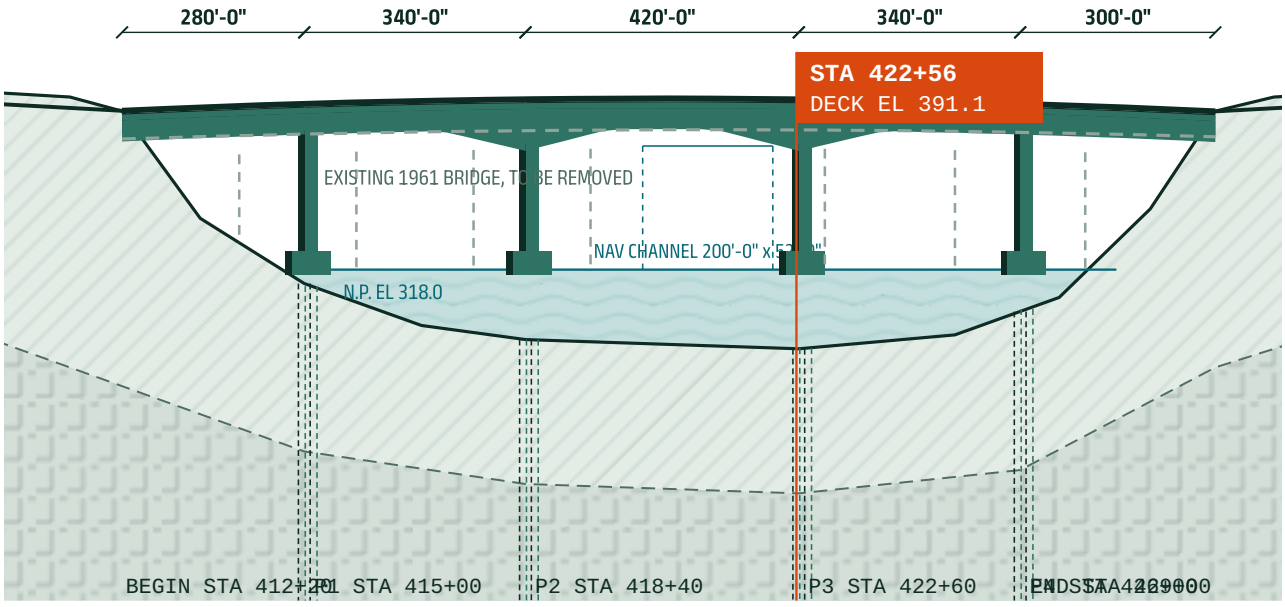
SR-58 over the Sennet River

Statement of Qualifications for RFQ TSD-26-DB-0412, the design-build replacement of Bridge 58-0412. We've set it the way you read a job, as a plan set. Run the stages yourself, one sheet down.

COBBOLD WRACKLINE Joint Venture, for Tamarack State Department of Transportation

G-001	Title sheet
G-002	Letter and scoring
TC-101	Staging, elevation and plan
TC-201	Closure windows and detour
S-301	Pier 3 north, pile to deck
G-401	Joint venture and risk
S-501	Past design-build work
G-601	Baseline schedule
Q-701	Estimate of quantities
E-801	Chief Engineer
E-802	District Traffic Engineer
E-803	Environmental Resources
E-804	Procurement Officer
E-805	Deputy Secretary, Finance
C-901	Compliance matrix
C-902	Addenda and clarifications
C-903	Forms and receipt



Tamarack State DOT Region 4, Bridge Program	**SR-58 over the Sennet River** Bridge 58-0412, RFQ TSD-26-DB-0412	**Title sheet** Sta 412+20.00 to 429+00.00	**G-001** 1 of 17

1. Four lanes at rush hour, every weekday, for 1,640 days.

RFQ section 1 asks for a letter of submittal. RFQ section 2.3 gives the sentence we built this package on. "The corridor shall carry four through lanes during peak periods for the full contract duration."

Bridge 58-0412 went into service in 1961. Its deck is rated poor, 46,200 vehicles cross it each day and nine percent of them are trucks. Brisling and Port Ansley can't lose it for a season.

Cobbold Constructors and Wrackline Marine have formed a joint venture for this job, jointly and severally liable, with Nye Trask Engineers as lead designer. We've built twin river bridges under traffic together before, and that work is drawn on sheet S-501.

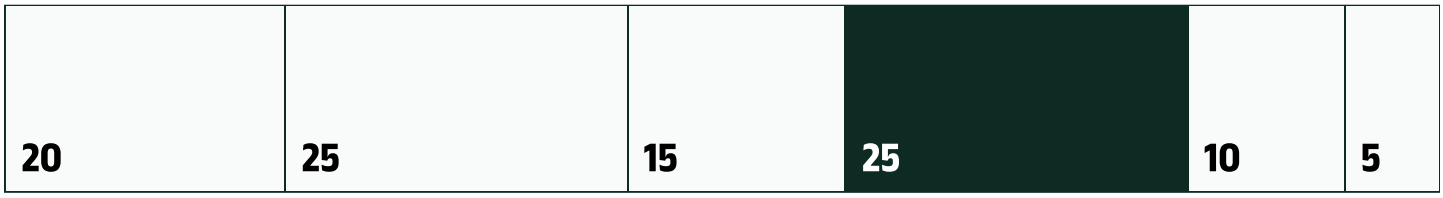
Our concept builds the north structure first, moves all four lanes onto it, removes the old bridge, then builds the south structure in its footprint. No lane comes off at a peak hour. Your reviewers, our engineers and our crews will all read from this set.

Marguerite
Managing Partner, Cobbold Constructors

Tomas
President, Wrackline Marine

Where each scored criterion is answered

RFQ section 8, Evaluation. 100 points, bar widths to scale. Pick a criterion.



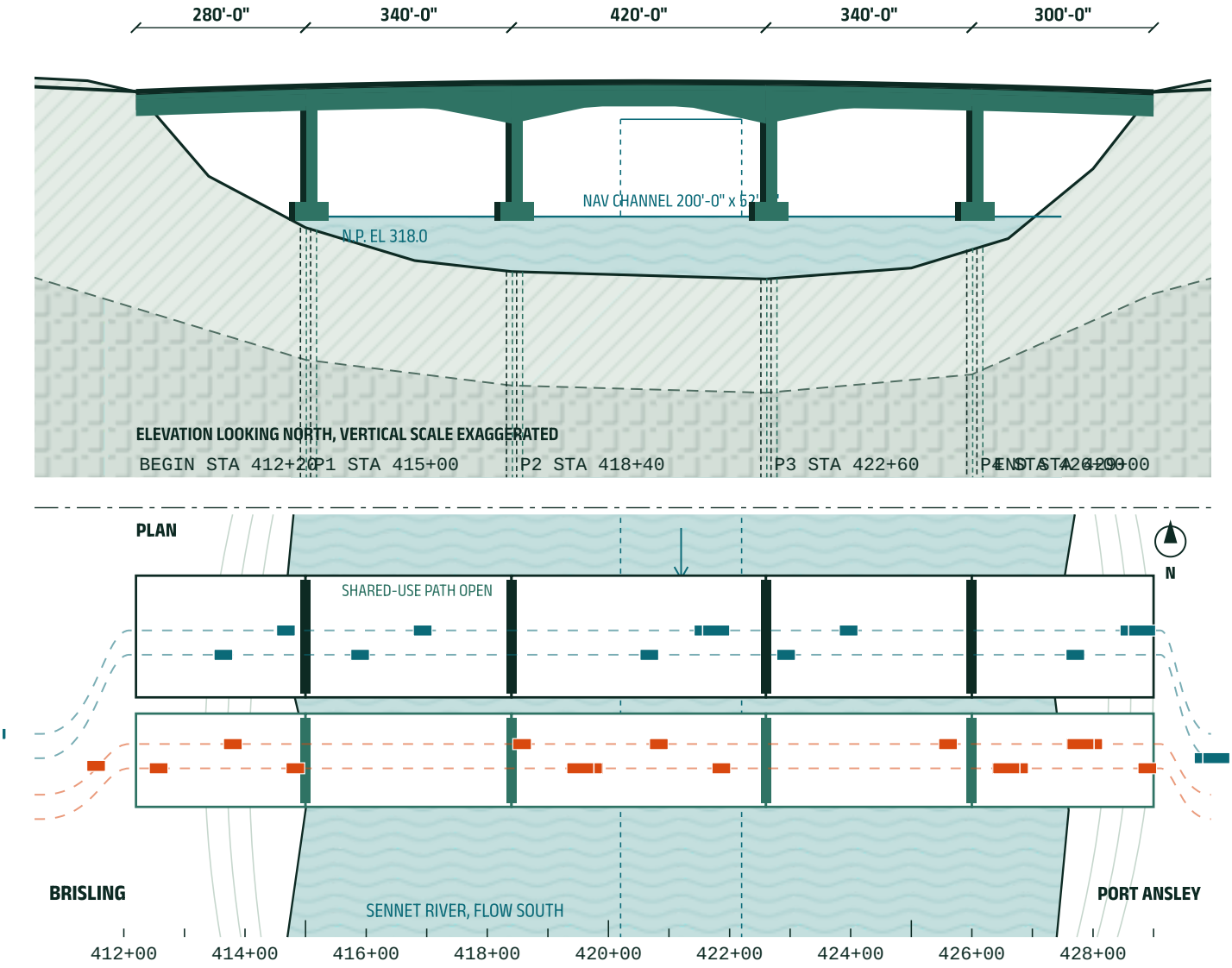
Traffic and safety, 25 points

The staging drawing and the closure calendar. Heaviest weight with past work, so it comes first in your set.

Sections 2 and 3, TC-101, TC-201

2. Stage the bridge yourself.

Drag anywhere on the drawing. Fifty-four months run left to right, with old spans coming out, new spans going in and each lane moving across when it's time.



Stage 7, twin bridges, shoulders and a path

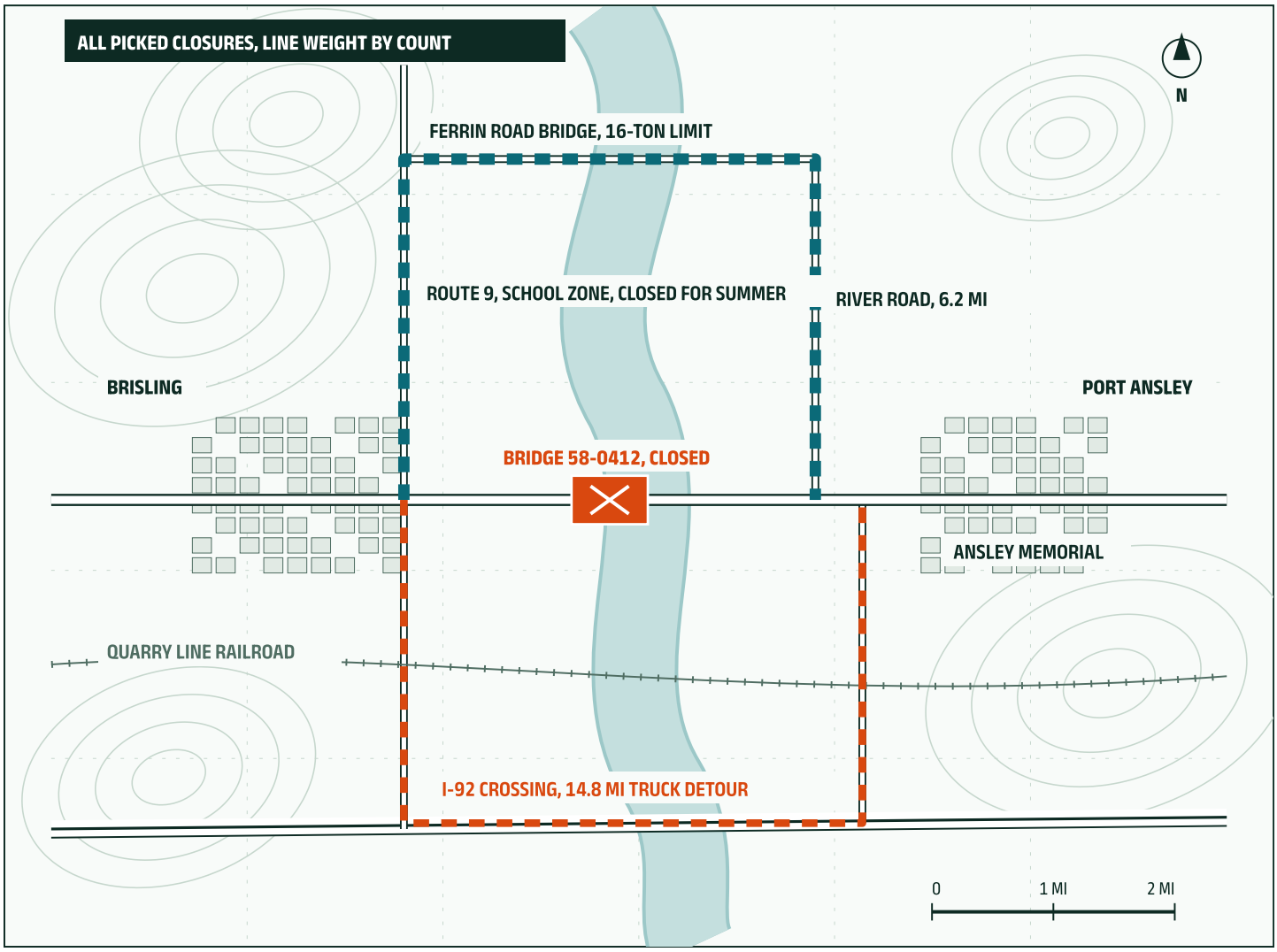
Eastbound moves south and everyone spreads out to 12-foot lanes with ten-foot shoulders. The trestle is gone by month 54 and the shared-use path opens on the north side.

Jan 2032 Month 54 of 54	**4 of 4** Lanes open at peak	**12 ft** Lane width	**10 ft** Shoulder, 55 mph	**0 of 8** Old spans standing	**10 of 10** New spans placed

Tamarack State DOT Region 4, Bridge Program	**SR-58 over the Sennet River** Bridge 58-0412, RFQ TSD-26-DB-0412	**Staging, elevation and plan** Sta 412+20.00 to 429+00.00	**TC-101** 3 of 17

3. Pick the closures. We'll show you who pays for them.

The first traffic shift needs 312 productive closure hours between June 4 and August 26, 2029, and two of those closures have to be full weekends. Night closures are one direction. Weekends close both.



Week of	Mon	Tue	Wed	Thu	Fri to Mon
Jun 4	4	5	6	7	8 to 11
Jun 11	11	12	13	14	**15 to 18**
Jun 18	18	19	20	21	22 to 25
Jun 25	25	26	27	28	Holiday
Jul 2	2	3	4	5	6 to 9
Jul 9	9	10	11	12	13 to 16
Jul 16	16	17	18	19	20 to 23
Jul 23	23	24	25	26	27 to 30
Jul 30	30	31	1	2	**3 to 6**
Aug 6	6	7	8	9	Regatta
Aug 13	13	14	15	16	17 to 20
Aug 20	20	21	22	23	24 to 27

Night, 9 p.m. to 5 a.m. Weekend, Fri 10 p.m. to Mon 5 a.m. RFQ blackout

32 Night closures	**2** Weekend closures	**312 of 312** Productive hours	**50,063** Vehicle-hours of delay, limit 60,000	**1,640** Construction days	**$780,800** Closure cost, in Q-701

Works. Two weekends and 32 nights finish the shift by Aug 6, under the road-user limit. Road-user cost is $1.38M at $27.60 a vehicle-hour. This is the plan we'd run.

4. One pier, from shaft tip to first truck.

RFQ section 4 asks how design and construction stay in step. Keep scrolling through Pier 3, station 422+60, the tallest in the crossing.

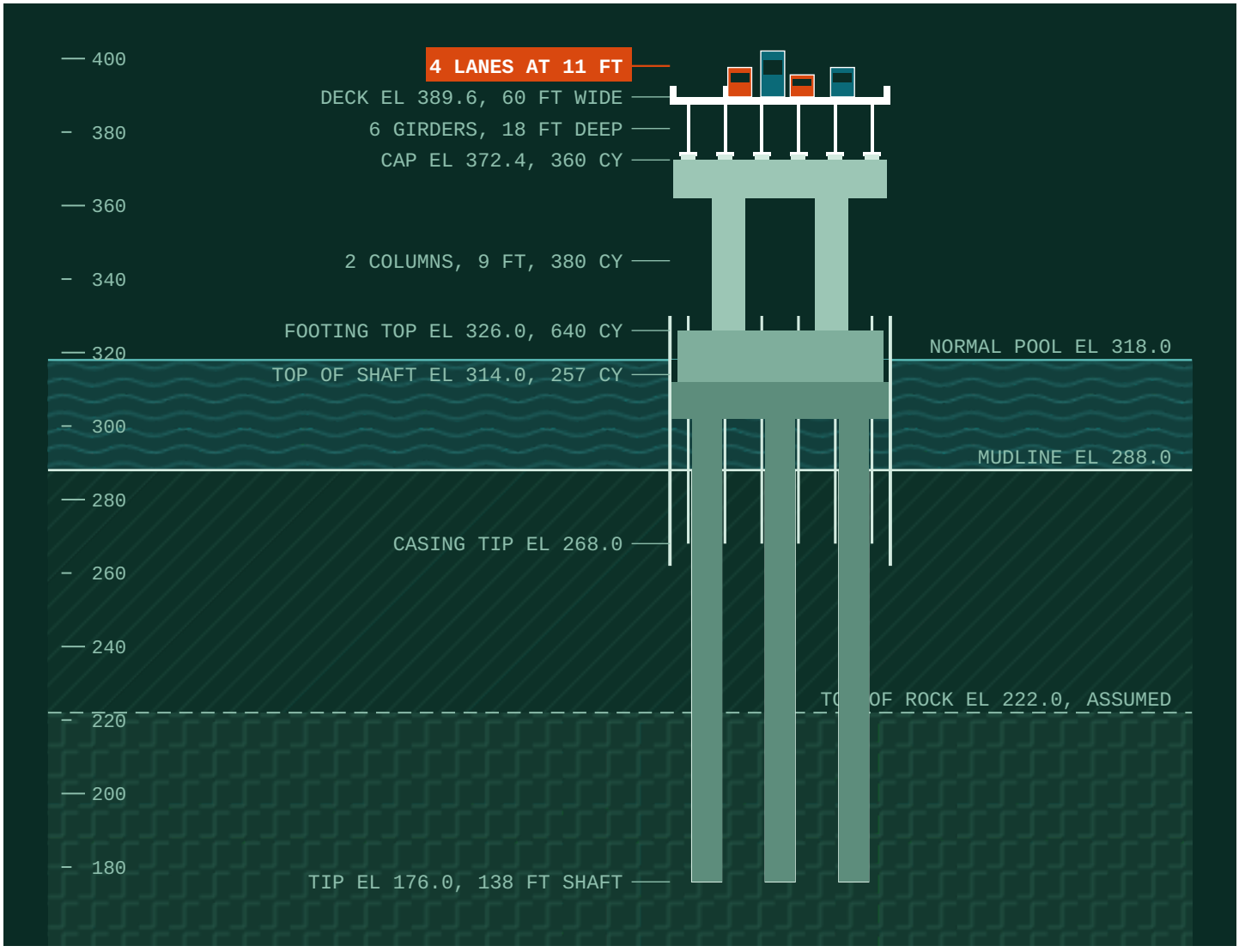
Four lanes, June 2029

First truck over Pier 3 on the closure weekend you picked on TC-201. Everything under it is now out of sight, which is the point of a plan set.

EL 389
Elevation reached

Day 700
Pier day

3,760 CY
Concrete placed

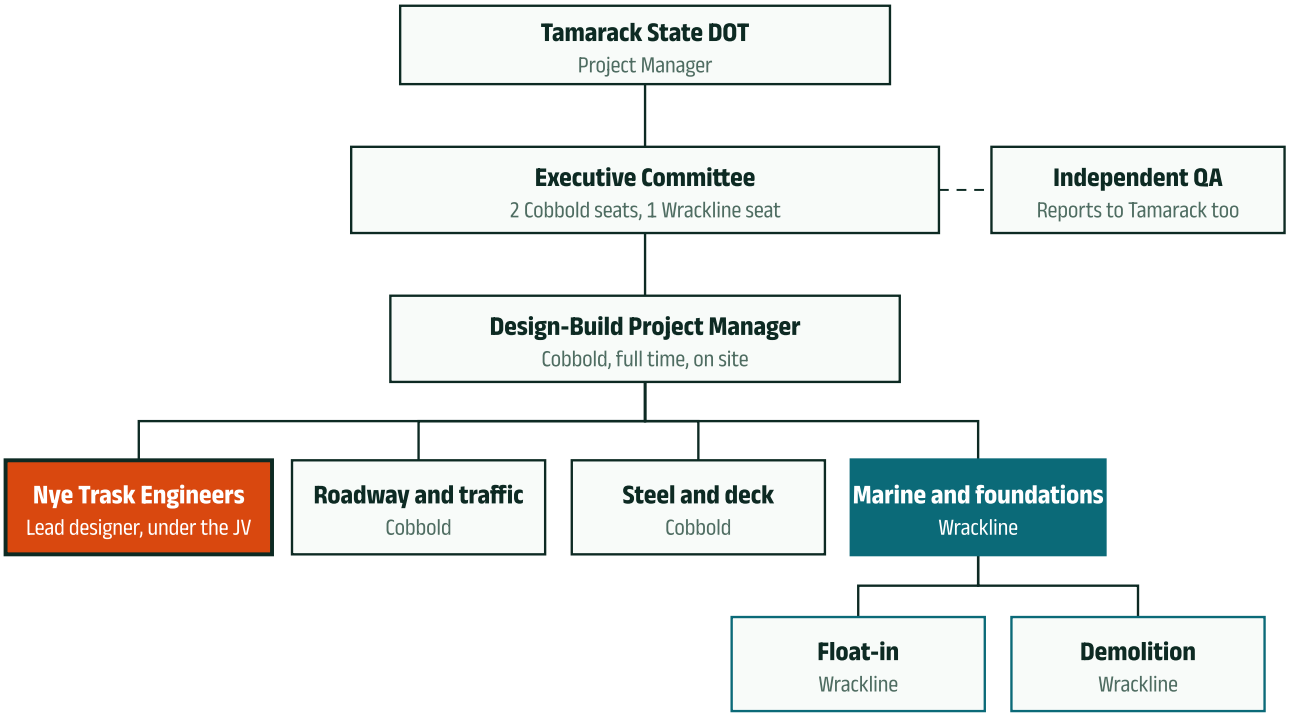


Tamarack State DOT Region 4, Bridge Program	**SR-58 over the Sennet River** Bridge 58-0412, RFQ TSD-26-DB-0412	**Pier 3 north, pile to deck** Sta 412+20.00 to 429+00.00	**S-301** 5 of 17

5. Two firms, one bond, and a name beside every risk.

Cobbold holds 60 percent of the venture and Wrackline holds 40. Both are liable for the whole job. Pick a risk and the chart shows who carries it, in points and in dollars of the allowance on Q-701.

Rock not where the borings say	$3.6M
Steel price	$1.8M
Design errors	$0.9M
Float-in goes wrong	$2.1M
Traffic shift slips	$1.0M
In-water window missed	$1.1M
Utilities on the old bridge	$0.5M
Lead paint on the 1961 steel	$1.0M





Allowance in Q-701 for this risk, $3.6M

Tamarack carries rock beyond the baseline report, and Wrackline carries everything up to it. We'd drill Pier 3 in Step 2 and shrink this.

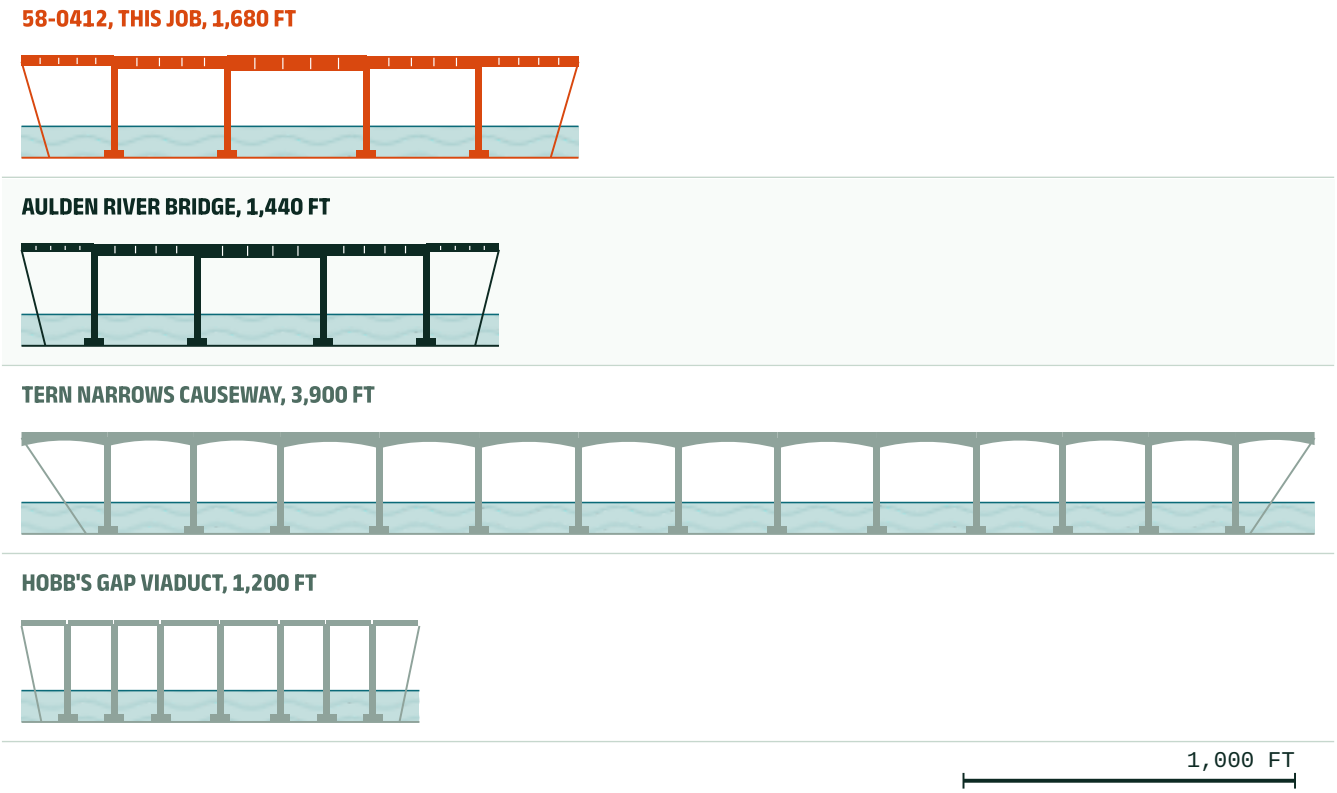
6. Three crossings we've delivered this way.

RFQ section 6 asks for three design-build projects with the same key people. Each is drawn from its record set at one common scale, so you can size them against 58-0412.

Aulden River Bridge
SR-12, twin steel girders

Tern Narrows Causeway
Coastal segmental, 3,900 feet

Hobb's Gap Viaduct
I-92, precast over a live interstate



$188M Aulden County Bridge Authority	**2019 to 2023** Design-build delivery	**41 days early** Against contract	**1.6 percent** Owner-directed change	**4 kept at peak** Cobbold lead, Wrackline marine

Renata, Design-Build Project Manager
Cobbold, 26 years. Ran Aulden River. On site full time.

Ibrahim, Design Manager
Nye Trask, 21 years. Stamps every released package. Hobb's Gap.

Coleman, Marine Superintendent
Wrackline, 30 years. Three float-ins at Tern Narrows.

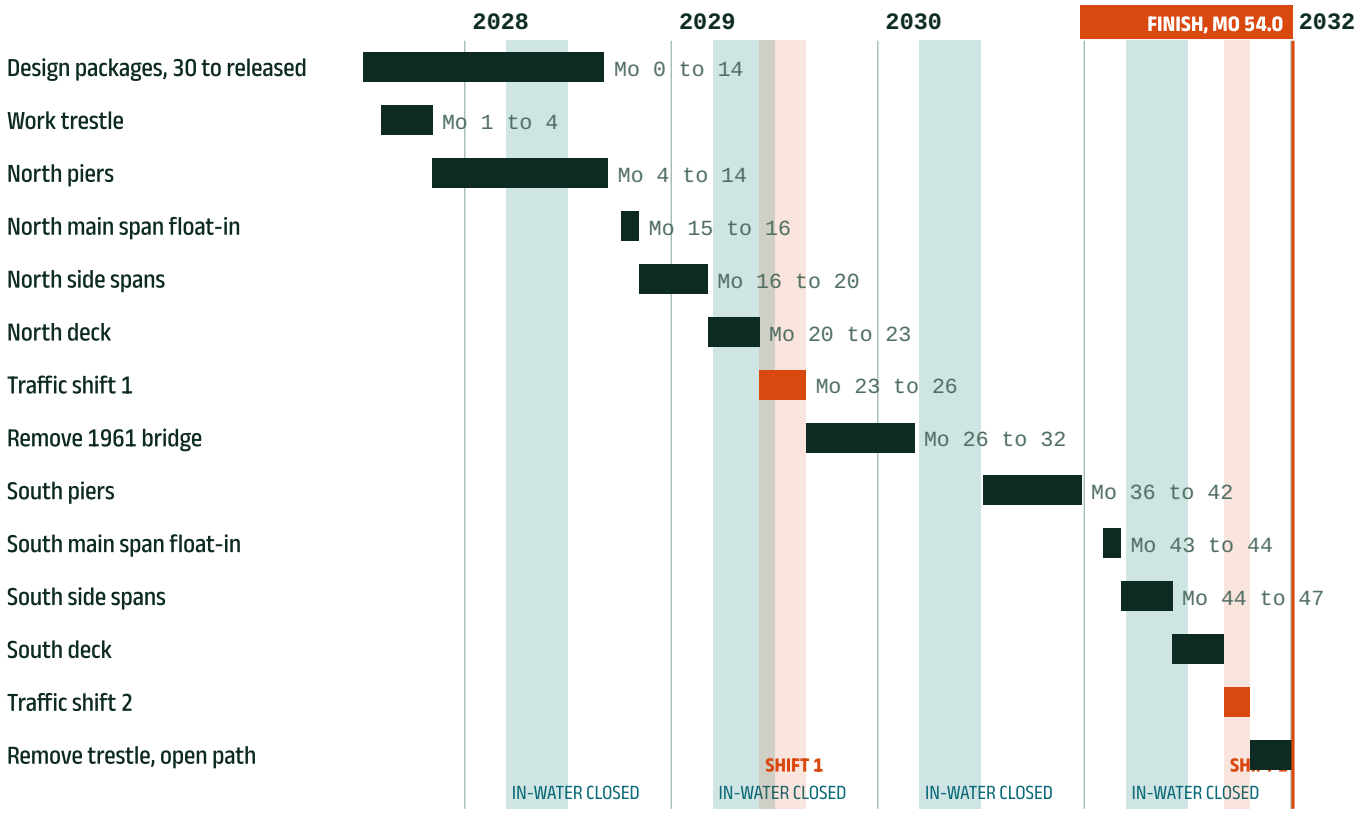
Linh, Traffic Manager
Cobbold, 17 years. 58 closures at Hobb's Gap, none overrun.

Oskar, Construction Manager
Cobbold, 23 years. Twin structures, staged under traffic.

Dana, Quality Manager
Independent of production. Reports to Tamarack and the Committee.

7. The baseline, with the river's calendar over it.

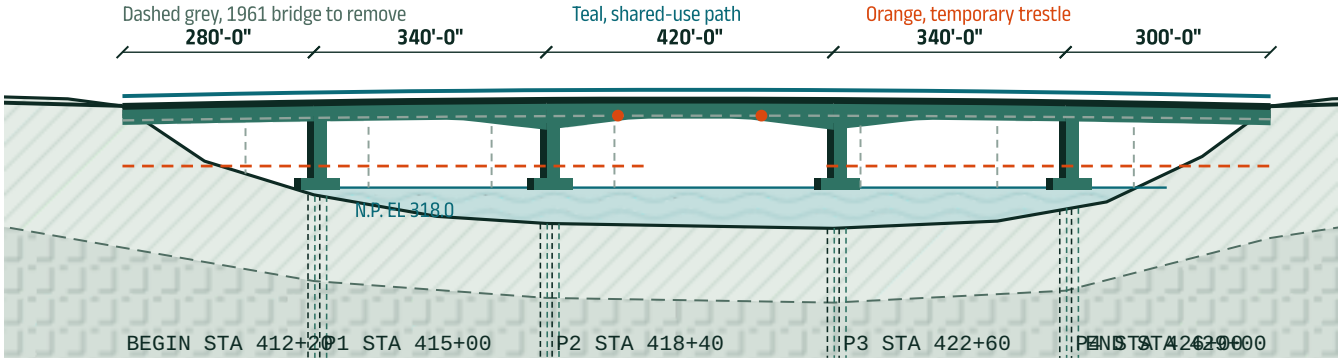
Notice to proceed July 6, 2027. The finish date below moves with what you picked on TC-201 and what you drop on Q-701, because they all read the same day count.



Jul 6, 2027	1,640	Jan 1, 2032	38 days
Notice to proceed	Construction days	Substantial completion	Float held for the river, ours to spend last

8. Our cost understanding, set as a quantities sheet.

RFQ section 8 scores this at five points and doesn't bind it. The sealed price comes in Step 2. Every line that's a choice can drop, and the drawing and the total answer. We'd keep all of them, because each drop moves risk or days onto Tamarack and most cost more in field overhead than they save.



Item	Description	Quantity	Amount
101.01	**Design and engineering, four packages**	Lump sum	**$17,850,000**
102.01	**Mobilization, bonds and insurance**	Lump sum	**$14,200,000**
103.01	**Field overhead**	1,640 days at $14,600	**$23,944,000**
104.01	**Traffic base, barrier, signs, police**	Lump sum	**$6,480,000**
104.02	**Closures picked on TC-201**	32 nights, 2 weekends	**$780,800**
201.01	**Work trestle and cofferdams**	Lump sum	**$21,300,000**
202.01	**Drilled shafts, 8-foot, 48 at 135 feet**	6,480 LF at $4,150	**$26,892,000**
203.01	**Pier concrete, 8 piers at 1,800 CY**	14,400 CY at $1,480	**$21,312,000**
301.01	**Structural steel, furnished and erected**	5,800 T at $5,400	**$31,320,000**

302.01	**Main span float-in, two operations**	Lump sum	**$8,750,000**
303.01	**Bridge deck, both structures**	154,560 SF at $92	**$14,219,520**
401.01	**Remove the 1961 bridge, lead containment**	Lump sum	**$14,600,000**
402.01	**Turbidity, noise and fish monitoring**	Lump sum	**$3,900,000**
501.01	**Approach roadway, 0.9 mile**	Lump sum	**$11,400,000**
601.01	**Shared-use path, north structure**	23,520 SF	**$6,950,000**
602.01	**Structural health monitoring**	Lump sum	**$1,240,000**
603.01	**Five-year maintenance warranty**	Lump sum	**$2,100,000**
701.01	**Risk allowance, itemized on G-401**	8 named risks	**$12,000,000**
702.01	**Joint venture fee**	6.0 percent of $239.24M	**$14,354,299**

$253,592,619

Our cost understanding at today's choices. Not a bid.

Budget, RFQ 1.4	$265,000,000
Under budget	$11,407,381
Construction days	1,640
Lines kept	16 of 16
Cost per deck square foot	$1,424

Payments by state fiscal year, milestone billed

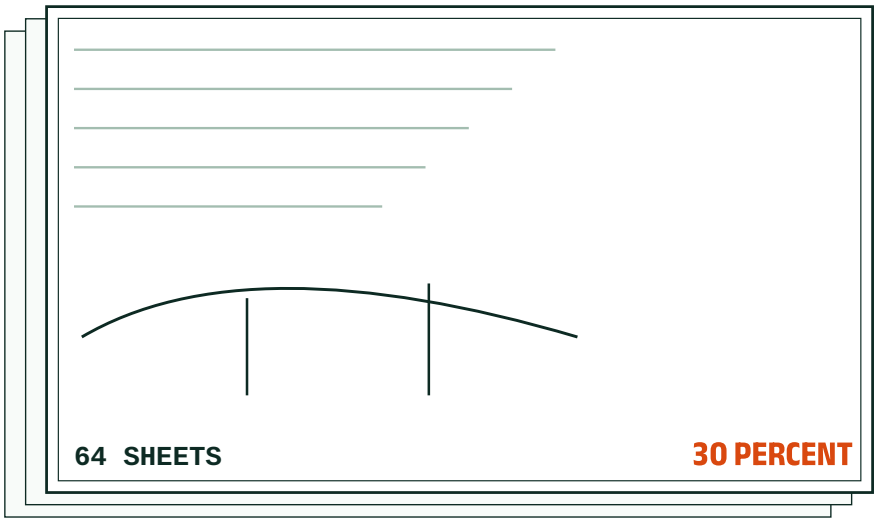
FY2028	$33,950,784
FY2029	$72,354,372
FY2030	$80,035,764
FY2031	$56,994,960
FY2032	$10,256,739

9.1 For the Chief Engineer.

Who stamps what, and when do my reviewers get to say no?

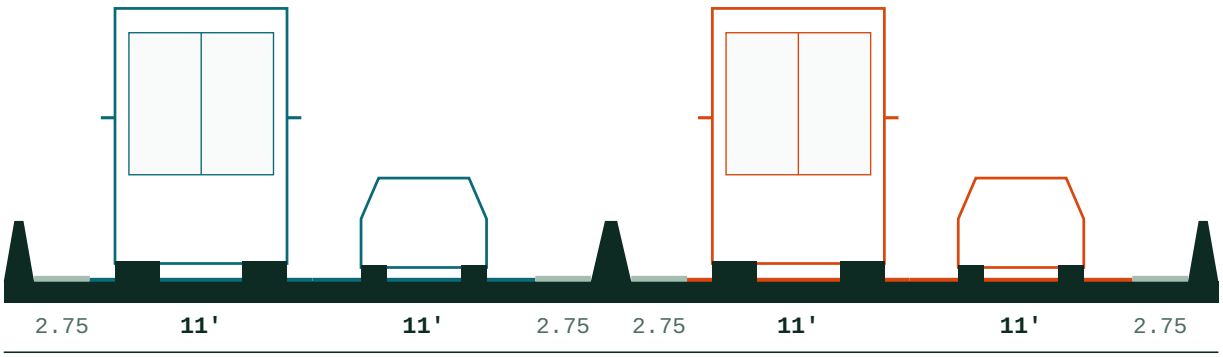
Your reviewers see geometry, staging and the type study. Nothing is built from this package except the trestle. Tamarack can reject a concept here with no cost impact.

64	21 days	1 hold
Sheets in the set	Your review clock	Where you can stop us



9.2 For the District Traffic Engineer.

Sixty feet of deck carries four lanes for 26 months. Is that enough width?



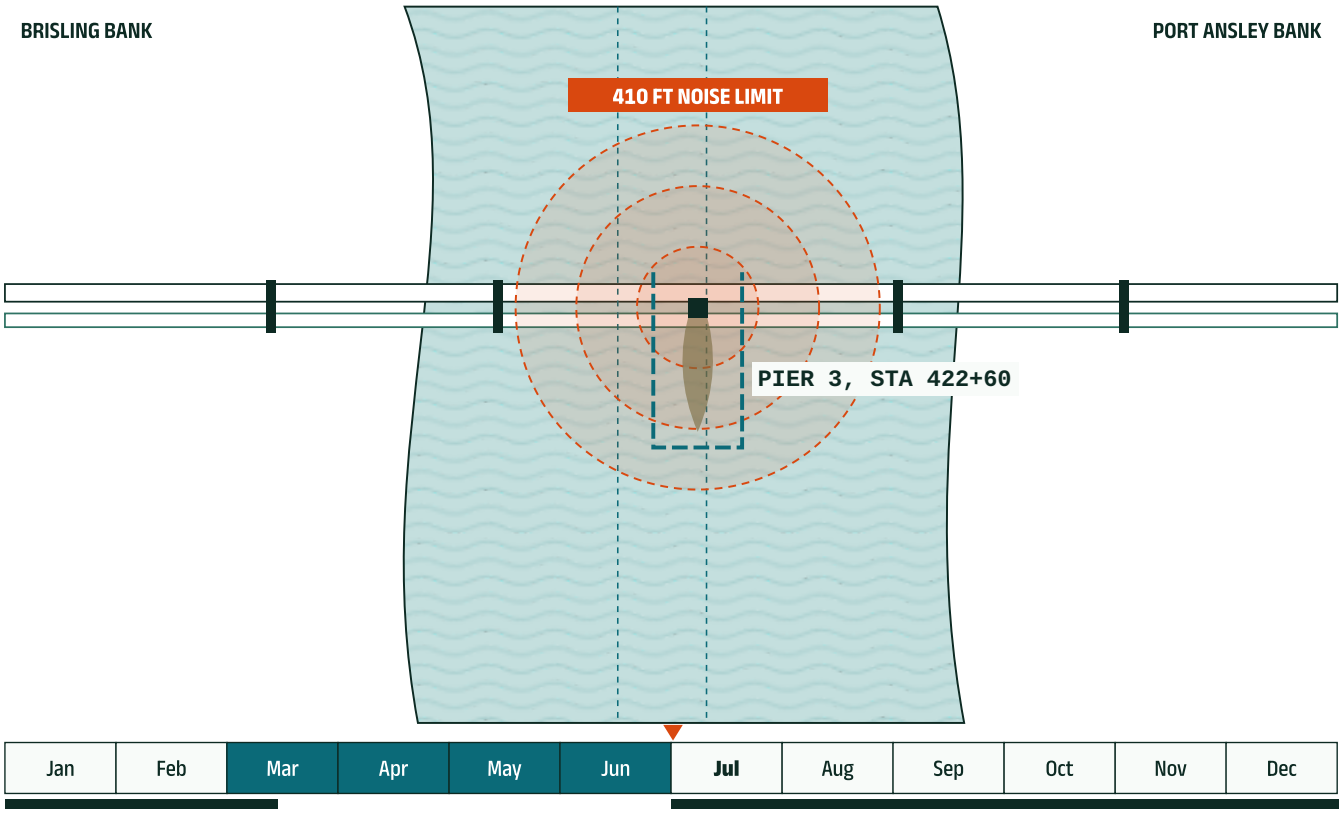
60'-0" OUT TO OUT, NORTH STRUCTURE IN STAGE 4, TRUCKS DRAWN TO SCALE

11.00 ft Lane width	**2.75 ft** Each shoulder	**3,185** Capacity, one direction, veh per hr	**0.80** Peak demand to capacity	**Works** Our read

Eleven feet is our pick. It keeps 2.75 feet of shoulder, so a stalled car mostly clears the lane, and demand stays at 0.80 of capacity at the 2,541 vehicle peak hour.

9.3 For the Environmental Resources Manager.

What goes in the water, when, and how far does the noise carry?



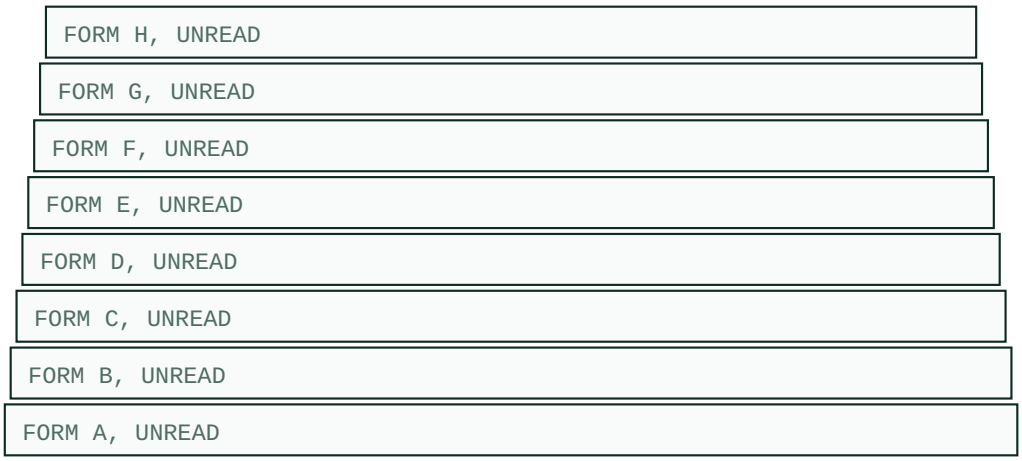
Casing method
Silt curtain
Month the work starts

Starting in Jul clears the March 15 to June 30 window. All 257 casing days fall in the open season. Vibrating keeps the noise limit inside 410 feet, well short of either bank. The curtain holds visible plume to 280 feet.

9.4 For the Procurement Officer.

Does this package pass before anyone scores it?

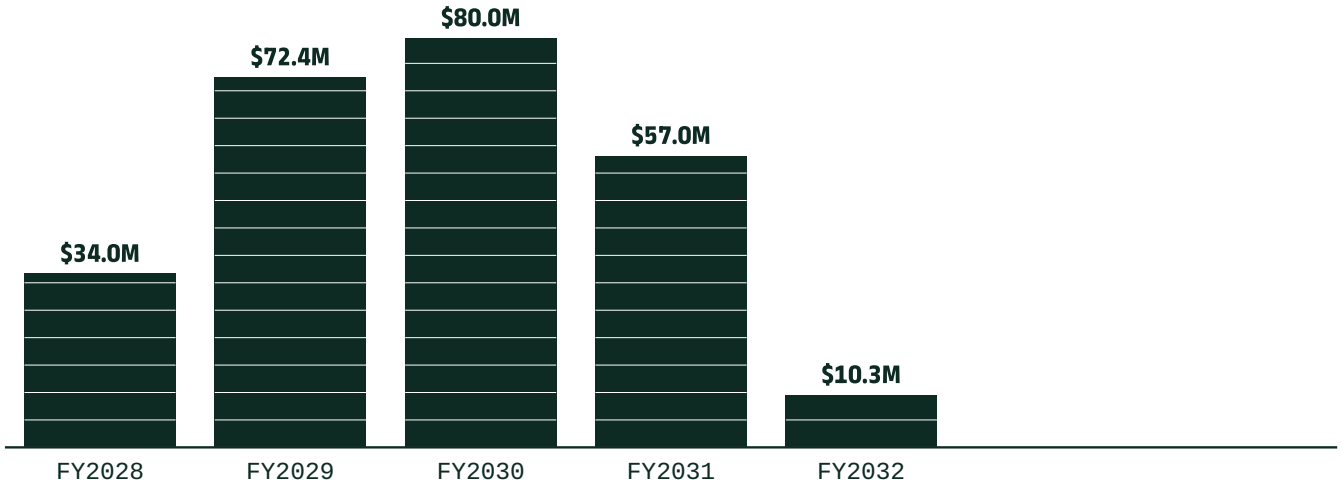
- [ ] **Prequalified in bridge class B-4, both partners**
  Certificates attached to Form C
- [ ] **Aggregate bonding at least $300M**
  Cobbold $1.2B, Wrackline $480M
- [ ] **Joint and several liability stated**
  Form B, article 3
- [ ] **Three design-build projects, past ten years**
  Sheet S-501
- [ ] **Addenda 1, 2 and 3 acknowledged**
  Form E, logged on C-902
- [ ] **Disadvantaged business goal, 11.5 percent**
  Form F
- [ ] **Non-collusion affidavits, all three firms**
  Form D
- [ ] **Key people named, with availability**
  Sheet S-501, note on C-901



0 of 8 checked. Tap each line as you confirm it against the file. Anything you can't find is on us to fix inside the five-day cure period in RFQ 9.2.

9.5 For the Deputy Secretary for Finance.

What does this draw from each state fiscal year, and what if federal funds slip?



$253,592,619 Total drawn, ties to Q-701	**FY2030** Peak year, $80.0M	**5** State fiscal years touched	**None** Escalation at 0.28 percent a month, outside the total

10.1 Compliance matrix.

Every "shall" in the RFQ, our response and where it's answered. There's one exception and two partials, each with the reason written beside it.

18 of 18 requirements shown

RFQ	Requirement	Our response	Sheet	Status
2.3	Carry four through lanes in peak periods for the full contract	Four lanes at every peak, by stage on TC-101	TC-101	Comply
3.1	Maintain minimum 11-foot lanes in work zones	11 feet through Stage 5, 12 after shift 2	E-802	Comply
3.2	Keep shoulder for disabled vehicles	2.75 feet each side through Stage 5, with a tow on call at each peak The RFQ asks for 4 feet. Sixty feet of deck can't carry 4 feet and four 11-foot lanes. Our fallback is two on-call tow units at each peak.	E-802	Partial
3.3	Stay under 60,000 vehicle-hours of delay in shift 1	50,063 at our plan	TC-201	Comply
3.4	No closures on blackout dates	Blackouts are locked in the calendar	TC-201	Comply
3.5	Emergency access plan for Ansley Memorial	Ambulance staged on the Brisling side during every weekend closure	TC-201	Comply
4.1	Independent quality management	Dana reports to Tamarack and the Committee	G-401	Comply
4.2	Four design submittals with Department review	30, 60, 90 and released, on your clock	E-801	Comply
4.3	No in-water work March 15 to June 30	All casing and pier removal outside the window	E-803	Comply
4.4	Maintain 200 by 52-foot navigation channel	Held at all times, except three 36-hour closures	S-301	Comply
4.5	Remove existing piers to two feet under the mudline	All seven, done by March 8, 2030	TC-101	Comply

5.1	Joint and several liability among partners	Form B, article 3	G-401	Comply
5.2	Key people full time through substantial completion	Five of six full time. The Design Manager is 60 percent after release Design work ends at release, so full-time attendance adds cost without value. Ibrahim stays on call within 48 hours.	S-501	Partial
6.1	Three projects in ten years, over $75M each	$188M, $312M and $96M	S-501	Comply
7.1	Substantial completion within 1,700 calendar days	1,640 at our plan	G-601	Comply
8.1	Retainage at 5 percent of each progress payment	We ask for 5 percent to the midpoint, then 2.5 Steel and float-in spend comes early. Stepping retainage down at the midpoint saves carrying cost we'd otherwise price into the lump sum. We'll comply at 5 percent if Tamarack declines.	Q-701	Exception
9.1	All forms A through F	Bound in section 10.3	C-903	Comply
9.2	Acknowledge all addenda	Addenda 1, 2 and 3, on Form E	C-902	Comply

10.2 Addenda log, and a question for the panel.

All three addenda are acknowledged on Form E. Questions we asked and the Department's answers are logged with their dates.

Oct 5, 2026	**RFQ issued.** Statements due December 4, 2026 at 2:00 p.m.
Oct 21, 2026	**Addendum 1.** In-water window corrected to March 15 through June 30. Reflected on E-803 and G-601.
Oct 28, 2026	**Question 4, from us.** Does the peak period include Saturdays? **Answer.** Weekday peaks only, 6 to 9 a.m. and 3 to 7 p.m. Weekend closures remain subject to the blackouts in section 3.4.
Nov 3, 2026	**Addendum 2.** Road-user limit for the first traffic shift set at 60,000 vehicle-hours. Reflected on TC-201.
Nov 12, 2026	**Question 9, from us.** May teams propose float-in erection of the main span? **Answer.** Yes, subject to one 36-hour channel closure per operation. Reflected on S-301.
Nov 19, 2026	**Addendum 3.** Regatta weekend, August 10 to 13, 2029, added to the blackout list. Reflected on TC-201.

10.3 Required forms, terms in plain language, and what's still open.

Form A, Letter of submittal

Signed by both partners. Valid 180 days.

Signed, sheet G-002

Form B, Joint venture agreement

Joint and several liability, 60 and 40 percent interests.

Attached, 14 pages

Form C, Surety letter

Aggregate bonding above the $300M floor, single and joint.

Attached, one letter per partner

Form D, Non-collusion affidavit

Sworn by each partner and by Nye Trask Engineers.

Attached, notarized

Form E, Addenda acknowledgment

Addenda 1, 2 and 3 acknowledged by number and date.

Signed, see C-902

Form F, Disadvantaged business commitment

Commits to the 11.5 percent goal, with named scopes in Step 2.

Signed

Terms, without the lawyers

Nothing on this page is a sealed price. If we're shortlisted, Step 2 binds us to a lump sum with these key people and this staging concept. Any change to either goes to your Project Manager in writing first. Quantities on Q-701 are our reading of the concept today and can move when borings at Pier 3 come back.

What's still open

Rock at Pier 3

The two 1958 borings disagree by eleven feet. We've assumed the deeper one and allowed for it in the risk line. We'd like to drill in Step 2.

The float-in dates

The river navigation office hasn't committed to October 2028 and February 2031. If it moves, the main spans move with it.

Shift 2 blackouts

The RFQ lists closure blackouts for 2029 only. We've assumed the same pattern for 2031, inside the traffic base line.



Send the team a question instead

Next, the panel shortlists on January 15, 2027 and the Step 2 RFP goes out February 8.

A Closewell Studio example. We never share client details, so every proposal here is a mockup of how we design.

Want one built for your deal? Start a proposal