, crossovers and temporary pavement* 2. *High Traffic Counts* 3. *Phased mainline bridge construction* 4. *Phased Roadway Construction (Mainline Pavement, Full-depth realignment of State Routes, Concrete Ramps, Storm Drainage, Traffic Signals, Lighting, Excavation/ Embankment)*   This project involving the widening and resurfacing of 0.5 miles of US 40, 0.76 miles of State Route 331, 0.11 miles of Airport Road, and 0.11 miles of Hammond Road. Additional roadway work included the relocation of Covered Bridge Road and a new two-lane connection road (Belmont College Way) between Hammond Road and State Route 331, re-alignment and replacement of the SR 331 on/off ramps, partial reconstruction of the US 40 on/off ramps, a pedestrian bike path, storm sewer, water line, sanitary line, concrete barrier, traffic signals, soil nail retaining walls, and MSE walls. Structure work included superstructure replacement of two I-70 mainline structures over US 40 and the complete replacement of one overhead structure carrying SR 331 over I-70.  **Project Challenges**  This large scale, multi-year project involved 12 phases of MOT to construct various improvements along I-70, US 40, SR 331 and multiple local access routes. Mainline structure replacement involved phased construction with use of crossovers and contra-flow. Roadway work along US 40 and SR 331 also required phased construction with use of flagging, temporary pavement and widenings.  Phased Construction along US 40 proved challenging, as new storm, water, lighting and pavement was placed in confined work areas with numerous existing utilities present. In addition to the roadway work, a new soil-nail retaining wall was constructed underneath the I-70 mainline structures to facilitate a new segment of pedestrian bike path tying into the Ohio University Eastern Campus. SR 331 part-width construction required continued access to multiple local entities, including Belmont College. Re-alignment of the SR 331 on/off ramps included phased reconstruction and the use of 30-day closures to tie each ramp back into I-70, both of which were completed within the allowable closure period, avoiding critical holidays when no closure periods were permitted.  **Project Similarities to BEL-70**  This project, similar to 253000, requires Shelly & Sands to maintain the safe and efficient flow of traffic along Interstate I-70 and State Routes with use of temporary pavement, crossovers and contra-flow. Both projects are also set within a high-traffic environment, requiring a high level MOT scheme and constant coordination with ODOT and various other stakeholders. Extensive roadway and bridge construction work under phased construction have required unique solutions effectively managed and performed by S&S, with these same strategies being applicable to the BEL-70-9.35 interchange improvement. | | | **General Notes:**  **Different specifications. No KP identified. Project of smaller size and complexity. Similar scope.**  **RHL Boulevard Connector WVDOH D1 | Project# U320-214/13-0.00 | Kanawha County, WV**  Triton – Prime Contractor, VE, $11M  **No Key Personnel, ELR developed VE Plans**  **RELEVANCY TO BEL-70-9.35**  *Bridge*  *MOT*  *Aggressive Schedule*  This project extended RHL Boulevard, near the South Charleston Ice Skating Rink, approximately 2,200 feet north from Trace Fork Shopping Center, bridging Davis Creek and Kramer Road to a new intersection with Jefferson Road (WV601).  E. L. Robinson Engineering Co. developed Value Engineering plans for Triton Construction, Inc. on a 10.94 million-dollar project. This project included nearly 1700 ft of roadway and connector bridge spanning Davis Creek and Kramer Road. Bridge length of 450 ft (c/c bearings of abutments) with a 3 span layout: 130 ft – 190 ft –130 ft. The project tasks included roadway maintenance of traffic, signing and pavement markings, waste sites, floodplain and 404 permits and post-design services that included girder erection and miscellaneous construction engineering services.  The three span bridge is supported by two abutments and two piers. Abutment 1 is located along the hillside south of Jefferson Road and Davis Creek, while Abutment 2 is located between Kramer Road and Jefferson Road. Pier 1 is located along a terrace above Davis Creek and Pier 2 is located on the bank of Davis Creek below Kramer Road. To achieve design grades at Abutment 2, and to keep Kramer Road open, Mechanically Stabilized Earth (MSE) walls were constructed around the abutment.  Triton Construction self-performed the entire project including construction of 450 ft long bridge supported on drilled caissons. | |
| **General Notes:**  **Ruhlin constructed. KP participated. Recent project with similar specifications. Project of similar complexity. Responsive to ODOT, good collaboration. Ongoing post project acceptance issue.**  **SR151 over G&W Railroad (HAS-151-04.85) Design- Build | *Harrison County, OH***  TRC – DBT Lead Designer, DB, $750k  **Key Personnel for BEL-70-9.35**  Curtis Wood, PhD, PE – *Project*  *Manager*  **Key Value-Added Personnel for**  **BEL-70-9.35**  Craig Jacob, PE – *Sr. Bridge*  *Engineer*  Chris Hay, PE *– Bridge Engineer*  Stacy Schimmoeller –  *Environmental Lead*  **RELEVANCY TO BEL-70-9.35**  Design-Build project in District 11.  Project involved a complete structure replacement.  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  The project included several items (girders and bearings) that necessitated longer lead  times for delivery. To mitigate the potential impact to the overall project schedule, the bridge was divided into buildable units for the superstructure and substructure which allowed those items with longer lead times to be finalized prior to the foundations.  Pier locations were coordinated with potential utility relocation positions.  All utility impacts were communicated with the contractor early in the design process.  Per the project scope, S.R. 151 was detoured during the bridge replacement.  The design was developed to stay within the existing ROW limits.  TRC’s environmental staff were engaged to ensure that the design met the approvedenvironmental clearance requirements provided by ODOT at the time of bid. | **General Notes:**  **Project of greater size scope and complexity. 1 KP participation. Similar procurement method.**  **Strength**  **SUM-76/77/8-8.24/9.74/0.00 Akron Beltway Design-Build (PID 102329)**  Parsons – Lead Designer, DB, $161M  **Key Personnel for BEL-70-9.35**  Tom Stora, PE, DBT Design Engineer  Kelly Chrisman, PE, DBT Design  Structural Lead  **RELEVANCY TO BEL-70-9.35**  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.  **RELEVANCY TO BEL-70-9.35**   * 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 | **General Notes:**  **KP identified, different role. Project of similar complexity with a different delivery.**  **LAK-271-01.27/01.45 RAMP C REPLACEMENT | DBB | Lake County, OH**  Ms – Prime Consultant, DBB, $11M  **Key Personnel:**  Jonathan Hren, PE - Project Manager  James Lacher, PE - Lead Traffic Engineer  Ryan Bush, PE, AICP - PIAC/MOTEC Support  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Phased Construction*  *Construction Engineering*  *Highway Lighting*  *Maintenance of Traffic*  *Interchange Reconstruction*  **Project Challenges**   1. Design of a 2-lane offset ramp while allowing existing traffic to be maintained 2. Complex Bridge Construction and Demolition over a very active interstate   **Project Similarities**  Similarities include:  • Bridge design  • Geotechnical Services  • Interchange modification  • Maintenance of Traffic  • Lighting Design | | **General Notes:**  **1 KP identified, role not specific. Project of greater size, scope and complexity. Similar delivery method.**  **Strength**  **ODOT 183000 - HAM-75-3.84 MILL CREEK EXPRESSWAY PHASE 5A, DB CINCINNATI, OH**  ASI – Lead Design Engineer, DB, $90M  **KEY Personnel**   1. Bruin Ramsdell 2. Hardik Shah 3. Beth Schneider 4. Chris Bettinger   **RELEVANCY TO BEL-70-9.35**   1. Interchange and ramp improvements 2. Complex MOT with numerous phases and heavy truck traffic 3. Utility and ROW coordination with schedule impacts   The scope of work includes adding both a northbound and southbound I-75 through-lane, replacing the I-75 mainline pavement south of Ludlow Avenue, resurfacing the pavement north of Ludlow Avenue, and separating the combined sewer system within the ODOT right-of-way. This work included two conduits constructed under the existing railroad tracks by jack and bore methods. Work also included adding a second exit lane on the southbound exit to Hopple Street and the reconstruction of the I-74 EB Hopple Street ramps to I-75 to improve the ramp connectivity and level of service (LOS).  The project also included the rehabilitation and replacement of several structures.  **Project Challenges**  There were a number of similar challenges on this project as it relates to the BEL-70-9.35 project. The first was the importance of an effective MOT plan which takes into account the large number of truck movements in and around the I-75 and I-74 interchange. Impacting a highly utilized and already poor performing interchange presents a number of challenges. Similar to BEL-70, this project utilized short duration ramp closures and single lane operations to facilitate rapid construction of the improvements with minimal delay. Phased construction also focused on efficiently completing portions of the construction to allow for the acceleration of future phases while also minimizing mobilization and other construction costs. This project required significant bridge work which added complexity to the MOT scheme but also offered opportunity for the DBT to develop and implement value based ATCs during the two-step process. The two-step process allowed the entire team to evaluate every aspect of the project and push for innovation, cost containment, risk mitigation, and value-based solutions during every phase of the delivery process. Lastly the coordination with the railroads and nearby utilities presented a number of challenges in communication, scheduling, and execution. The DBT worked diligently to document, facilitate, and drive results with each entity in order to minimize risks to the schedule and ensure project completion.  **Project Similarities to BEL-70**  Similarities include the adherence to a two-step delivery schedule and the inherent importance of developing meaningful ATCs. The commitment to preparation, diligence, and teamwork in the process as well as communication and collaboration with ODOT at every step is critical.  Phased construction of critical project components is also similar to what will be required for the BEL-70 project. Completing the bridge work first to allow for the improvements to SR 149 is just one example of the need to optimize the MOT strategy. The MOT plan will manage the movement of traffic, including trucks, and will ensure that access is maintained and that nearby businesses are not adversely affected.  Coordination with utility companies regarding their facilities and the need to relocate and/or perform construction activities nearby is critical on every project but will be essential in order to maintain the tight schedule. | | | **General Notes:**  **1 KP identified. Project of greater size, scope and complexity. Similar delivery method.**  **Strength**  **HAM-74-18.01 DB (MCE 5B) ODOT District 8 | PID 104668 | Cincinnati, OH**  ELR – Lead Designer, DB, $85M  No Key Personnel  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Geotechnical Design*  *Roadway Design*  *Retaining Wall Design*  *Noise Barrier Design*  E.L. Robinson Engineering (ELR) was the lead designer for the HAM-74-18.01 Mill Creek Expressway, Phase 5B (known as 5B) design-build project in Hamilton County, Ohio. ELR teamed with The Great Lakes Construction Co. (GLC) and was awarded the project in August of 2021 with a low bid of $84.9M. This complex urban interstate project consists of reconstruction of half of the interchange with I-74 and I-75 on the north side of Cincinnati.  The main component of the project consists of a 1900’ flyover bridge carrying I-75 southbound to I-74 westbound which cross two railroads consisting of three tracks, the Mill Creek and Spring Grove Ave. This 10 span, continuous welded steel plate girder structure was designed as two units, includes both driven pile and drilled shaft foundations and includes a 48’ wide straddle bent pier to accommodate a ramp.  The project also consists of 4 major bridge rehabilitations, a new pedestrian bridge, new prestressed I-girder concrete bridge, and 11 retaining walls. Roadway work includes 1.2 miles of pavement replacement, widening the typical section to include 3 lanes of traffic, relocation of three local streets and 2600’ of noise barriers. During the bidding process, the ELR/GLC team received approval for an Alternative Technical Concept which revised the scoped basic configuration of the project and eliminated half of a ramp bridge providing significant savings and ultimately leading to the being the successful bidder. Additional project requirements included heavy utility coordination and relocation, coordination with two railroad owners, 404/408 USACE permits, local/stakeholder coordination and a compressed design **schedule of 9 months!** | |
| **General Notes:**  **Project of similar scope demonstrating capability. No KP, differing procurement. Efficiency improvements.**  **MLK Jr. Drive Safety Improvements (CUY-090-21.02)| *Cleveland, OH***  TRC – Prime Design Consultant, DBB, $472k  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  Design of operational efficiency and capacity improvements similar to an Interchange Modification Project.  Addressed traffic operations, stakeholder communication/ coordination, and environmental considerations.  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Early coordination with utility companies.  Early agency coordination: ODNR, 4(f), Section 106 and ESA screening.  MOT scheme was based on ODOT’s PLCC requirements for part-width construction.  MOT was designed while keeping in mind the queuing on ramps and the need to maintain capacity and safety.  Proposed improvements were designed for completion within the existing ROW. | **General Notes:**  **Project of greater size scope and complexity. Similar procurement. No KP listed. Differing specifications.**  **MDOT I-75 Modernization Segment 2 Design-Build**  Parsons – Lead Design Firm, DB, $233M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  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.  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. | **General Notes:**  **Difficult design major MOT issues. Project of greater size scope and complexity. KP identified, different role, unsure of specific engagement. Complex roadway design. Different procurement method.**  **Strength**  **I-70/I-71 PROJECT 6A / 6R | DBB | Columbus, OH**  Ms – Prime Consultant, DBB, $200M  **Key Personnel:**  James Lacher, PE - Lead Traffic Design  Jonathan Hren, PE - Bridge Design  Ryan Bush, PE, AICP - Transportation Planning  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Complex MOT*  *Access Management*  *Highway and Drainage Design*  *Signals and Lighting*  *Right-of-Way*  *Environmental Services*  The West Interchange project consisted of Phases 6A and 6R (PID 89464) which reconstructs I-70 westbound, I-71 southbound, and five ramps starting in Downtown Columbus near Front Street, going over the Scioto River, and through the I-70/I-71/S.R. 315 interchange. Preliminary through Stage 2 design plans were accelerated to advance this project far enough to obtain a combined waterway and Section 408 permit with an adjacent project that started over a year earlier.  The project included six bridges built within the confines of urban constraints. Three of the bridges are over the Scioto River, including two steel plate girder bridges over 1,000 feet long and a curved, 23 span, steel plate girder bridge that stretches over 4,600 feet. | | **General Notes:**  **KP identified, no specific role. Project of similar size and complexity. Multiple specification requirements. Similar delivery method. Good relevance to SR 149.**  **Strength**  **ODOT 153045 - DEL-GEMINI PARKWAY EXTENSION, DB COLUMBUS, OH**  ASI – Prime Design Firm, DB, $10M  **KEY Personnel**   1. Mike Raubenolt 2. Bruin Ramsdell 3. Aleksandr Pilipchuk 4. Hardik Shah 5. Beth Schneider   **RELEVANCY TO BEL-70-9.35**   1. *Development adjacent to an interchange* 2. *MOT scheme with short closures and access requirements*   This project included the construction of a new roadway from Orion Place to Worthington Road, including the realignment of Worthington Road, East Powell Road, Olde East Powell Road, and Olde Worthington Road. The work also consisted of new sidewalks, shared-use paths, traffic signals, street lighting, storm sewer, sanitary sewer, water lines, landscaping, and necessary traffic control devices.  **Project Challenges**  This project required that we follow design standards for four different entities (the City of Columbus, Delaware County, ODOT, and the City of Westerville). Due to the fast pace required for this project it was imperative that a well-documented communication plan be developed and implemented for requesting and receiving input on the design and plan production. Getting buy-in on critical design aspects from all parties and understanding how that direction impacted other aspects of the design was challenging. Documenting how those decisions were made and why they were agreed upon became critical as we approached the final stage of plan development. A stronger communication plan, with all entities, at the outset of the project development process would have made getting the final approvals easier.  **Project Similarities to BEL-70**  This project was tied closely to the opening of a nearby IKEA retail store and required very strict adherence to the schedule. The design and permitting process was critical path for the completion of the necessary construction activities necessary to open that store on time. Significant improvements to nearby utilities, including sanitary and water lines, required close coordination and incorporation into the project schedule. Maintaining access to nearby businesses and high-volume use during peak hours required the design and implementation of a complex MOT scheme. This project included four separate signalized intersections, two of which were newly created. Signal locations fell into multiple jurisdictions and required synchronization and interconnect facilities. | | | **General Notes:**  **1 KP identified. Project of similar size scope and complexity. Similar delivery method. Great innovation.**  **Strength**  **CUY-77-13.80 Design Build (CCG6B) ODOT District 12 | PID 82388 | Cleveland, OH**  ELR – Prime Consultant, DB, $30M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Geotechnical Design*  *Roadway Design*  *Retaining Wall Design*  *Noise Barrier Design*  This project consists of replacing the CUY-77-1409 structure carrying Broadway Avenue (SR-14) over IR-77 and reconfiguring the ramps from IR- 490EB/WB to IR-77SB to provide standard lane width and merge distances. The existing ramp from Broadway Avenue to IR-77SB was reconstructed into Frontage Road to Pershing Avenue. The intersections of Broadway Avenue with Gallup Avenue, Roseville Court, and Dille Avenue were also reconstructed to match any vertical changes to Broadway and improve curb radii. The mainline lanes of IR-77SB, were resurfaced as part of this project. A multi-use path was constructed along the Frontage Road between Broadway and Pershing Avenues.  A congested urban environment and prescriptive scope requirements required innovative retaining wall designs to minimize conflicts with existing underground utilities. The unique retaining wall designs include jet grouting to construct a concrete gravity wall in place with minimal excavation, underpinning an existing retaining wall with jet grouting, and a 23’ high soldier pile wall with two rows of soldier piles to span over a fiber optic duct bank without using ground anchors, which the project scope placed restrictions on using.  Working with the contractor and specialty subcontractors, ELR designed the unique retaining walls on a compressed design schedule typical for design-build projects. The 400’ two-span precast concrete beam semi-integral bridge replaced the existing 63-degree skew bridge. The 114”, post-ensioned girders are supported on full height abutments and a cap and column pier and feature prescribed aesthetic elements consistent with the I-77 corridor. | |
| **General Notes:**  **KP participation, differing role. Recent project with similar scope items. Swank Contractor. Differing specifications used.**  **I-70 Bridges Rehabilitations | *Ohio***  ***County, WV – Belmont County, OH***  TRC – Design Sub, DBB, $3.4M  **Key Personnel for BEL-70-9.35**  Curtis Wood, PhD, PE – *Sr. Project*  *Engineer*  **Key Value-Added Personnel for**  **BEL-70-9.35**  David Verno, PE – *Bridge PM*  Chris Hay, PE – *Bridge Engineer*  Tim Shoemaker, PE – *Sr.*  *Roadway Engineer*  Derek Spurlock, PE *– Roadway*  *Engineer*  **RELEVANCY TO BEL-70-9.35**  Although completed for the WVDOH, TRC staff coordinated closely with ODOT District 11 as one of the structures (BEL-70-26.84) was located in Ohio and built under ODOT standards.  Significant maintenance of traffic coordination on the I-70 corridor.  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Coordination with TRC construction contacts was required to determine feasible mainline I-70 bridge construction sequencing. These lessons will be applied to the BEL-70-9.35 designs to maximize construction efficiency.  TRC performed all NEPA and permitting work for the entire project.  **AWARDS / PROJECT RECOGNITION**  2024 ACEC Ohio Honor Award for BEL-70-26.84 | **General Notes:**  **Project of greater size scope and complexity. Similar procurement. No KP. Differing specifications.**  **INDOT I-65 Southport and Franklin Added Travel Lanes Design-Build**  Parsons – Lead Design Firm, DB, $120M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  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).  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.  **Project Challenge** - 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.  **Solution** - 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.  **Project Challenge** - 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.  **Solution -** Parsons pulled from our vast depth of resources to accommodate the revision and still meet the required deadline for the contractor to begin construction. | **General Notes:**  **Project of greater size scope and complexity. Similar procurement method. KP identified, but in a different role.**  **Strength**  **PORTSMOUTH BYPASS | DB | Scioto County, OH**  Ms – Prime Consutlant, P3/DBFOM, $430M  **Key Personnel:**  Jonathan Hren, PE - Structures Design Manager  James Lacher, PE - Traffic Design Manager  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Traffic Design*  *Lighting*  *Roadway Design*  *Maintenance of Traffic*  *Design Build*  *Utility Design and Coordination*  *SWPPP Design*  During the bidding and design phase of the project, all parties worked closely to develop the complex design and construction schedule. The project was broken down into four major segments, and then approximately 50 constructible buildable units (BUs). ms consultants, as lead designer, performed the majority of design work, as well as managing the deliverables for each BU.  Coordination and communication between organizations was critical for the timely completion of this project. In addition to ODOT, the Portsmouth Gateway Group, and the consultant teams, the following other entities were also involved the Scioto County Engineer, Norfolk Southern and CSX, AEP, and other utility companies, including water, gas, fiber, telephone, and sanitary.  **Project Challenges**   1. Ending Isolation For an Under-Served Area: Travelers can now take a more direct route, as the new highway bypasses approximately 26 miles of US-52 and US-2. This benefits the local community and surrounding areas by reducing congestion, enhancing regional mobility, and increasing economic development opportunities in the region. 2. Aggressive Schedule: Use of the Design-Build-Finance-Operate-Maintain (DBFOM) delivery method allowed for construction to be completed in four years, which was 10 years faster when compared to traditional delivery using a single-phase to complete construction | | **General Notes:**  **Project of greater size. Similar delivery method. No KP involved. Simple project.**  **ODOT 113011 - MRW-71-12.19, DB MORROW COUNTY, OH**  ASI – Prime Design Firm, DB, $44M  **KEY Personnel**   1. Bruin Ramsdell 2. Aleksandr Pilipchuk 3. Chris Bettinger   **RELEVANCY TO BEL-70-9.35**   1. *Interstate Ramp modifications* 2. *MOT phasing with short duration closures* 3. *Bridge Replacement to account for added travel lanes*   The project was 7.35 miles long and consisted of the removal and replacement of the existing pavement and the addition of a third lane in each direction toward the median, including drainage improvements. Two county road bridges over the interstate required superstructure replacement and raised profiles to achieve the minimum vertical clearance required along interstates. A third bridge (SR 314) was completely replaced.  **Project Challenges**  Where underground utilities were in conflict (including storm), profile grades were adjusted to avoid impacts. To avoid any additional right-of-way acquisition, profile grades adjusted as well as foreslopes/backslopes to keep construction limits within existing right-of-way. Bridge rehabilitation/reconstruction was a challenge due to the long detour routes for the local traffic. Construction had to be performed quickly to minimize impacts. Poor subgrade conditions also presented problems that were not apparent from the subsurface exploration. Over-excavation and cement stabilization were utilized. Through all of this, the project construction schedule was maintained. Another challenge was working for two ODOT Districts. Even though the design was performed for District 6, construction administration was performed by District 3.  **Project Similarities to BEL-70**  Development of alternative concepts for the bridge rehabilitation and replacements provided the DBT with opportunities to reduce costs while also preserving the schedule and the scope of this project. The development of a MOT scheme which created benefit to the contractor but also reduced the impacts to the traveling public added tremendous value to both the district as well as the overall costs for the project. Coordination with impacted utilities and their relocation always takes time and can easily break down due to poor communication. An effective, documented, and rigorously maintained relocation plan is critical to the success of this and every project. | | | **General Notes:**  **Differing delivery, no KP. Smaller size, similar scope and complexity.**  **MOT-35-19.80 ODOT District 7 | PID 90273 | Dayton, OH**  ELR – Lead Consultant, DBB, $11M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Geotechnical Design*  *Roadway Design*  *Signal Design*  As part of the MOT-35 corridor improvements, the Woodman Drive Interchange with US 35 was broken out as a separate project to accommodate funding restrictions (PID 90273). The project originally redesigned the existing diamond interchange to be a  Single Point Urban Interchange (SPUI). It was later determined that a Tight Urban Diamond Interchange (TUDI) was more cost-effective. The TUDI projecti nvolved the rehabilitation and widening of 1500’ of the urban arterial Woodman Drive. Ramp geometrics and profiles were designed to accommodate the MOT-35-18.57 Add Lane project which was constructed prior to the MOT-35-19.80 project.  The new interchange separates the ramp intersections from the nearby Linden Avenue intersection. New signals were installed to improve operations and efficiency while CCTV cameras were added to monitor traffic flow through the corridor. Multimodal access was also improved through a new wider sidewalk across the bridge over US-35 and connections to the Creekside Trail.  Traffic was maintained with part width construction on Woodman Drive, lane shifts on US-35, and short-term detours on the interchange ramps. In addition, the MOT-835-0002,Woodman Drive over US 35, and the MOT-Woodman Drive-0.019, Woodman Drive over the Creekside Trail, structures will be rehabilitated and widened as needed to accommodate the interchange geometry. The project utilized Performance Based Project Development to provide safe, efficient improvements to the congested interchange while maximizing the use of the existing features. | |
| **General Notes:**  **Project with similar scope items, 1 KP, Design consultant in differing role. Similar procurement. Differing specifications utilized. Superfund site.**  **I-64 Six Lane Widening Design-Build | *Wyoming County, WV***  TRC – Design-Study, PE, Quality Assurance Management, ~7.8M  **Key Personnel for BEL-70-9.35**  Curtis Wood, PhD, PE – *Project*  *Manager*  **Key Value-Added Personnel for**  **BEL-70-9.35**  David Verno, PE – *Bridge PM*  **RELEVANCY TO BEL-70-9.35**  The project involved roadway and structure layout during preliminary engineering for the replacement of four pairs of interstate bridges over crossing routes, including the realignment of interchange ramps.  Having participated with the WVDOH in the review of Alternate Technical Concepts (ATCs) for Design-Build Teams during the project’s Procurement Phase, TRC staff gained valuable insight into what an Owner values when considering potential ATCs.  Preliminary engineering for three twin structures carrying I-64 over other roadways.  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Environmental mitigation documentation provided by the DBT for a Superfund site was reviewed by TRC for compliance with appropriate regulations.  The project was adjacent to an electrical transmission line. Efforts were successfully made to minimize impacts to the transmission line.  Work was phased to ensure a minimum of two lanes remained open in each direction of Interstate 64. TRC reviewed the DBT’s roadway phasing plans and TMP to ensure compliance with state standards and the project criteria.  The interstate widening was designed to minimize impacts to the adjacent Superfund site as well as minimize the total area of tree removal and length of stream impacts.  **AWARDS / PROJECT RECOGNITION**  2021 / 2022 / 2023 WVDOH Engineering Excellence Awards for Quality Assurance Management Services | **General Notes:**  **Project of greater size scope and complexity. Similar procurement. 1 KP participated. Differing specifications.**  **Strength**  **US 69 Express Lanes Design-Build**  Parsons – Lead Design Firm, DB, 575M  **Key Personnel for BEL-70-9.35**  Fernando Rodriguez – DBT Lead Designer  **RELEVANCY TO BEL-70-9.35**  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.  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.  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 developed an innovative MOT plan that significantly improved traffic operations and increased capacity.  The Parsons team worked closely with 21 utility companies, identifying and establishing solutions with a focus on minimizing conflicts. 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.  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. | **General Notes:**  **KP identified, differing role. Project of similar scope. Similar procurement.**  **MAH-680-14.37 DBB INTERCHANGE & MAH-527-05.27 DB BRIDGE | Mahoning County, OH**  Ms – Prime Consultant, DB, $8M  **Key Personnel:**  Brian Hughes, PE - Project Manager  Jonathan Hren, PE - Bridge Design  Ryan Bush, PE, AICP - Interchange Study and Design  **RELEVANCY TO BEL-70-9.35**  The ms consultants’ team provided construction plans for the MAH-164-5.27 Design Build Project which included removal and replacement of the SR-164 Bridge over I-680, with a new 4-span continuous steel beam bridge with dog-legged framing. The plans included details for a new widened superstructure with a reinforced concrete composite deck on new galvanized rolled steel beams and elastomeric bearings. The Design Build Team (DBT) utilized the existing piles along with a few new piles at the median pier to save time and construction cost. The project also included new approach pavement, drainage, pavement markings, signing and maintenance of traffic. The profile of SR-164 was raised by over two feet to increase the vertical clearance over I-680 and future interchange ramps. The DBT was able to reduce construction costs by submitting a VECP to detour SR-164 traffic during bridge construction, in lieu of performing part-width construction.  **Project Challenges**   1. Designing a bridge replacement for future ramp geometry 2. Northbound and Southbound I-680 Ramps required 70 mph design speed 3. Southbound Off-ramp tight geometrics 4. Coordinating three projects, one as design build, the other as two parts and with another consultant designing the second part. | | **General Notes:**  **No KP identified. Project of similar specifications and lesser size scope.**  **ODOT 120656 - BEL-70-17.73, DBB ST. CLAIRSVILLE, OH**  ASI – Prime Design Firm, DBB, $10M  **KEY Personnel**   1. Bruin Ramsdell 2. Aleksandr Pilipchuk 3. Chris Bettinger   **RELEVANCY TO BEL-70-9.35**  The scope of services for the project included roadway and bridge design, maintenance of traffic, signing and pavement markings, drainage improvements, and NEPA document preparations, including categorical exclusion (CE) documentation. The project also included renderings for the City of St. Clairsville for the color, headwall and wingwall patterns, and LED lighting in and outside of the tunnel over the National Road Bikeway. Also included was the design of a temporary bike path while the tunnel was under construction.  **Project Challenges**  Our team navigated NEPA and utility relocation concerns for both the interchanges as well as the pedestrian tunnel portions of this project. Developing the design for a new pedestrian tunnel adjacent to the Chambers Run waterway and the existing utilities adjacent to the structure replacements and pedestrian tunnel required close coordination and effective communication.  **Project Similarities to BEL-70**  Conversion of the I-70 overpass to a single span to allow for added travel lanes in the future. This interchanges serve the residents of the City of St Clairsville as well as nearby commercial properties such as a gas station. The study portion of this project looked at numerous alternatives and evaluated cost effective solutions for both short and long term congestion concerns. The development of an MOT scheme which accounted for the widening of the mainline structures as well as impacts to local traffic along state route 9 is identical to the current BEL-70 project. | | | **General Notes**  **No KP identified. Different specifications. Project of greater size scope and complexity. Similar delivery method.**  **Jefferson Road Design Build WVDOH D1| Project #U320-601-0.00-04 |Kanawha County, WV**  ELR – Prime Consultant, DB, $47M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  *Roadway Design*  *Signal Design*  *Bridge Design*  *Geotechnical Design*  To relieve the current and future traffic congestion along Jefferson Road (WV601), the Department of Highways (DOH) planned to use this design build project to realign Jefferson Road from US 119 to US 60 including providing new structure over the Kanawha Turnpike and CSX dual rail lines. E.L. Robinson Engineering (ELR) led the successful design efforts from the Columbus, Cleveland, and Charleston offices. The interoffice team held regular coordination meetings, utilized file sharing sites, and worked as a team to seamlessly deliver the project through the design phase.  With the proposed improvements, the existing signalized offset intersection with Jefferson Road and the Kanawha Turnpike was eliminated. To maintain access to the Turnpike, connector roads were designed with a multilane roundabout also located under the structure. As the successful designer, our team optimized cut slopes, minimized structure length, and extensively reviewed the maintenance of traffic impacts. This project will widen the two-lane urban arterial to five lanes, add a shared use path, install new curb and gutter with a closed drainage system, improve traffic control, and install new water and sanitary facilities within the project’s 1.5-mile corridor. | |
| **General Notes:**  **Similar procurement method (P3). Project of greater size, differing scope, no KP. Depicts versatility of design consultant.**  **US 35: WV 869 to Mason County 40 Design-Build | *Putnam and Mason Counties, WV***  TRC – DBT Lead Designer  **Key Value-Added Personnel for**  **BEL-70-9.35**  David Verno, PE – *Bridge PM*  David Clevenger, PE *– Principalin-*  *Charge*  Timothy Shoemaker, PE *–*  *Roadway Design Lead*  Derek Spurlock, PE *– Roadway*  *Engineer*  **RELEVANCY TO BEL-70-9.35**  Large scale design-build project that required close coordination between consultant and contractor to phase and deliver buildable units while addressing construction challenges.  **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**  Poor soils required extensive geotechnical mitigation efforts designed by in-house geotechnical staff.  Due to the extreme topography through which the project traversed, TRC modified the entire 14.6 mile horizontal and vertical alignment to better conform to the existing topography and minimize earthwork costs and impacts.  TRC developed the alignment to minimize utility impacts as part of an overall cost minimization effort to win the low-bid contract.  Alignment was modified to avoid the relocation of an AEP electric transmission tower.  TRC performed all NEPA and permitting work for the new roadway. | **General Notes:**  **Project of greater size scope and complexity. Similar procurement. No KP participated. Differing specifications.**  **INDOT ClearPath 465 I-465/I-69 Interchange Modification**  Parsons – Lead Design Firm, DBB, $550M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  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.  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.  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. | **General Notes:**  **Project of similar scope. Smaller size. Differing procurement method. KP identified, different role.**  **MAH-224-13.64 INTERCHANGE | DBB | Mahoning County, OH**  MS – Prime Consultant, DBB, $5M  **Key Personnel:**  Brian Hughes, PE - Roadway Design  Jonathan Hren, PE - Bridge Design and Project Management  Ryan Bush, PE, AIC  **RELEVANCY TO BEL-70-9.35**  The U.S. 224 Bridge over S.R. 11 is a four-span structure, which was upgraded with a new, widened superstructure and widened substructure units. The existing substructure units were salvaged, rehabilitated and widened with new piles driven to bedrock at the abutments and new drilled shafts supporting the new outside columns at the piers.  In addition to improving the vertical clearance, the U.S. 224 profile adjustments also corrected a deficient sag curve by raising the grade within the eastern portion of the project to meet the design speed. Pavement not affected by grade changes was milled and resurfaced. New curb and gutter and extensive drainage improvement were made over the entire project limits. The existing traffic signals at U.S. 224 / Raccoon Road and U.S. 224 / S.R. 11 southbound exit ramp / Fairgrounds Boulevard intersection were replaced and coordinated with the signal at the adjacent Talsman Drive T-intersection.  The overall project planning required close coordination with the many utilities affected by the construction. This included the relocation of ten AT&T duct banks occupying the bridge - many of which contained fiber optic cables. Relocation of several large power poles, as well as water and gas line adjustments were also required. New signing and roadway striping plans were also provided to account for the new lane assignments. Right of Way plans were also developed to address the property takes that resulted from widening the roadway.  **Project Challenges**   1. Designing a bridge replacement for future ramp geometry 2. Maintaining two-way traffic using phased construction within high ADT area, and providing business access at all times. 3. Utility coordination for aerial wires in conflict with the bridge widening and buried AT&T duct banks carried by the bridge beams.   *.* | | **General Notes:**  **Project of greater size scope and complexity. No KP identified. Different delivery method. Some similarity.**  **ODOT 240136 - FRA-270-36.94, DBB FRANKLIN COUNTY, OH**  ASI – Prime Design Firm, DBB, $75M  **KEY Personnel**   1. Bruin Ramsdell 2. Aleksandr Pilipchuk 3. Hardik Shah 4. Chris Bettinger   **RELEVANCY TO BEL-70-9.35**   1. *Interchange ramp rehabilitation* 2. *Complex MOT scheme* 3. *Bridge rehabilitation and replacement*   This project involved the complete mainline reconstruction of a section of I-270 on existing alignment from Big Walnut Creek to 0.8 mile south of the SR 16 interchange. Engineering services included the study of substandard geometrics at the interchanges of SR 317 (Hamilton Road) and SR 16 (Broad Street), the study of raising four overhead bridges versus lowering the I-270 mainline to eliminate substandard vertical clearances, an abbreviated safety study at the SR 16 interchange between Cardinal Park Drive and Taylor Station Road, identification of any substandard horizontal clearances on the mainline underpass structures, Maintenance of Traffic Alternative Analysis (MOTAA), upgrades to the guardrail to meet current criteria, investigation of the need for tower lighting at the SR 317 interchange, upgrades to the drainage systems, BMP design and stormwater quality management, and additional bridge work. Value engineering was provided mid-design to include the raising and resurfacing of SR 317 (Hamilton Road) and the addition of two drop lanes across the bridge deck between the ramp intersections.  **Project Challenges**  This project went through numerous scope changes and delays which required diligent oversight by the design project manager and continuous communication regarding schedule and budget concerns for the project. Ultimately this project was broken up into three sperate projects which all were delivered on separate schedules and under different PID numbers. Changes in specifications and design standards over the course of this project required significant rework to the MOT and bridge plans. Critically necessary improvements to the infrastructure, such as the Claycraft Road overpass which was damaged by a vehicle strike, drove the need to separate out key components of the project into separate projects which were advanced more swiftly.  **Project Similarities to BEL-70**  Complex MOT scheme which incorporated heavy vehicle and truck traffic along the mainline and through the interchange. The project included mainline and overpass structures which required close coordination and requirements for closures and lane shifts. The design team phased the improvements to provide the required lane capacity which also creating a safe work zone for the contractor to perform the necessary improvements.  Close communication with the district regarding project schedules and changing scope would have been impossible if American Structurepoint had not committed to maintaining our project team throughout the entire 12 year design and plan production process. | | | **General Notes: Not recent. Similar delivery method. No KP identified. Project with similar specifications with similar size. Lesser scope and complexity.**  **BEL-70-7.61 Design Build ODOT District 11 | PID 76825 | Belmont Co, OH**  ELR – Prime Consultant, DB, $23M  **No Key Personnel**  **RELEVANCY TO BEL-70-9.35**  *Bridge Design*  *Geotechnical Design*  *Roadway Design*  E.L. Robinson successfully won the BEL-70-7.61 Design Build project in District 11. The project involved the major rehabilitation of 5.0 miles of Interstate Route 70 in Belmont County, Ohio. This project included placing a concrete overlay with asphalt bond breaker on mainline I-70 and the SR 149 ramps. In addition, the eastbound passenger car rest area parking lot pavement was replaced and ADA compliant curb ramps installed at both rest areas.  The BEL-70-0775 and BEL-70-0963 mainline structures were rehabilitated. The rehabilitation included installation of new beams and deck, conversion of the abutment to semi-integral, and pier cap replacement. Construction was completed utilizing two main phases. One phase for westbound, and one phase for eastbound. To save on construction costs, a hybrid contra-crossover scheme was utilized. This scheme was chosen over part width, as only one side, the eastbound, mainline bridges needed to be temporarily overwidened to maintain the required lane widths. As part of the maintenance of traffic, existing shoulders used for maintaining traffic were replaced and additional temporary pavement and crossovers were installed. For the westbound maintenance of traffic phase, both lanes of westbound traffic were crossed over to the eastbound side. One lane of westbound traffic was crossed back over to the westbound side at the mainline structures, as the existing eastbound bridges were not wide enough for maintaining four lanes of traffic. | |