



CUY IR 490/SR 010 02.09/19.28

PID 96833

PROJECT# (17)3000

SOQ Scoring Summary Brief

September 23, 2016

The CUY IR 490/SR 010 02.09/19.28, PID 96833, ODOT Project # 3000(17), is for the design and construction of Section 3 of the Opportunity Corridor Project (informally referred to as OC3). Statements of Qualifications (SOQs) were received from four Offerors on August 30, 2016 by the required noon deadline from the following:

OFFEROR	DESIGN BUILD CONTRACTOR	DESIGN BUILD DESIGNER	INDEPENDENT QUALITY FIRM	DIVERSITY AND INCLUSION (D&I)CONSULTANT
Walsh Construction	Walsh Construction	Parsons Transportation	American Structurepoint	G. Stephens Inc.
Kokosing	Kokosing	Michael Baker	Richland Engineering	Brownstone Grey
TGR Joint Venture	Trumbull Great Lakes Construction Ruhlin	HDR Engineering	TranSystems	Integral Management
LANE Construction	LANE Construction	ms consultants	WSP – Parsons Brinckerhoff	Adrian Maldonado and Associates

**Walsh** identified the following as the most significant tasks: 3<sup>rd</sup> Party Coordination, NS Bridge Impact, and MOT. The first two points indicate understanding of this project, but there are more significant risks to consider than MOT.

The organizational chart identified pertinent project roles with many named persons. Each firm in the DBT has the capacity for their role. The Key Personnel all have ODOT experience, and the DB PM, DB Design PM, and DB Construction PM each have experience in their proposed roles.

The firms presented each have the resources available to perform their role. Their project references showed five projects of similar scope and size, as well as five additional projects that mostly related to firms' proposed roles, but varied in scope. The only notable negative comment regarded difficulty on the part of Parsons on the design of the NW Corridor Express Lanes Design-Build. Liquidated damages were determined to not be significant.

The approach to Diversity & Inclusion showed several examples of past projects and processes that are applicable to OC3, as well as experiences in mentoring smaller businesses and workforce development. The D&I Consultant has some experience, although not in the OC3 area. The Diversity and Inclusion Consultant slightly overstated involvement in specific projects, but is capable.

Overall – a very good and organized SOQ.

**Kokosing** identified the following as the most significant tasks: OC Blvd Under 55<sup>th</sup>, Schedule Management, Structures. These three points indicate an understanding of the project but the evaluator's opinion of listing Structures as a risk was appropriate but overly broad.

The organizational chart identified pertinent project roles with many named persons. Each firm in the DBT has the capacity for their role. The Key Personnel all have ODOT experience, and the DB PM, D&I Consultant, and IQF PM each have experience in their proposed roles.

The firms presented each have the resources available to perform their role. The project references showed seven projects of similar scope and size, as well as three additional projects that mostly related to firms' proposed roles, but varied in scope.

The approach to Diversity & Inclusion demonstrated that Kokosing is an active participant in ODOT's D&I efforts, and has an approach applicable to OC3 for subcontracting, mentoring, and workforce development. The D&I Consultant has direct experience with OC3 stakeholders and community.

Overall – the strongest team and highest rated SOQ.

**TGR** identified the following as the most significant tasks: City Utility, and Rail Coordination, East 55th Street Grade Separation and Surrounding Area, and Norfolk Southern Grade Separation and Track Work. These three points indicate an understanding of the project.

The organizational chart identified pertinent project roles with many named persons. Each firm in the DBT has the capacity for their role, and the JV members have positive experience working together. The Key Personnel each have ODOT experience, and the DB PM and DB Construction PM each have experience in their proposed roles.

The firms presented each have the resources available to perform their role. The project references showed six projects of similar scope and size, as well as four additional projects that mostly related to firms' proposed roles, but varied in scope.

The Diversity & Inclusion approach named specific commitments for OC3 that would provide value to ODOT and the community. However, Great Lakes (a JV member) has not fully met similar commitments on OC2. The D&I Consultant has experience in outreach in the OC3 area, but not in the specific role.

Overall – a very good and organized SOQ.

**LANE:** identified the following as the most significant tasks: Maintenance of Traffic, Utility Coordination and Construction, Railroad Construction and Coordination. The final two points indicate understanding of this project, but there are more significant risks to consider than MOT.

The organizational chart identified pertinent project roles with many named persons. Each firm in the DBT has the capacity for their role. Only two of the Key Personnel have ODOT experience. The DB PM, DB Construction PM, IQF PM, and GCRTA/City/Utilities Coordinator have experience in their proposed roles. The DB PM is only 50% available during design, and the NS Coordinator is not located in Ohio. However, he works from Norfolk Southern's offices in Atlanta.

Although LANE is not mobilized in Ohio, they are known to have the capacity to perform this project. The discussion of resource allocation and expertise/capabilities was limited, however. The project references showed five projects of similar scope and size, as well as five additional projects that mostly related to firms' proposed roles, but varied in scope.

The Diversity & Inclusion approach focused on some upcoming plans, but provided limited background and history. The D&I Consultant has some experience with the proposed role, but only in vertical construction.

Overall – a good SOQ, but did have some minor content issues in regards to readability.

**Overall**, all four SOQ submittal’s quality, organization, and format were good to excellent, with some minor concerns noted. All were very easily followed, responded to requested information, and followed the Request for Qualifications formatting. All teams demonstrated competence in being able to complete the project.

<b>Evaluation Criteria</b>	<b>Maximum Points</b>	<b>Walsh Construction</b>	<b>Kokosing</b>	<b>TGR Joint Venture</b>	<b>LANE Construction</b>
<b>Project Approach</b>	15	11	15	14	11
<b>Proposed Design-Build Team</b>	30	28	30	29	25
<b>Capabilities and Experience</b>	35	35	34	32	29
<b>Diversity &amp; Inclusion and Outreach</b>	30	28	30	26	23
<b>SOQ Ratings:</b>		<b>102</b>	<b>109</b>	<b>101</b>	<b>88</b>

The TET recommends the following Offerors be “shortlisted” and invited to develop a Technical and Price Proposal:

- Walsh Construction
- Kokosing
- TGR Joint Venture

**Note:** As this is only a Scoring Summary Brief. The Executive Level Evaluation Team should review the SOQ Scoring Summary and Highlights document, The SOQ – Technical Level Evaluation Team Review Notes, the Statement of Qualifications submitted by the Offerors, and direct any questions concerning the Statement of Qualifications ratings to Eric Kahlig.