STATEMENT OF QUALIFICATIONS

OHIO DEPARTMENT OF TRANSPORTATION

DESIGN-BUILD SERVICES

ODOT BEL-70-9.35 INTERCHANGE IMPROVEMENT

PID 120547

NOVEMBER 22, 2024

Shelly & Sands, Inc.

GENERAL CONTRACTOR
Established 1944
3570 SOUTH RIVER ROAD
P.O. BOX 1585
ZANESVILLE, OHIO 43702-1585
(740) 453-0721 FAX (740) 455-3144

November 22, 2024

Ohio Department of Transportation
1980 W. Broad Street
Columbus, Ohio 43223
Attn: Chase Wells, Alternative Project Delivery

Re: ODOT 253000 BEL 70 – 9.35

Dear Mr. Wells,

We are pleased to offer the following information in response to the Department's RFQ on the above referenced project:

Offeror Point of Contact:
Andrew J. Leffler
1450 North Bailey Road
North Jackson, Ohio 44451

Office 330-351-6262
aleffler@shellyandsands.com

Offeror Legal Name:
Shelly & Sands, Inc.
P.O. Box 1585
3570 South River Road
Zanesville, Ohio 43701-1585
740-453-0721

DBT Lead Designer:
American Structurepoint, Inc.
COA.01648
Mike Raubenolt, P.E.

2550 Corporate Exchange Drive, Suite 300
Columbus, Ohio 43231
mraubenolt@structurepoint.com
614 901-2235

PART A - INTRODUCTION

The Offeror, Shelly & Sands, Inc., is an Ohio Corporation. American Structurepoint is our dedicated Lead Designer.

Shelly & Sands and American Structurepoint are prequalified with the Department, and will remain so during the Project, in accordance with the requirements of the Department.

Our Design Build Team confirms the commitment that the Key Personnel identified in this SOQ are committed to the Project to the extent necessary to meet the Department's quality and project duration expectations.

We warrant that no members of our Design Build Team have a personal or organizational conflict of interest for the project in accordance with the requirements of Section 4.1 Conflict of Interest of the ITO for RFQ.

Our DBT is looking forward to delivering a safe, successful project to ODOT and all other project stakeholders. Due to our extensive local presence, we are uniquely qualified as the best suited Offeror to address the needs of the project in the most cost-efficient manner.

Understanding the importance of our role in keeping ODOT's commitments to the project stakeholders is not lost on our team. Doing so is a commitment we are very comfortable making due to our long, successful history delivering ODOT projects all across the State. Design Build, Design Bid Build or Emergency ODOT contracts, Shelly & Sands reliably, and repeatedly delivers more contracts on an annual basis than any other ODOT construction service provider. With American Structurepoint as our partner, together we stand ready to offer our best personnel. Prepared by their real life ODOT experience to manage the Project in a manner that will deliver all technical aspects required in a timely, and efficient manner while addressing the needs of the traveling public, including the high-volume truck traffic.

Our team appreciates the opportunity to provide the Department with the delivery of this important project. We are one of Ohio's largest employers of local construction workers reliably providing effective construction services to ODOT's most demanding projects. We look forward to the safe, successful completion of this project while we exceed the stakeholders' expectations.

Respectfully Submitted,

AJ Leffler

Andrew J. Leffler
Assistant Vice President
Shelly & Sands, Inc.

2.5.3.a. Anticipated Approach to Engagement

OVERALL PROJECT APPROACH

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?

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.

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.

PART B - PROJECT MANAGEMENT, UNDERSTANDING AND APPROACH

PROJECT UNDERSTANDING

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.

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:

- ☑ Cost-Effective Project Delivery
- ☑ Strategic Schedule Management
- ☑ Prioritize Quality & Safety
- ☑ Comprehensive Risk Management
- ☑ Proactive Utility Coordination
- ☑ Effective Communication

ODOT'S PROJECT GOAL	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.
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.

PROCUREMENT PROCESS

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

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.

2.5.3.b. Project Technical Approach

The DBT takes pride in solving the most complex challenges. Specifically, we look for ways to bring a true valued-added workflow by presenting thoughtful ideas, exhibits, and cost-effective solutions through each phase of design and construction. **In a competitive marketplace, we are able to differentiate our team by developing an exceptional framework of concepts, cost comparisons, and streamlined exhibits all within our standard workflows.** This enables clear communication, well-developed concepts, and quality-driven solutions that don't just solve a problem but truly improve the built environment.

With the 48-month duration to complete the project, a strong team with proven experience to execute projects under compressed timeframes, safely and efficiently, is critical to the project success. The following approach will showcase our understanding of the project risks, proper design, and construction sequencing.

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.

PART B - PROJECT MANAGEMENT, UNDERSTANDING AND APPROACH

The matrix provided below highlights several of the key risks and mitigation strategies our team identified to successfully deliver this project:

RISK	DBT MITIGATION STRATEGY
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.

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.

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.

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.**

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.**

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.

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.

2.5.3.c. Anticipated Approach to Ensure Quality

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.

CONSTRUCTION QUALITY ASSURANCE PLAN

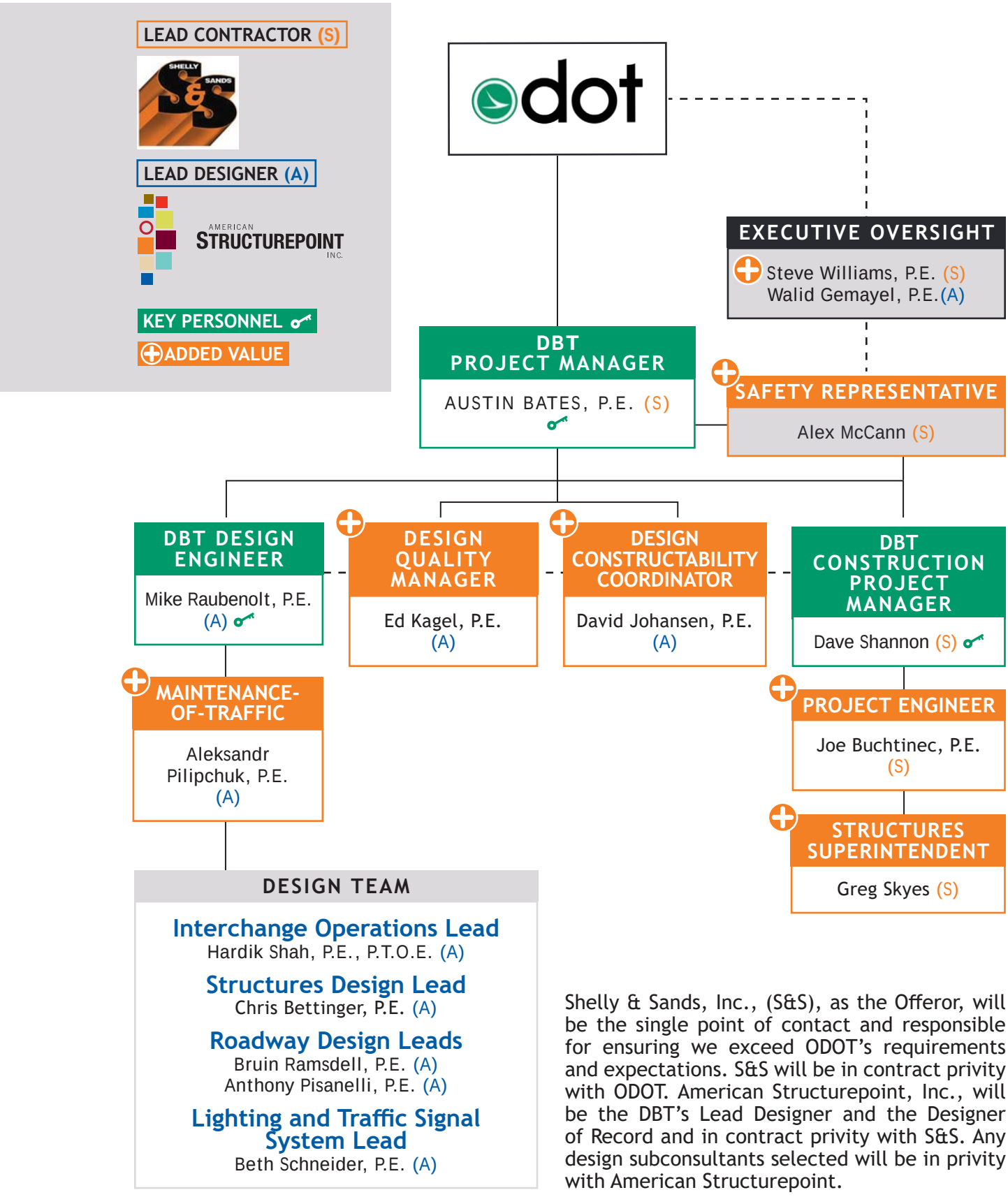
Similar to our approach for design quality, our Construction Quality Assurance Plan, (CQAP), will detail expectations to ensure quality construction. Topics will include regular crew training prior to starting new operations, activity specific work plans will be reviewed to discuss work item specifications, 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.

Figure 1

QUALITY MANAGEMENT PLAN	
DESIGN QUALITY MANAGEMENT PLAN	**CONSTRUCTION QUALITY MANAGEMENT PLAN**
Defines the processes and procedures to ensure quality and clearly communicates them to the DBT.	Sets quality goals for each project work type.
Multi-step process involving SMEs who review, backcheck, and execute quality control documentation to ensure quality deliverables.	Ensures compliance with ODOT's applicable C&MS, Proposal Notes and Supplemental Specs.
Provides the DBT with a measurable process for accountability at every step in the process.	Regular training and performance monitoring by the DBT Construction Project Manager.
Defines roles and responsibilities for all members of the design team in the quality process.	Corrective Action Plans for identified deficiencies.
	Encourages quality check-ins at progress meetings.

PART C - DESIGN-BUILD PROJECT TEAM

2.5.4.1.a. Organization Chart and Narrative



Shelly & Sands, Inc., (S&S), as the Offeror, will be the single point of contact and responsible for ensuring we exceed ODOT's requirements and expectations. S&S will be in contract privity with ODOT. American Structurepoint, Inc., will be the DBT's Lead Designer and the Designer of Record and in contract privity with S&S. Any design subconsultants selected will be in privity with American Structurepoint.

2.5.4.1.b. Positions, Roles, and Integration

VALUE ADDED DBT TEAM

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:

- ODOT District Deputy Director from 2011 to 2017
- 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:

- DB Coordinator for ODOT 213000, DB $162 Million
- 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:

- Structure Superintendent for ODOT 213000, DB $162 Million
- 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:

- Leads S&S training initiatives
- 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:

- Quality Manager for CUY-90-6.83, $145M
- Quality Manager for HAM-75-7.85, $61M
- 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:

- Constr. Coord. for CUY-90-6.83, $145M
- 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:

- MOT lead for HAM-75-3.84, DB $87M
- MOT lead for MOT-75-11.01 (1b), $64M
- MOT Lead for FRA-270-36.94, $60M

2.5.4.2 - General Offeror Experiences

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.

Company/Key Staff	Akron Beltway (213000)	Main & Broadway (160219)	Mansfield 30 (200121)	Medina 71 DB (153031)
S&S	✓	✓	✓	✓
American Structurepoint	✓		✓	✓
Austin Bates	✓			
Mike Raubenolt	✓		✓	✓
Dave Shannon	✓	✓		
Joe Buchtinec	✓	✓	✓	
Greg Sykes	✓	✓		

Figure 2 - American Structurepoint and S&S - Collaboration Matrix

2.5.4.3 Key Personnel

AUSTIN BATES, P.E., **DBT Project Manager**. Austin brings 14 years of Heavy-Highway construction experience, including supervising various projects across Ohio. The work scope of these dozens of projects includes multiple Design Build deliveries, structure replacements, capacity improvements and major rehabilitations of complex interchanges in excess of $90 million in value. His roles of progressive responsibility within Shelly & Sands have given him the insight required to be an effective leader and manager. Austin's involvement in numerous design build pursuits allows him to properly identify key project design and construction goals and effectively manage their successful attainment.

As the DBT Project Manager, Austin will be ODOT's day-to-day point of contact for all matters of project business. All DBT Key Personnel and Added Value Personnel will report to Austin as shown in the above Organizational Chart. Ultimately responsible for delivering all project requirements, Austin will be available for the duration of the project and will be responsible for securing all project resources necessary for the safe and timely design and construction of the project. In his role, Austin will be leading our efforts starting with the project pursuit, design reviews and estimating. Upon award he will coordinate the design and construction schedule, oversee the contract buyout of subcontractors and material suppliers, monitor our DBE obligations, and plan for the successful implementation of our construction workforce. While maintaining the direction of the physical work, he will oversee the development and submission of all contract obligations and address any concerns of the project owner or their representatives. His attention will always be directed towards the reaching of all the common project goals and satisfaction of Project's various stakeholders.

DAVE SHANNON, DBT Construction Project Manager, will report directly to Austin Bates. Dave will be responsible to manage all construction operations matters. As an employee of Shelly & Sands, Dave will rely on 30 years experience in the Industry planning, building and managing our construction resources. Dave will be a full-time employee on the Project for the construction duration. In addition to the required commitment, Dave will be heavily involved during the pursuit and design phases to lend his expertise concerning issues of efficient, quality construction. Dave's most recent experience has well prepared him as he successfully executed similar responsibilities on ODOT Project 213000, The Akron Beltway, ODOT's $162 million Hybrid Design Build, complex, urban interchange replacement. College educated, Dave has continued his education with formal relevant training detailed in his resume preparing him for success in the role of the Construction Project Manager.

MIKE RAUBENOLT, PE, DBT Lead Design Engineer will lead the design team and spearhead efforts during the Phase III portion of this process to drive innovative design concepts and develop cost saving. The design team will work seamlessly with Dave Shannon to ensure all alternatives can be efficiently constructed and are cost effective. Upon selection, Mike and the design team will work quickly to drive the design and RFC process for each of the buildable units. He and his team will work closely with the contractor and the ODOT review team to expedite the review and approval process and drive the overall project delivery schedule. Mike has led the design of several design build projects in Ohio and understands ODOT's multi-step technical and price proposal process. His experience during the procurement process for the HAM-75-3.84 - Mill Creek Expressway, provided numerous opportunities for he and the design team to develop and refine alternatives in collaboration with the contractor and ODOT to provide value based, cost saving solutions for the project.

Further information is provided in Part E Resumes.

ODOT 160219, AKRON MAIN & BROADWAY, $82 MILLION (SUM-IR76-10.00)
DBB AKRON, OH

PRIME CONTRACTOR
- SHELLY & SANDS, INC.

DATES OF CONSTRUCTION
- 07/2016- 10/2020

COMPLETION DEADLINES
- Original Completion: 7/2020
- Contract Completion: 10/2020
- Actual Completion: 10/2020

CONTRACT VALUE
- $88,978,407.76

FIRM CONTRACT VALUE
- $60,074,000 (67.5%)

SIMILAR SCOPE/COMPLEXITY
- MOT-High Traffic Count
- Multi-Phase Coordination
- Structures

KEY STAFF MEMBERS
- Dave Shannon
- Joe Buchtinec, P.E.
- Greg Sykes

PROJECT CONTACT
- Jason Young, P.E.
- jason.young@dot.ohio.gov
- P: 216.584.2221

Project Description
Shelly & Sands, Inc. was the prime contractor on this 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. Additional work included a contractor-designed, temporary, prefabricated bridge that spanned the equivalent of ten traffic lanes. Three of our proposed DBT Team personnel spent five construction seasons on Main & Broadway performing in similar roles to the ones they will perform on this project. The project methodology and approach taken towards the stakeholders, utility companies, and local business owners will be carried on to the Belmont 70 project.

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.

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

PRIME CONTRACTOR
- RSSJV

DATES OF CONSTRUCTION
- 05/2021- 08/2025

COMPLETION DEADLINES
- Original Completion: 8/2025
- Contract Completion: 8/2025
- Actual Completion: In progress, anticipated completion 7/2025

FIRM CONTRACT VALUE
- $51,420,279.34 (31%)

SIMILAR SCOPE/COMPLEXITY
- Large Scale Interchange
- Multi MOT Phases
- Urban Utility Conflicts

KEY STAFF MEMBERS
- Dave Shannon
- Joe Buchtinec, P.E.
- Greg Sykes

PROJECT CONTACT
- Ray Fridley, P.E.
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Project Description

The Akron Beltway is a major redesign and reconfiguration of the interchange that connects I-77, I-76, and Route 8 in Akron, Ohio. The project itself covers 10 square miles in the dense urban region of Akron, Ohio. 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. Three members of our DBT spent time on this mega project performing in similar roles. On this project they demonstrated their ability to coordinate with local stakeholders, work as a part of a DBT, and use innovation to increase the quality and cost-effectiveness of the project for ODOT.

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. Additionally, many unforeseen circumstances created minor project delays such as underground fuel tanks, COVID supply chain issues, utility conflicts, and poor soil in some portions of the project. 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.

Furthermore, The DBT efficiently managed resources to construct this massive project. Using multiple planning meetings a week, coordination between roadway, MOT, SWPPP, concrete paving, and structure crews became a routine event that kept the project progressing forward. The DBT used these meetings to manage multiple phases of the project at the same time over a massive geographical foot print. 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.

ODOT 200121, MANSFIELD RT-30, $62 MILLION, (RIC-30-09.26) DBB
MANSFIELD, OH

PRIME CONTRACTOR
- SHELLY & SANDS, INC.

DATES OF CONSTRUCTION
- 02/2021- 5/2023

COMPLETION DEADLINES
- Original Completion: 5/2023
- Contract Completion: 5/2023
- Actual Completion: 5/2023

CONTRACT VALUE
- $61,909,693.19

CONTRACT VALUE
- $44,030,431.74 (71.27%)

SIMILAR SCOPE/COMPLEXITY
- MOT-High Traffic Count
- Multi-Phase Coordination
- Structures

KEY STAFF MEMBERS
- Joe Buchtinec, P.E.

PROJECT CONTACT
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Project Description
Shelly & Sands acted as prime contractor on this design, bid, build project. 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
This project began with an unprecedented challenge, COVID-19. Adapting to changing environments, Shelly & Sands continued forward following strict safety protocols. During this time, the industry faced material shortages, labor shortages, and mandates that changed the way we were allowed to operate. Despite this massive obstacle, Shelly & Sands proved capable of forging forward and getting the job done. The project team planned ahead to ensure all materials were ordered allowing ample lead times so construction would not be delayed. In situations where lead times were detrimental to the project schedule, alternative materials were explored

and presented to The Department at the project level. Because of this proactive approach, the project was able to reach a successful completion.

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.

ODOT 170393, THE I-71 MEGA FIX, $113 MILLION (FRA-IR71-9.62/9.71 (PART 1) DBB FRANKLIN, OH

PRIME CONTRACTOR
- Shelly & Sands, Inc.

DATES OF CONSTRUCTION
- 08/2017 to 08/2021

COMPLETION DEADLINES
- Original Completion: 06/30/2020
- Contract Completion: 07/10/2023
- Actual Completion: 08/2021

CONTRACT VALUE
- $121,527,001.11

FIRM CONTRACT VALUE
- $64,858,960.49 (53.37%)

SIMILAR SCOPE/COMPLEXITY
- Structures
- Concrete Ramps
- Full-Depth Pavement
- Widening
- High Volume of Traffic

KEY STAFF MEMBERS
- Ryan Porter

PROJECT CONTACT
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- P: 740.833.8272

Project Description

Shelly & Sands was the prime contractor on this $113 Million design-bid-build project. The I-71 Mega Fix was a major rehabilitation located just outside the heart of Columbus, Ohio and just a 2-minute drive from Shelly & Sands' Columbus office. Work took place on I-71 over approximately 5.5 miles of roadway starting where I-70 and I-71 split and ending where I-270 and I-71 split. Construction began in 2017 and was completed in 2021. 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.

Project construction was substantially completed and fully opened to traffic at the end of the season in 2020. In the 2021 construction season, Shelly & Sands focused their efforts on final project clean up and punch-list items. Due to the large size of the project, the finalization date did not occur until 2023 after finalization meetings with ODOT.

Project Challenges

The large geographical footprint that included high volumes of traffic travelling at highway speeds created a challenge for construction

and safety. 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.

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.

Project Similarities to BEL-70

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.

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.

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.

ODOT 160102 BELMONT COUNTY - IR-70-14.24 DBB
ST. CLAIRSVILLE, OH

PRIME CONTRACTOR
- Shelly & Sands, Inc.

DATES OF CONSTRUCTION
- 4/4/2016 to 12/7/2018

COMPLETION DEADLINES
- Original Completion Date - 9/30/17
- Adjusted Completion Date – 12/7/2018

CONTRACT VALUE
- $20,929,022

FIRM CONTRACT VALUE
- $14,844,955 (70.93%)

SIMILAR SCOPE/COMPLEXITY
- Extensive MOT on Interstate I-70 utilizing contra-flow, crossovers and temporary pavement
- High Traffic Counts
- Phased mainline bridge construction
- Phased Roadway Construction (Mainline Pavement, Full-depth realignment of State Routes, Concrete Ramps, Storm Drainage, Traffic Signals, Lighting, Excavation/ Embankment)

PROJECT CONTACT
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Project Description

Shelly & Sands is the prime contractor on 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.

This project's original completion date was 9/30/17. Weather impacts and changes to permanent signage led to two time extensions, revising the contract completion date to 12/7/18. This project was completed on time with no issuance of liquidated damages.

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.

High traffic volumes (over 40,000 ADT) with high percentage of truck traffic required extensive repairs to existing pavements, as well as non-stop repair of portable barrier wall and other maintenance of traffic materials. Shelly & Sands prioritized manpower and equipment to ensure the continued safety and functionality of the work zone throughout the life of the project.

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.

SR 331 structure replacement involved structural steel and deck placement overtop of I-70, while maintaining traffic on the existing adjacent structure. ODOT District 11 and S&S successfully collaborated in a re-design of the rear high -wall abutment, shifting the proposed construction joint of the abutment closer to the existing structure. This change reduced the size of the temporary wire-faced MSE wall and allowed for the new structural steel and deck to be constructed in a single phase, reducing effects on local traffic and eliminating the deck closure pour, reducing long-term maintenance issues with the new structure.

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.

ODOT 183000 - HAM-75-3.84 MILL CREEK EXPRESSWAY PHASE 5A, DB
CINCINNATI, OH

PRIME DESIGN FIRM
- American Structurepoint

DATES OF CONSTRUCTION
- 08/2018 - 08/2023

COMPLETION DEADLINES
- Original Completion: 2021
- Contract Completion: 2022
- Actual Completion: 2023 (Delays in materials and labor due to COVID impacted schedule)

CONTRACT VALUE
- $89,935,651

FIRM CONTRACT VALUE
- $5,005,280 (5.6%)

SIMILAR SCOPE/COMPLEXITY
- Interchange and ramp improvements
- Complex MOT with numerous phases and heavy truck traffic
- Utility and ROW coordination with schedule impacts

KEY STAFF MEMBERS
- Bruin Ramsdell
- Hardik Shah
- Beth Schneider
- Chris Bettinger

PROJECT CONTACT
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Project Description

American Structurepoint was lead design engineer for Walsh Construction Company on this $86 million design-build construction project in Hamilton County. The project is along I-75 from Hopple Street to Mitchell Avenue and along I-74 to the interchange with I-75. 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. The eastbound I-74 structures over South Beekman Street, North Beekman Street and Elmore Street will have their existing decks removed and replaced. The structure over Spring Grove, Mill Creek, and the CSX/NS railroad tracks will be rehabilitated, including a new deck. The existing structure on the I-74 EB to I-75 NB ramp over I-75 mainline is to be removed and replaced with a new multi-span, curved steel girder structure. Both the I-75 mainline three-span structures over the ramp from Hopple Street to WB I-74 are to be replaced with a new single-span concrete beam structure.

Due to the widening of I-75, it was necessary to construct five new retaining walls along the corridor. The three southbound walls are to eliminate any impacts to the adjacent CSX/NS tracks. The two northbound walls will eliminate impacts on the adjacent local road (Streng

Street) and minimize impacts to Mount Storm Park. New highway lighting, ITS, and traffic control was also included within the project corridor. Maintenance of traffic was critical in the design and construction of this project. Traffic was maintained at all times during construction in this heavily traveled corridor.

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.

ODOT 153045 - DEL-GEMINI PARKWAY EXTENSION, DB COLUMBUS, OH

PRIME DESIGN FIRM
- American Structurepoint

DATES OF CONSTRUCTION
- 04/2016 - 06/2017

COMPLETION DEADLINES
- Original Completion: 2016
- Contract Completion: 2017
- Actual Completion: 2017

CONTRACT VALUE
- $10,392,000

FIRM CONTRACT VALUE
- $462,678 (4.5%)

SIMILAR SCOPE/COMPLEXITY
- Development adjacent to an interchange
- MOT scheme with short closures and access requirements

KEY STAFF MEMBERS
- Mike Raubenolt
- Bruin Ramsdell
- Aleksandr Pilipchuk
- Hardik Shah
- Beth Schneider

PROJECT CONTACT
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- P: 740.833.8397

Project Description

The Gemini Parkway extension project included the construction of a new boulevard to provide access to the new IKEA store at the Gemini Parkway and I-71 interchange. In addition to providing access for commercial development, this project also was constructed to promote the redevelopment of the old Polaris Amphitheater area and to provide another east-west connection on the south side of Delaware County. 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. The design-build team coordinated with adjacent construction projects during the design and construction of this project, including commercial site developments and Delaware County road improvement projects along East Powell Road and Worthington Road.

All services performed by the design-build team are in conformance of the specifications provided by the ODOT Scope of Services including specifications for ODOT, City of Columbus, City of Westerville, and Delaware County manuals and guidelines. The project limits consisted of the extension of Gemini Parkway from approximately 550 feet west of Orion Place to intersect Worthington Road at East Powell Road. The project also included realignment of Worthington Road from Polaris

Parkway to Gemini Parkway and from the Worthington Road/Gemini Parkway intersection to approximately 130 feet east of East Powell Road. East Powell Road was also realigned from Worthington Road to approximately 900 feet northwest of Worthington Road. The project also included provision for two new roadways along the Gemini Roadway extension for future development access.

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.

ODOT 113011 - MRW-71-12.19, DB MORROW COUNTY, OH

PRIME DESIGN FIRM
- American Structurepoint

DATES OF CONSTRUCTION
- 10/2011 - 10/2015

COMPLETION DEADLINES
- Original Completion: 12/2015
- Contract Completion: 12/2015
- Actual Completion: 10/2015

CONTRACT VALUE
- $44,205,370

FIRM CONTRACT VALUE
- $1,495,563 (3.4%)

SIMILAR SCOPE/COMPLEXITY
- Interstate Ramp modifications
- MOT phasing with short duration closures
- Bridge Replacement to account for added travel lanes

KEY STAFF MEMBERS
- Bruin Ramsdell
- Aleksandr Pilipchuk
- Chris Bettinger

PROJECT CONTACT
- Anthony Turowski, PE
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- P:740.833.8186

Project Description

American Structurepoint teamed with Kokosing Construction Company for this $42 million design-build project for ODOT District 6. 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. American Structurepoint staff developed alternative design concepts (including reduced median widths, changes to the vertical profile and various structure types) and worked closely with Kokosing staff to develop an alternative maintenance-of-traffic scheme that did not impact the southbound lanes during the first year of construction of this 2-year project.

Over/under studies were completed on two bridges requiring deck replacement and additional vertical clearance required over the interstate. Each of these structures was ultimately raised, minimizing impact on the interstate. A third bridge was completely replaced with a prestressed modified bulb tee superstructure supported on MSE wall abutments.

SR 314 Bridge: The 288.66’ long structure is a two-span prestressed concrete modified bulb T girders composite with a reinforced concrete deck. The alignment of the roadway is in a spiral and the beam lines deflect at the

pier. The structure is supported on standard abutments on MSE wall embankment. The span lengths along the chord are 138'-1 1/8" and 137'-3 7/8". The structure skew from the chord is 42deg34min32sec.

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.

ODOT 120656 - BEL-70-17.73, DBB ST. CLAIRSVILLE, OH

PRIME DESIGN FIRM
- American Structurepoint

DATES OF CONSTRUCTION
- 2013-2016

COMPLETION DEADLINES
- Original Completion: 2016
- Contract Completion: 2016
- Actual Completion: 2016

CONTRACT VALUE
- $9,668,461

FIRM CONTRACT VALUE
- $1,080,458 (11.2%)

SIMILAR SCOPE/COMPLEXITY
- Replace I-70 Structures over state route
- Complex MOT scheme
- Alternative concepts to determine best value

KEY STAFF MEMBERS
- Bruin Ramsdell
- Aleksandr Pilipchuk
- Chris Bettinger

PROJECT CONTACT
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- P:330.308.7873

Project Description

Due to the need to replace the existing bridges at the I-70 and SR 9 interchange in Belmont County, American Structurepoint performed a study focusing on improving safety, minimizing traffic congestion, and accommodating future traffic to determine a footprint for future interchange improvements. Alternatives included both conventional and roundabout interchanges. The study included traffic capacity analysis to determine whether additional lanes were needed on the I-70 mainline. The project included an environmental review of the study area, traffic counts and projections, analysis of future traffic under existing conditions, development of three alternatives for the interchange, and public involvement meetings. 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

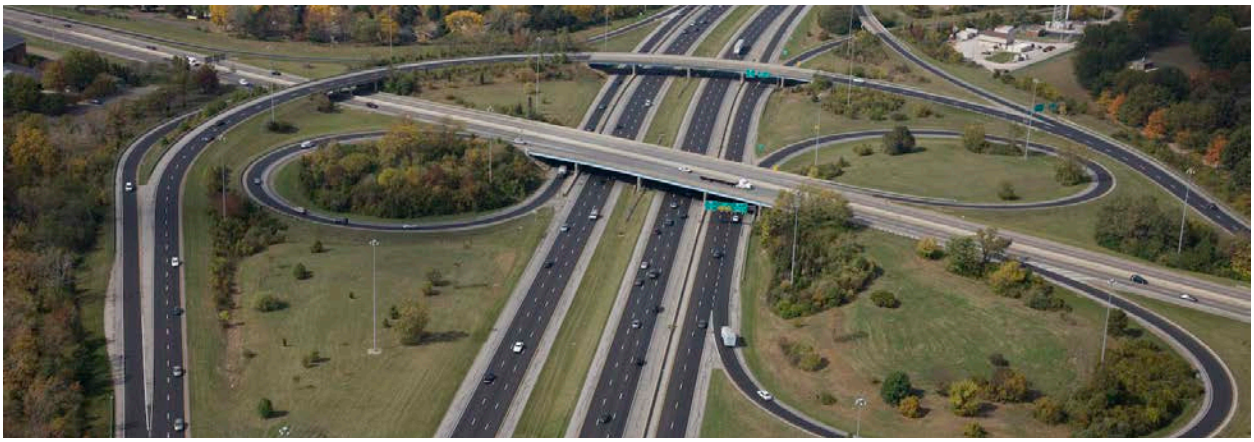
Our team navigated NEPA and utility relocation concerns for both the interchanges as well as the pedestrian tunnel portions of this project. Developing the design for a new pedestrian tunnel adjacent to the Chambers Run waterway and the existing utilities adjacent

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.

ODOT 240136 - FRA-270-36.94, DBB FRANKLIN COUNTY, OH



PRIME DESIGN FIRM
- American Structurepoint

DATES OF CONSTRUCTION
- 2021-2026

COMPLETION DEADLINES
- Original Completion: 2026
- Contract Completion: 2026
- Actual Completion: TBD (Design completed 2023)

CONTRACT VALUE
- $75,270,400

FIRM CONTRACT VALUE
- $4,616,426 (24.8%)

SIMILAR SCOPE/COMPLEXITY
- Interchange ramp rehabilitation
- Complex MOT scheme
- Bridge rehabilitation and replacement

KEY STAFF MEMBERS
- Bruin Ramsdell
- Aleksandr Pilipchuk
- Hardik Shah
- Chris Bettinger

PROJECT CONTACT
- Cindy Wengerter, PE
- Cindy.wengerter@dot.ohio.gov
- P: 740.833.8057

Project Description

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. Aesthetic treatments (decorative fence, lighting, and railings) were incorporated into the SR 317 bridge design, coordinated through the City of Gahanna, to create a visually appealing entrance into the city from the interstate. Project coordination involved progress meetings with the City of Gahanna, the City of Columbus, and ODOT to ensure specific city standards were incorporated in the overall design, and design work did not overlap recently completed, current construction, and upcoming projects.

Maintenance-of-traffic detours (local/secondary) were developed in coordination with the City of Gahanna, the City of Columbus, and the City of Whitehall to help facilitate traffic during ramp closures. Environmental work on the project included delineation of 12 wetlands using the OEPA's ORAM criteria, and evaluation of 21 streams using the HHEI/QHEI methods.

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.

PART E - RESUMES OF KEY PERSONNEL

AUSTIN T. BATES, P.E.

DBT PROJECT MANAGER

Shelly & Sands, Inc. Zanesville, OH

Austin Bates' 14 years of experience include roles of increasing responsibility beginning as a bridge laborer and progressing to Project Management of S&S's most complex projects, including multiple design builds. These roles include physically building the work, managing individual crews, single projects and entire areas with multiple projects. His most recent assignment as a Project Engineer is on an ODOT $91 million dollar major reconstruction of a complex, urban interchange that includes pavement replacement, ramp improvements, drainage, and the repair or replacement of 13 bridges in a very limited ROW space on IR-70 in Muskingum County. As our DBT Project Manager, Austin brings hands-on field experience to the pursuit of project success every day. His progression with S&S has given him perspective in all aspects of our industry, providing valuable insight to assist all members within our team. Having self-performed the daily responsibilities he is now directing; Austin can very safely and effectively plan and direct our personnel towards project success. Whether the task includes the physical work, the planning and coordination of design, or management of the contract obligations, Austin's well-rounded experience and detail-oriented attention allows him to overcome any project challenges as they are presented.

EXPERIENCE:

- 14 Year of Industry Experience
- 14 Years at Shelly & Sands (Currently Employed)

EDUCATION:

- Bachelor of Science in Civil Engineering, Ohio University

QUALIFICATIONS:

- Licensed Professional Engineer (Ohio) – PE#86421
- Construction Management Certificate, Ohio University
- OSHA 30 Hour
- Confined Space
- Crane Rigging and Signaling
- First AID/CPR

TIME COMMITMENT:

- Design: 100%
- Construction 100%

RELATED WORK 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.

PART E - RESUMES OF KEY PERSONNEL

DAVE SHANNON
DBT CONSTRUCTION PROJECT MANAGER

Shelly & Sands, Inc. North Jackson, OH

Dave Shannon, as DBT Construction Project Manager, is responsible for managing the overall project construction and will report directly to Austin Bates, PE. Dave has proven himself a leader at Shelly & Sands over his 23 years with the company. His internal responsibility includes regularly managing the overall construction of large-scale projects. 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.

EXPERIENCE:

- 30 years of industry experience
- 23 years at Shelly & Sands (currently employed)

EDUCATION:

- Youngstown State University

QUALIFICATIONS:

- Damage Utility Prevention
- Ohio Traffic Incident Management
- OSHA 30
- Traffic Control Training
- Confined Spaces Training
- DFWP Supervisor Training
- FA/CPR
- HAZCOM

TIME COMMITMENT:

- Design: 50%
- Construction: 100%

RELATED WORK 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.

PART E - RESUMES OF KEY PERSONNEL

MIKE RAUBENOLT, P.E.

DBT LEAD DESIGN ENGINEER

American Structurepoint Columbus, OH

Mike Raubenolt, as DBT Lead Design Engineer, is responsible for managing the overall design and plan preparation of the project, reporting directly to the DBT Project Manager. 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.

EXPERIENCE:

- 25 years of industry experience
- 11 years at American Structurepoint (currently employed)

EDUCATION:

- Bachelor of Science in Civil Engineering, Ohio University

QUALIFICATIONS:

- Licensed Professional Engineer (Ohio) – PE#69363

TIME COMMITMENT:

- Design: 100%
- Construction: 50%

RELATED WORK 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.

PART F - ADDENDA, PREQUALIFICATION AND APPROVED CONFLICT-OF-INTEREST WAIVERS

1.) At the time of submission, there have been no addenda posted by ODOT.

2.) No Inclusion of Conflict-of-Interest Waivers required.

3.) DBT Prequalification Status:

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

PREQUALIFICATION CATEGORIES	PREQUALIFIED CONSULTANT
Complex Roadway Design	American Structurepoint
Level 2 Bridge Design	American Structurepoint
Complex Lighting Design	American Structurepoint
Traffic Signal System Design	American Structurepoint
Interchange Operations/Modification/Justification Study (IOS/IMS/IJS)	American Structurepoint

PART G - EVALUATION FORMS

All projects submitted are ODOT contracts; therefore, there is no requirement to provide evaluation forms.