

CH2M HILL wins \$36.6 million D-B interstate highway improvement project in Oregon

The Oregon Department of Transportation has selected CH2M HILL to provide design-build delivery of improvements along a 14-mile stretch of Interstate 5 between Sutherlin and Roseburg.

This project is part of the Oregon Transportation Investment Act transportation improvement program. OTIA provides the largest increase in transportation funding in the state since the interstate highways were built 50 years ago.

This \$36.6 million contract is the largest single design-build transportation project awarded to CH2M HILL as the prime contractor. It surpasses the \$29.8-million Sudley Manor Drive project in Virginia, which was won just three months ago.

Although the company faced tough competition from two other teams led by well-known traditional construction companies and experienced design-builders Granite Construction and Kiewit Pacific, CH2M HILL was the top scorer with a "best value score" of 99.06 points on a 100-point scale. The next closest team scored 82.9 points. CH2M HILL's local design and construction team and its Context Sensitive and Sustainable Solutions (CS³) approach were key factors in winning the contract.

"Our design concepts made the difference," said Jim Bauman, CH2M HILL

design-build design manager. "We integrated the design and construction activities to develop the most efficient and lowest cost approach. We competitively priced an aggressive approach. And we did not give anything up in our Quality Proposal. Our proposal team did a hell of a job selling the lowest-cost solutions for the project."

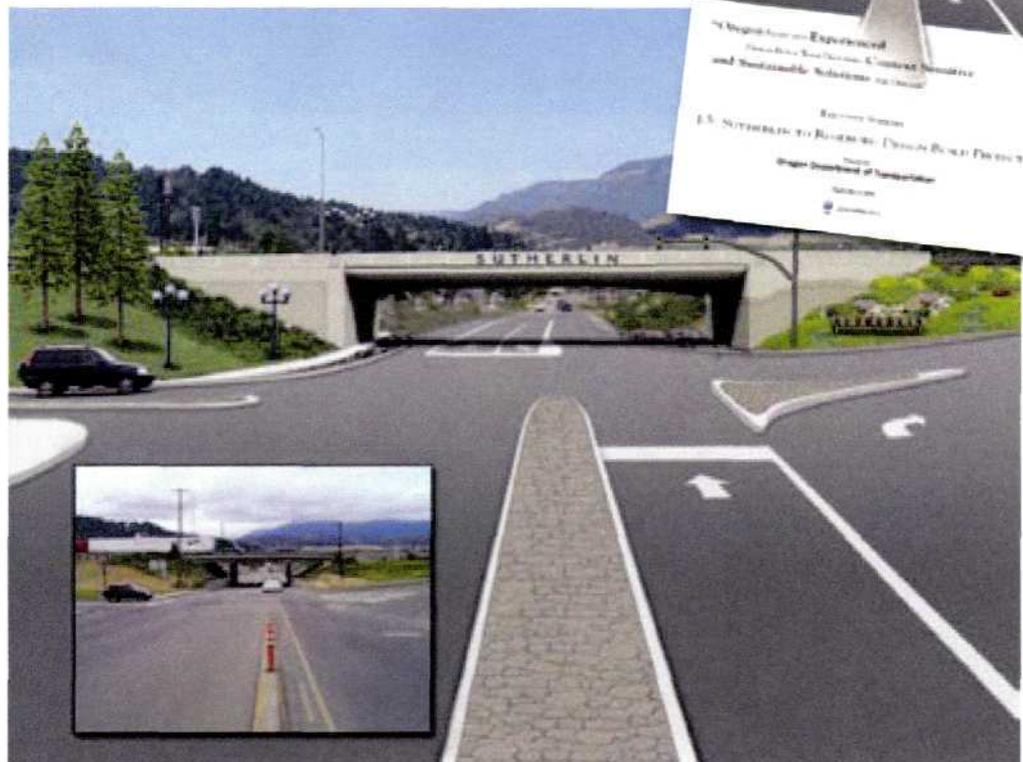
The scope of work involves: replacing nine interstate highway bridges; repairing one bridge; improving concrete barriers and guardrails; making drainage improvements; replacing fencing; and performing other interstate maintenance work. The project is scheduled for completion by November 2006—five months

ahead of the mandatory completion date specified by ODOT.

Among the bridges being replaced is the 100-foot-long Oregon Route 138 overcrossing at the Sutherlin Interchange. Built in 1953, the bridge is functionally obsolete and its load-carrying capacity is one of the least sufficient of the I-5 bridges identified for replacement in the state's Cracked Bridge Strategy recommendations, according to ODOT.

Les Melhorn, TBG's global sales manager for the procurement, extends his thanks to everyone who helped put together a winning effort, including the

proposal, engineering and estimating teams, as well the construction means and methods team. And a special thanks to John Dudasch who recently moved his family from Denver to Salem to lead the firm's design-build program projects. Dudasch and Doug Johnson assembled a team of Oregon-based bridge and highway contractors that has the capacity to compete with the national firms while providing the local expertise to deliver quality work.



Jeannine Moore, who works in the Boise, Idaho, office, prepared this illustration of the new Sutherlin bridge. The inset shows the current bridge, which was built in 1953.