



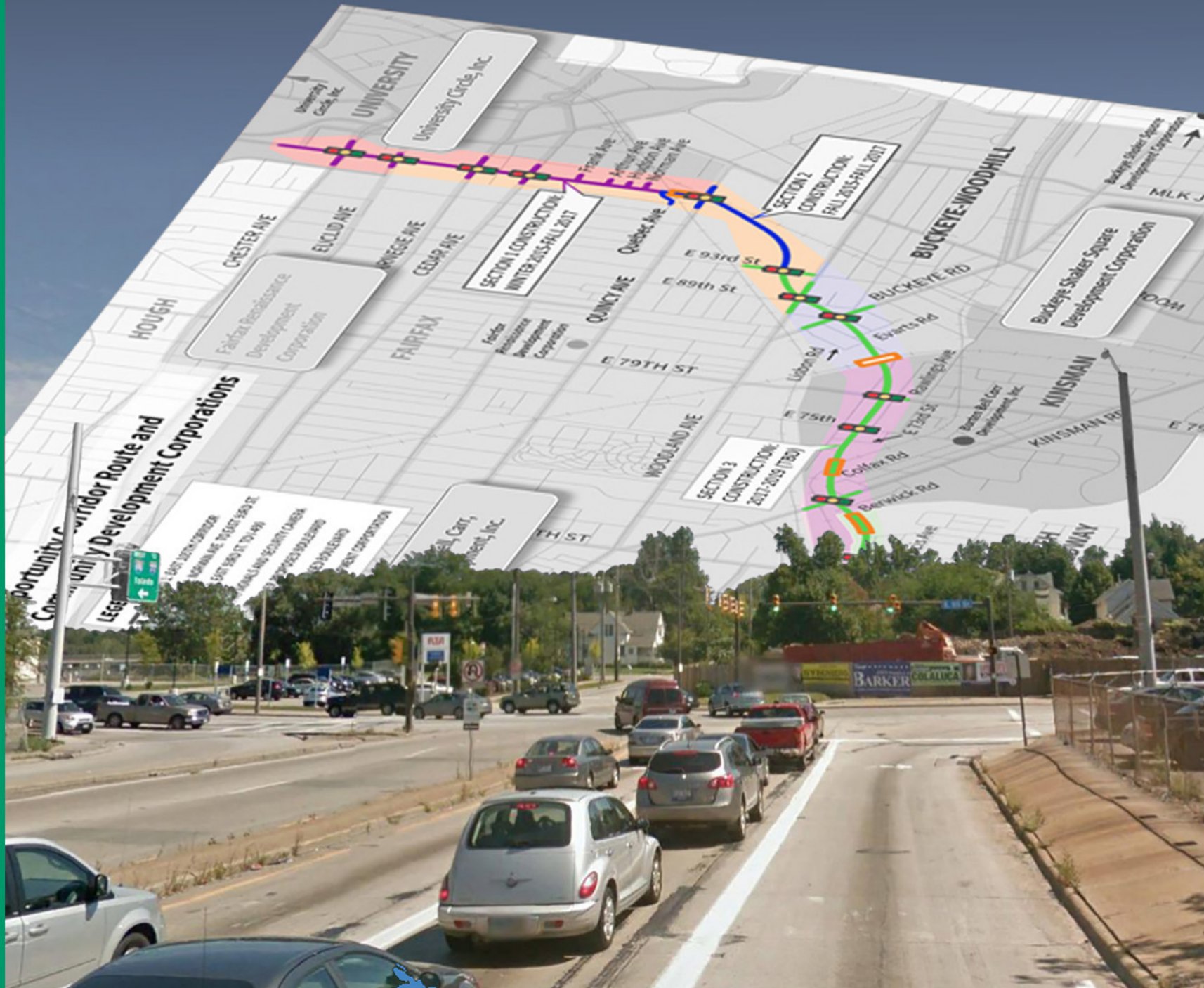
A Statement of Qualifications

OPPORTUNITY CORRIDOR PROJECT 3

CUY IR 490/SR 010 02.09/19.28 (PID 96833)

August 30, 2016

Central Kinsman FAIRFAX
UNIVERSITY North Broadway
BUCKEYE-WOODHILL



An All-Star Team for a
City of Champions





Pittsburgh District Office
300 Bilmar Drive, Suite 200
Pittsburgh, PA 15205
412-875-3370
412-875-3371 Fax
412-875-3395 Estimators Fax

August 30, 2016

Ohio Department of Transportation
Division of Construction Management, First Floor
Mail Stop 5100
1980 W. Broad Street
Columbus, OH 43223

RE: Opportunity Corridor-Project 3 (OC3) Design-Build Project Cleveland, Ohio
Project 173000, CUY IR 490/SR 010 – 02.09/19.28, PID No.: 96833

The Lane Construction Corporation (LANE) is pleased to present our Statement of Qualifications for the above referenced Design-Build (DB) project. Our response contains all information requested in the RFQ dated July 27, 2016, and Addendum 1. LANE is teamed with ms consultants, inc. (ms), as the Lead Designer, WSP | Parsons Brinckerhoff (PB), as the IQF, and Adrian Maldonado and Associates (AMA), as the Diversity Inclusion, & Outreach Consultant. The LANE Team also includes STV Incorporated dba STV Group, Incorporated (STV) and Euthenics as value-added specialty consultants. Collectively, the LANE Team will provide the Ohio Department of Transportation (ODOT) a team with a solid reputation for completing complex projects innovatively, on time, and ahead of schedule. By focusing on quality, safety, diversity, public outreach, and sustainability; the LANE Team will provide ODOT and the citizens of Cleveland a corridor everyone can be proud of.

2.5.2.1 Offeror's Full Legal Name and Address:

The Lane Construction Corporation
300 Bilmar Drive, Suite 150
Pittsburgh, PA 15205

2.5.2.2 Offeror's Point of Contact: Mr. Kerry Kennedy is the authorized representative and point of contact for LANE for all matters associated with this submittal.

Kerry D. Kennedy, PE, Assistant District Manager
300 Bilmar Drive, Suite 150
Pittsburgh, PA 15205
Tel: (412) 875-3370 Fax: (412) 875-3371
Email: KDKennedy@laneconstruct.com

2.5.2.3 Offeror's Corporate Structure: LANE is a corporation founded in 1890 and was incorporated in the State of Connecticut on April 5, 1902. LANE will undertake the financial responsibility for the project and has no known liability limitations.

2.5.2.4 Full Legal Names of the Lead Contractor, Lead Designer and IQF: The full legal name of the Offeror is: The LANE Construction Corporation. LANE will serve as the prime/general contractor responsible for overall construction of the project and will serve as the legal entity who will execute the contract with ODOT. The full legal name of the Lead Designer is: ms consultants, inc. The full legal name of the IQF is: WSP | Parsons Brinkerhoff.

2.5.2.5 Lead Designer Principal Officer Information and Registration Numbers: Mr. Thomas E. Mosure, PE, is a Principal Officer of ms consultants, inc., in his capacity as President and Chief Executive Officer. Mr. Mosure's Ohio Professional Engineer license number is OH #47333. ms consultants, inc.'s Lead Designer Project Manager is Jonathan Hren, PE. Mr. Hren's Ohio Professional Engineer license number is OH # 69952. ms consultants, inc.'s Ohio Certificate of Authorization/registration number is 02114. ms consultants, inc., will serve as the Lead Designer and will be responsible for the DB Design Project Manager for this Project under contract to LANE.

Parsons Brinckerhoff, Inc., will serve as the Independent Quality Firm for the project. Mr. Duane Phelps, PE will serve at Independent Design Quality Manager. His Ohio Professional Engineer license number is OH# 66664. Parsons Brinckerhoff, Inc.'s Ohio Certificate of Authorization/registration number is 02824.

2.5.2.6 Full Legal Name of the Diversity, Inclusion & Outreach Consultant: The full legal name of the Diversity, Inclusion & Outreach Consultant is: Adrian Maldonado & Associates.

2.5.2.7 Offeror, Lead Designer and IQF's Prequalified Evidence: LANE, ms consultants, inc., and Parsons Brinckerhoff, Inc., are prequalified with the Department in accordance with the requirements of ODOT.


2.5.2.8 Key Personnel Statement: The LANE Team is committed to the Key Personnel identified in the submittal to the extent necessary to meet the Department's quality and project duration expectations.

2.5.2.9 Offeror's Conflict of Interest Statement: No members of the LANE Team have a personal conflict of interest or an organizational conflict of interest in regards to Section 4.1 of this RFQ.

2.5.2.10 Offeror's DBE and OJT Statement: LANE will comply with the Department's new, small, local, and socially and economically disadvantaged business goals and OJT goals for this Contract as described in the Project Expectations and will comply with the Department's Nondiscrimination policy.

The LANE Team appreciates the opportunity to provide our Statement of Qualifications for this extremely important project. We look forward to working closely with ODOT and the stakeholders in our development and delivery to make the Opportunity Corridor Project 3 a landmark success for the citizens of Cleveland.

Respectfully submitted,



Kerry D. Kennedy, PE
Assistant District Manager
The Lane Construction Corporation



2.5.3 PART B. Project Understanding/Approach

Opportunity Meets Reality

The Lane Construction Corporation (LANE) brings together an All-Star team, with the goal of being an integral part of Cleveland’s growth and revitalization. The Opportunity Corridor Segment 3 (OC3) project is an urban economic growth catalyst that is literally paving the way for access to Cleveland’s neighborhoods. We have reviewed the Request for Qualifications and feel strongly that we understand the project’s goals for a successful Design Build (DB) project.

PROJECT GOAL
Facilitate and build an urban economic growth catalyst that will pave the way for access to Cleveland’s neighborhoods.

The LANE Team is committed to meeting and exceeding ODOT’s goals for this project by:

- Delivering the Project at or below budget
- Delivering a positive economic impact to the community through Diversity and Inclusion effort
- Maximizing team diversity specific goals
- Maximizing quality, meeting or exceeding applicable standards in all areas
- Minimizing duration of traffic impacts and opening OC Boulevard no later than November 1, 2019
- Meeting or exceeding aesthetics and sustainability guidelines
- Delivering the Project with zero lost-time incidents
- Demolishing existing residential, commercial structures as soon as possible

Aesthetics / Sustainability
Urban corridor aesthetics are paramount as they represent the community and showcase the visible component of the project. The LANE Team includes architects, landscape architects, lighting & signal engineers and trail engineers – all of whom will complement the theme from previous phases of the Opportunity Corridor. Sustainability is at the forefront of every LANE project and our plan will include numerous energy efficient components and procedures, including the use of recycled materials.

2.5.3 1.a. Managing Risks

The goal of the LANE Team will be to identify the risks and mitigate them early in the DB process. Additional information regarding risk identification and mitigation can be found in section 2.5.3.2.

2.5.3 1.b. Quality on Time, Every Time

QA/QC is a primary function on all LANE DB projects and is established in our Quality Management Plan (QMP) to ensure clear and complete procedures for design, construction inspection, construction testing and the oversight of the project and its processes. Our QMP will provide a streamlined process with readily available access to reports, documents such as inspection forms and photos. Continuous audits will be performed to verify adherence. Updates and amendments will be made to the QMP whenever betterments can be realized. The LANE Team will integrate the Independent Quality Firm (IQF) roles into our quality functions and will be fully committed to working with the team’s Design IQF and ODOT’s Construction IQF firm.

2.5.3 1.c. Approach to Ensure Timely Initiations

Paramount to the project is the construction schedule. The LANE Team will develop a Project Baseline Schedule (PBS), built around the Buildable Unit Schedule (BUS), which will integrate all work elements and create a logical sequence of construction that limits disturbance of traffic and utility services to the local stakeholders. The PBS will set critical milestones, will consider the traffic data and movements, and integrate MOT schemes that effectively stage the construction to

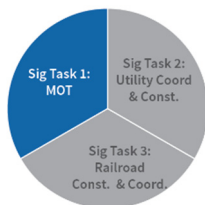
maintain the levels of service required. Due to the complexity of the project, the LANE Team will include a dedicated project scheduler, who will oversee the project control and progress, ensuring that all parties are working together to achieve the final goal of timely substantial completion of the corridor by November 1, 2019.

2.5.3.2 Design and Construction: Three Most Significant Tasks

MOT, Utility Coordination, and Railroads

The LANE Team representatives have carefully and thoroughly evaluated the RFQ by reviewing the plans, studies and reports provided by ODOT and have made multiple field visits of the corridor to determine what we may be faced with as potential risks. Subsequent to the review of this information and discussing our field observations, we have determined that the project is characterized by several Significant Work Tasks that are most likely to present major risks if not properly identified, evaluated, designed and constructed. The following details our overall approach to addressing and managing these potential risks.

1. Significant Task No. 1: Maintenance of Traffic (MOT)



Identification: During construction of OC3, impacts to the existing roadway network will take place. Maintaining traffic during construction is imperative. Due to the high traffic volumes within the corridor, ODOT will require the LANE Team to maintain existing travel during construction at the cross streets and intersections in the project. Vehicular, bicycle, pedestrian traffic and public transit will be maintained by considering phasing and work during off-peak hours.

Why this Risk is Critical and an Impact on the Project: If left unmitigated, existing congestion may be exacerbated by poorly planned and implemented MOT, leading to decreased capacity and mobility and disruptions to the traveling public, businesses, and local residences.

Risk Mitigation Strategy: The LANE Team’s mitigation strategies will begin with the development of the Transportation Management Plan (TMP) that will have a major focus on mobility, incident management and communication strategies. It will be fully integrated with the planning, design and implementation by members of the Design Build team. Our Public Involvement outreach will make sure that stakeholder involvement and notification are maintained at all times by issuing advance notice regarding traffic patterns and travel through work zones. The TMP will be developed through our extensive experience and the lessons learned while constructing highway projects and implementing safe, clearly marked and easy to navigate MOT patterns on some of the nation’s highest volume traffic corridors in major cities throughout the USA. Our mitigation strategies for MOT include:



VADOT Route 29 Urban Corridor. LANE reached a significant project milestone by opening a grade-separated interchange seven (7) weeks ahead of schedule

2.5.3 PART B. Project Understanding/Approach

Public Awareness and Outreach: The LANE Team will keep the public informed as to the construction plans and sequences, traffic movement changes, potential impacts, project status and upcoming schedule. We will incorporate proven strategies and tools to provide motorists up-to-date project information through Media and Dynamic Message Signs. Additionally, we will work closely with stakeholders such as the Greater Cleveland Partnership, the Greater Cleveland Regional Transit Authority (GCRTA); the Orlando Baking Company; the Burten, Bell, Carr Development, Inc.; the Broadway Slavic Village Development; to encourage the use of busing, rapid transit, carpooling and/or alternative modes of travel during construction.

Detours/Alternate Routes: We will explore potential permissible routes with the City of Cleveland and adjacent property owners to establish alternate routes to reduce the anticipated traffic impacts.

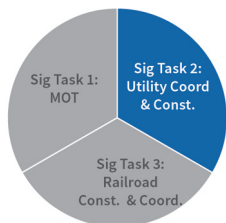
Construction Staging and Access: Construction staging areas, storage yards and co-located office facilities will be situated so as to not increase traffic along the corridor. Use of detours or alternate routes by construction vehicles will be minimized.

Coordination with Adjacent Projects: The LANE Team will propose regular coordination meetings with the construction staff and owners of any ongoing projects in the region (ODOT, City, County and Private) in order to synchronize efforts and reduce construction impacts within the region, with well-coordinated MOT plans to mitigate the risk of multiple project impacts.

Incident Management Plan: We will implement an Incident Management Plan (IMP) that includes the LANE Team’s personnel and 3rd party services (i.e. towing, hazmat cleanup, etc.) to be on-call to quickly respond to an incident.

The best tool is a well-planned and executed Traffic Management Plan integrating the operational MOT plan and continues stakeholder involvement that optimizes safety and reduces delay and inconvenience to motorists and the public. The LANE Team will ensure that the TMP is robust yet adaptable to ensure that the risks are minimized.

2. Significant Task No. 2: Utility Coordination and Construction

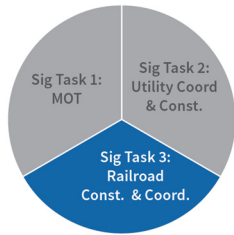


Identification: Utility construction, relocation and coordination are a typical function of nearly all roadway projects. For the OC3 project, there are 17 known utilities which will be coordinated with. Unknown facilities are likely to be encountered as well. In order to avoid the cost and schedule risk that utilities can impart on a roadway improvement project, the LANE Team will make utility coordination a top priority in the design and construction of the OC3 project.

Why this Risk is Critical and an Impact on the Project: On a project like this, the DB team is often at the mercy of the utility companies that are performing the relocation work. This can be further impacted when utilities are critical and cannot be relocated or removed causing constraints in detailed design, schedule and operational means. Utility relocations incorporated into the contract will have additional constraints based on service and/or seasonal requirements, and must be carefully planned, coordinated and constructed.

Risk Mitigation Strategy: The primary tactic to mitigate utility risks and their associated consequences to the project is to perform detailed coordination beginning early in the project and developing a design that avoids the in-place utilities. Additional information on Utility Coordination and the strategies for mitigation of this risk can be found in Part D on page 13.

3. Significant Task No. 3: Railroad Construction and Coordination



Identification: The OC3 Project involves railroad coordination in several locations. The Norfolk Southern (NS) freight and GCRTA passenger lines will involve new bridges, track relocation, demolition, and utility work to accommodate the OC3 project. ODOT is currently working on developing the Preliminary Engineering Agreements with both operators. LANE fully understands that rail coordination with these operators, one private and one public, is our responsibility and imperative to the success of the project. If

mishandled, project cost, but more importantly, schedules for work along the corridor will be impacted.

Why this Risk is Critical and an Impact on the Project: Commitments for the project must be adhered to and it is likely that flexibility in rail work will be limited. For this reason, every aspect

LANE Mass Transit Strength

Since its incorporation, LANE has completed billions of dollars of contracts for both public and private owners across the United States, including mass transit systems for the Washington Metro Area Transit Authority (WMATA) in Washington, DC, the Dallas Area Rapid Transit (DART) in Texas, the LYNX Blue Line in Charlotte, NC, and the Baltimore Light Rail System in Maryland.

of the design and construction will need to adhere to the agreements and focus on the fact that varying levels of live rail traffic will be prevalent during the construction of the project elements under/over/and adjacent to the major roadway corridor. The potential project impacts include schedule delays, coordinating phased construction at the GCRTA and NS rail crossings, Maintenance of Rail Traffic, and coordinating RR flaggers. Work over active cantenary lines on GCRTA will force require work items to occur in limited windows and with protection. Other project elements such as existing utilities, including the relocation of the fiber optic lines within the NS Right-

of-Way, can magnify the impacts without taking early coordination measures.

Risk Mitigation Strategy: The LANE Team has extensive experience with work in and around passenger and freight rail lines. This experience has allowed us to develop and implement risk mitigation strategies to coordinate the design and construction of the rail work and associated crossings. Mitigation will include early and direct coordination with the local NS Public Improvement’s Engineer and GCRTA’s engineering and operational staff. Additional information on railroad coordination and the mitigation of this risk can be found in Part D on page 14.



STV’s I-85/Yadkin River Bridge (high speed RR crossing, total of 5 tracks including future rail)



C. Design Build Project Team



LEAD CONTRACTOR: **LANE**

LEAD DESIGNER: **ms consultants**

IQF TEAM: **Parsons Brinckerhoff**

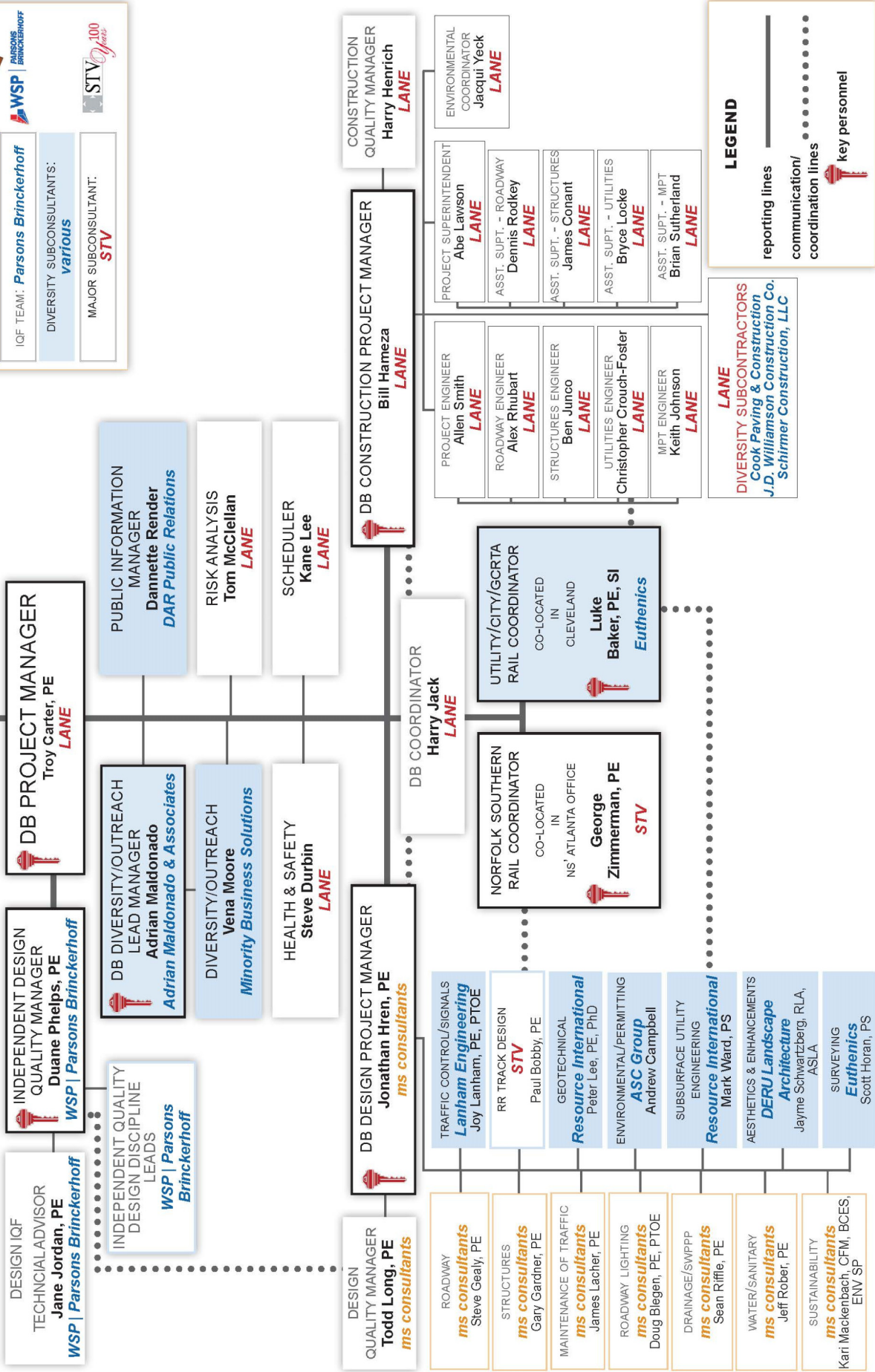
DIVERSITY SUBCONSULTANTS: **various**

MAJOR SUBCONSULTANT: **STV**

LANE

WSP | **PARSONS BRINCKERHOFF**

STV *100 Years*





2.5.4. PART C. Design Build Project Team

The Lane Construction Corporation (LANE) | Lead Contractor **LANE**

LANE will serve as the Lead Contractor of the LANE Team for the OC3 Project and will be responsible for project management, supervising construction and self-performing the major work elements. LANE was named 2015 Top Contractor by *ENR MidAtlantic*, and is ranked #1 Top Highway Contractor and #55 in Top DB Firms by *ENR*. Their proven heavy civil experience in bridge and roadway construction, including 70 DB projects ranging in scope and value from \$13M to \$2.3B, demonstrates LANE’s ability to tackle Cleveland’s challenging infrastructure projects.

ms consultants, inc. | DB Lead Designer



ms consultants, inc. (ms) was founded in 1963 in Northeast Ohio, and currently has more than 325 employees in nine offices, four of which are in Ohio. ms is a multidiscipline engineering, environmental, architectural and planning firm providing transportation design services for ODOT for more than 50 years. ms consultants is ranked No. 4 in the most recent “Top Engineering Firms” survey published annually by *Business First of Columbus*, and is ranked #214 in *Engineering News Record* for “Design Firms”.

On this project ms will serve as LANE’s DB Lead Designer, and with that brings notable design-build experience to ODOT and the LANE Team, having been lead designer on over 10 DB highway projects with design fees totaling over \$30M. This experience includes ms’ Lead Designer role on the Portsmouth Bypass mega project, which required key members of our staff to be co-located with ODOT, the contractor and IQF. This design work, which was completed on schedule, also included utility and rail coordination. QA/QC was coordinated internally by following our QMP before submittals were made, then coordinated with the IQF and ODOT.

STV Incorporated | Chief Design Support and NS Rail Coordinator

STV Incorporated (STV) will serve as ms’ chief design support subconsultant and NS Rail Coordinator. STV is an employee-owned, full-service engineering firm providing complete in-house services for all project stages from preliminary design study services through technical environmental studies and project reports, final design, and construction services. STV’s experience includes projects delivered via design-build methods, as well as traditional design-bid-build and public-private-partnership approaches. More than 40 offices in the US and Canada offer total personnel resources in excess of 1,800 persons. Today, STV ranks 40th overall in *Engineering News-Record’s* annual list of the Top 500 Design Firms, 9th in transportation, 12th in bridges and 19th in highways. STV’s extensive transportation project record includes an ongoing working relationship with NS of more than 28 years and past D/B delivery partnerships with LANE.

WSP | Parsons Brinckerhoff (PB) | Independent Quality Firm (IQF)

WSP|PB will serve as the Design IQF on this project. The firm is a well-known resource to ODOT, and provides more than 130 years of combined experience in infrastructure and transportation projects - from planning through design, construction and compliance. In Ohio alone, the firm has over 90 planners, engineers, architects, utility and stormwater specialists, and inspectors. This diverse range of professionals is instrumental for the IQF on this project.

PB has an established track record acting as the IQF for ODOT. Most notable is its work as the IQF on the CCG2 I-90 Eastbound Bridge DB Project. As IQF, PB reviewed the design team’s documents for compliance with the scope and ODOT requirements. PB also spearheaded the implementation work for IQF Systems, including the photo management system, the inspection reporting system, and the material and testing systems.



2.5.4. PART C. Design Build Project Team

The benefits of the DB delivery method are enhanced when the team members are familiar with each other. LANE has experience working with ms consultants. Together the two companies have worked on multiple projects including the Capital Roads Projects 2015 for the Allegheny County Dept. of Public Works.

Both LANE and STV have a long history of successfully teaming together, having delivered 13 DB projects totaling over \$800 million. They have worked on numerous projects where construction, staging, utility relocations, rail coordination and mobility were integral parts of the projects and maintaining public access during construction was crucial for stakeholders such as businesses, communities and other transportation users.

The following table illustrates the LANE Team experience on significant tasks for this project:

LANE Team Experience								
Project	Experience with 3 Most Significant Tasks				Additional Significant Task Experience			
	Complex MOT	Utility Coordination	Railroad Coordination	Bridges	Design Build	Urban Corridor	IQF	Diversity Goals Met
L: I-495 Express Lanes	✓	✓	✓	✓	✓	✓	✓	✓
L: I-35 Improvements	✓	✓		✓	✓	✓		✓
L/STV: I-581 at Valley View Boulevard Interchange	✓	✓		✓	✓	✓	✓	✓
STV/ms: Portsmouth Bypass	✓	✓	✓	✓	✓			✓
ms: I-70/71 East Interchange	✓	✓		✓		✓		✓
STV/L: I-85 over the Yadkin River	✓	✓	✓	✓	✓		✓	✓
PB: DFW Connector	✓	✓		✓	✓	✓		✓
PB: Cleveland Innerbelt CCG2	✓	✓	✓	✓	✓	✓	✓	✓
AMA: Cuyahoga Hilton Hotel		✓			✓			✓
AMA: Tri-C Wellness Center *DB		✓						✓

Key: L=LANE; ms=ms consultants; STV=STV; PB=Parsons Brinckerhoff; AMA=Adrian Maldonado & Assoc.

KEY PERSONNEL

The following are the key personnel for the OC3 project.



TROY CARTER, PE
DB PROJECT MANAGER



Mr. Carter has more than 20 years of experience on large civil roadway projects. He is responsible for overall management of the design, project development from beginning to end, construction, quality, safety, and contract administration on these projects. Mr. Carter provides strategic planning and execution for projects, provides leadership for superintendents and engineers, and works with design and construction teams on innovative techniques and means and methods. He organizes and assigns equipment, personnel, and subcontractor resources to execute each project. He leads and implements safety initiatives to ensure a safe working environment at all times, establishes project objectives, policies, procedures and performance standards, sets and monitors budgets, and assures that a quality management system is in place. Mr. Carter will be co-located on a full-time basis for the duration of the project. He has worked with STV on two recent D-B projects.



2.5.4. PART C. Design Build Project Team



JONATHAN D. HREN, PE
DB DESIGN PROJECT MANAGER



Mr. Hren will serve as the Design Project Manager, leading all aspect of the plan development, and will coordinate with the Design Quality Manager and the IQF on development of the DQMP. He will be co-located full-time, and will manage the discipline leaders and subconsultants. He will report directly to the DB Project Manager, and work daily with the DB Coordinator to ensure the contractors means and methods are addressed. As Design Project Manager he will be fully accountable to the LANE Team for the design, as well as ensuring that the design team meets the Diversity requirements of the project. Mr. Hren has been project manager, lead structural engineer and quality assurance manager for several ODOT DB projects and therefore brings extensive experience working in this fast-track environment.



BILL HEMAZA
DB CONSTRUCTION
PROJECT MANAGER / ENGINEER



Mr. Hemaza has 42 years of experience in the construction industry and is responsible for managing the project construction efforts including quality control activities. His responsibilities include directing and managing project development from beginning to end; defining project scope, goals and deliverables; planning, scheduling, and tracking project timelines and milestones as well as overseeing subcontractors. Mr. Hemaza ensures all materials used and work performed are in compliance with specifications. He is a seasoned Construction Manager for LANE, and his role on large and highly complex DB transportation projects is critical for success. His attention to detail, safety, understanding of environmental issues and impacts, and consistent quality are the right choice for the OC3 project. He ensures his projects are completed on time (or early) and successfully implements innovations that add to value and lifetime expectancy for every project.



ADRIAN MALDONADO
DIVERSITY/OUTREACH LEAD MANAGER



Mr. Maldonado will serve as the Diversity / Outreach Lead Manager responsible for ensuring that all project goals for new, small, local and EDGE firms are met and exceeded. He will oversee all monitoring public outreach and marketing staff as well as support staff. He along with his team, will be responsible for engaging small business advocates as well as the Opportunity Corridor Inclusion Advisory Committee from project inception to its completion. Mr. Maldonado will set up matchmaker events and engage subcontractors, workforce firms and partners to educate them about OC3 project opportunities. He will be responsible for meeting with ODOT, city and county entities to discuss any concerns pertaining to goals, outreach and OJT requirements. Mr. Maldonado and his staff will be responsible for attending all community meetings, project meetings as well as coordinating project update briefings as needed. He and his team will prepare all daily, weekly and monthly reports highlighting project progress on an ongoing basis.

2.5.4. PART C. Design Build Project Team



DUANE PHELPS, PE
IQF PROJECT MANAGER



Mr. Phelps will serve as the Independent Quality Project Manager on this project, and will actively manage the Design Quality Assurance program. Included among his management responsibilities is the coordination and management of all Independent Quality Design Discipline Leads. He will also have the authority and responsibility to stop design work if quality requirements are not being met. Jane Jordan, PE, will serve alongside Mr. Phelps as the IQF's Independent Quality Technical Advisor, and together they will ensure a complete, accurate and compliant design on behalf of the Department. Mr. Phelps will be co-located and will report to the DB Project Manager, and will coordinate with the design team's Design Quality Manager.



LUKE BAKER, PE, SI, MBA
DB GCRTA / UTILITIES / CITY COORDINATOR



Mr. Baker will be the GCRTA/Utilities/City Coordinator and will be co-located on the project. He will be responsible for coordinating with the Greater Cleveland Regional Transit Authority (GCRTA), the City of Cleveland and all utilities within the project corridor. He will also coordinate directly with LANE's utility engineer and Rii's Subsurface Utilities Engineer. Mr. Baker has served as Project Manager and Project Engineer on many Euthenics' bridge, roadway and inspection projects, having coordinated with owners, contractor and service providers. Mr. Baker brings extensive local utility, GCRTA and City of Cleveland experience to the team. His prior experience in coordinating utility relocations include Cleveland Public Power, CEI, AT&T, Dominion East Ohio Gas, Columbia Gas, Cleveland Water Department, Cleveland Water Pollution Control and NEORS. He was extensively involved in projects with GCRTA, NS and CSXT railroads and is expert at the process of obtaining access permits and construction agreements. Mr. Baker has a proven track record of success which can be credited to his superior communication skills.



GEORGE ZIMMERMAN, PE
NS RAIL COORDINATOR



Mr. Zimmerman will be responsible for stewarding the design and construction process with Norfolk Southern Railroad to ensure that all work is done to the satisfaction of the railroad and within the schedule constraints of the project. Mr. Zimmerman's history of working with NS on many projects over the past 28 years makes him uniquely qualified to understand the culture of NS and his location in Atlanta affords him immediate access to the NS headquarters and the personnel that will be involved in the project. His experience with NS bridge and rail projects from cradle to grave will allow him to work within the NS system to smoothly bring construction packages through the review process and result in the realization of common goals of the railroad and the project.



2.5.5. PART D. Capabilities and Experience

2.5.5.1. RESOURCES

The LANE Team is comprised of leading design firms, contractors and associated subcontractors. Available to us are the DB resources to complete the project. With the multitude of projects ongoing in the greater Cleveland Area, our team can call upon personnel and equipment resources that are not readily available to our competitors. We plan to provide this fresh workforce with innovative ideas to complete the OC3 Project on time and under budget. LANE is owned by global construction leader, Salini Impregilo, and is one of the nation's leading highway contractors. LANE has 4,900 employees, owns/rents over 8,000 pieces of equipment, and owns 16 mobile asphalt plants. From our operations in Pittsburgh, PA and Chicago, IL we can provide more than enough staff to accomplish a project of this size and scope. These highly capable staff members have worked on numerous highway and rail projects in the region and will bring the expertise necessary to the Opportunity Corridor. We will provide numerous excess opportunities to supplement the project with local subcontractors and suppliers to meet and likely exceed all Diversity goals. Additionally, S.A. Healy (a subsidiary of LANE) is currently working locally for NEORS and can provide staff and resources to support our efforts with already gained local knowledge. Our organizational chart included in Part C demonstrates that LANE fully staffs our work. The DBPM and DBCM will allocate resources by assessing the milestones, critical path work and production capabilities with up-to-date information from the Primavera P6 Project Schedule, coupled with production and cost analysis available through LANE's use of HCSS Heavy Job. These planning tools can allow us to make day to day adjustments in resources (human and equipment) and production to optimize our efforts and ultimately save time and money.

The ability of the design team to meet the project's resource demands is underscored by our depth: STV has 105 transportation, utility, environmental and water resources staff in Ohio (many of whom are available as Portsmouth is complete); STV has at its disposal 165 transportation staff, and Euthenics, Lanham and Rii have 42 combined Ohio transportation staff accessible for the project.

2.5.5.2. PROJECT MANAGEMENT METHODOLOGIES

2.5.5.2.a. Integrated Team Approach

One of the keys to the LANE Team's past successes has been acknowledging the distinct differences between designers and constructors in the approach to their work as well as their project assumptions and priorities. We've found it imperative that design and construction personnel are engaged throughout the process to effectively understand and mitigate these diversities along the way. LANE is pleased to have assembled a design team with an exceptional breadth and depth of experience in complex road, bridge, traffic, sewer, waterworks, and rail design and one that is highly familiar with the integrated DB process.

Designers typically arrive at solutions through iterations as a concept evolves through refinement rather than solving problems directly and immediately. This can be very different from a construction professional's approach and expectations and processes must be clearly communicated at the early stages of a project to fully understand the differences in approaching their work. One of the keys to the LANE Team's success is maintaining a high level of communication, organization, and having a leadership team in place that includes key disciplines for design and construction. This team will be capable of unifying complex technical issues between a multitude of team members, ODOT, City of Cleveland, stakeholders, and regulators while ensuring sufficient labor, materials, and equipment are provided to deliver the physical product.

From the moment our team was formed, we've emphasized the importance of integrating design and construction personnel to foster behaviors that promote consistent core values across the team.

2.5.5. PART D. Capabilities and Experience

From proposal development through project completion, the LANE Team will be working under the direction of Mr. Troy Carter, PE the DBPM and primary point of contact with the Department. Mr. Carter will ensure integration and regular communication between ODOT, the City of Cleveland and the design and construction personnel. Additionally, the management team is an integrated design and construction leadership group that includes senior management and key personnel overseeing three functional groups: Design, Construction, and Quality. These functional groups are led by the Construction Manager Bill Hameza, Design Manager Jonathan Hren, PE and Design IQF Manager Duane Phelps, PE, respectively. The DBPM will bring the management team together on a weekly basis to discuss all aspects of the project to ensure continuity of the design and construction staff.

The LANE Team will be co-located, allowing true DB integration to successfully deliver the project. This central location will facilitate the informal “over the shoulder” review with ODOT and the City of Cleveland and allow timely decision-making by allowing direct dialog to reduce process turn-around. Our co-location process will integrate key design and construction personnel through all phases of the project. Through the LANE Team’s established approach to managing transition of key personnel roles between design and construction, we create the foundation to interact and partner with the ODOT, the City of Cleveland and third-party stakeholders.

2.5.5.2.b.1. Utility Coordination Plan

The LANE Team understands the significance of the Utility Coordination Plan, and the importance of these facilities. The LANE Team will focus on early coordination in an effort to minimize utility impacts. Under our Utility/City/GCRTA Coordinator’s direction, our team will set up initial meetings with each of the utility owners along the corridor to discuss the plans and review the provided utility matrix, and to avoid utility impacts where possible. Our Utility/City/GCRTA



Coordinator will liaise with the OC Segment 2 team to coordinate utility work at the interface of both projects. Based on these meetings, underground utility locations will be updated, and verified if needed using Rii, Inc.’s SUE capabilities to verify the information provided by ODOT and the facility owners. Design and construction work will also be coordinated with any adjacent on-going construction projects to ensure seamless coordination. Finally, our Utility/City/GCRTA and NSRR

Coordinators will work together to ensure that both railroads’ utilities are communicated with, regarding the proposed construction impacts to utilities maintained or owned by these entities.

The LANE Team’s Utility/City/GCRTA Coordinator, Luke Baker, PE, SI, from Euthenics, Inc., is intimately familiar with the utility coordination process and has depth of experience with local utility owners. LANE’s Utility Superintendent will assist Mr. Baker in providing expertise in the means and methods of maintaining the existing utilities and with scheduling, coordinating and performing the relocations when warranted, and ensuring that the construction schedule is not adversely impacted by these efforts. The LANE Team’s utility expertise is a result of countless interactions on some of the Nation’s largest and most complex highway projects. This experience will allow our coordination efforts to focus on a specific plan and strategy. Coordination meetings on past projects have provided us with extensive knowledge of the utility impacts, what measures



2.5.5. PART D. Capabilities and Experience

can be used for avoidance and when unavoidable, how to most efficiently mitigate the conflict with the least impact to the project, the facility owner, and ODOT.

As construction begins, the LANE Team field personnel will maintain the coordination effort and will track the progress of the relocations as well as communications with the company field supervisors themselves. Progress meetings will be held with all utilities involved onsite, typically on a bi-weekly basis. If it is apparent that a utility is falling behind, meetings will be held more often to partner in developing solutions to get back on track. Should we encounter an unidentified utility, or need additional location information about a known utility, Rii, Inc., our SUE locating specialist will mobilize their SUE crews to complete supplemental underground investigations, as well as coordinate with the Ohio Utility Protection Service (O.U.P.S) (811) to assist the utility coordination team with identification. Once identified, we will immediately contact the utility company and request that they meet with our team on site to verify ownership and if their facility is active or abandoned.

Lastly, our utility field staff has extensive experience in solving field issues and finding quick, easy solutions to complicated problems. Their oversight of the utility relocations in the field will help foresee possible problems and greatly aide in overcoming any unforeseen problems, thus keeping the Project on schedule.

2.5.5.2.b.2. Rail Coordination Plan for NS and GCRTA

The LANE Team has identified railroad coordination as one of the three primary focus tasks of the project and is proposing a value added approach to that coordination, which includes unique GCRTA and NS coordinators. The LANE Team fully understands the need to proactively manage the rail work on the project to avoid the potential schedule impacts that can occur from activities on the railroad right-of-way. Our project coordination approach to the freight and passenger railroads involved in the OC3 Project

evolves from LANE’s expertise gained from our long and successful involvement with rail projects throughout the US. The approach includes developing a written plan for the seamless exchange of information and promoting a clear understanding of the integrated actions necessary by all parties involved to successfully advance the project to the rail construction on the OC3 project. Our approach begins with a comprehensive matrix of all affected locations and the respective items to be coordinated with NS and GCRTA. A single responsible individual will be assigned to each entity, to see the activity through from planning then continuing through the Design Build process and on to completion. The matrix will include, but not be limited to, coordination of safety, rail operations, design, construction, schedule, cost, quality, permitting, and reporting.

A core group that includes the DB Project Manager, DB Design Manager, DB Coordinator and DB Construction Manager will have heavy involvement in the coordination efforts, but the overall coordination responsibility will fall on the Utility/City/GCRTA Coordinator and Norfolk Southern Rail Coordinator positions such that there is no confusion in terms of project authority. Expertise

LANE Team Passenger/Freight Rail Projects

- LYNX Blue Line Extension – Charlotte, NC
- Norfolk Southern Bridge over Merritt Drive – Charlotte, NC
- CSX Bridge Replacement over NC 27 – NC
- Norfolk Southern Bridge over Little Calumet River – Burns Harbor, IN
- GCRTA Trunk Line Retaining Wall Rehabilitations – Cleveland, OH
- Dallas Area Transit Line and Station Construction – TX
- Baltimore Central Light Rail System – MD
- NS Sound Walls – East Cleveland, OH
- NS Intermodal Yard Expansion – Toledo, OH
- NS Heartland Corridor Bridge Design/Review – Kenova, WV to Columbus, OH



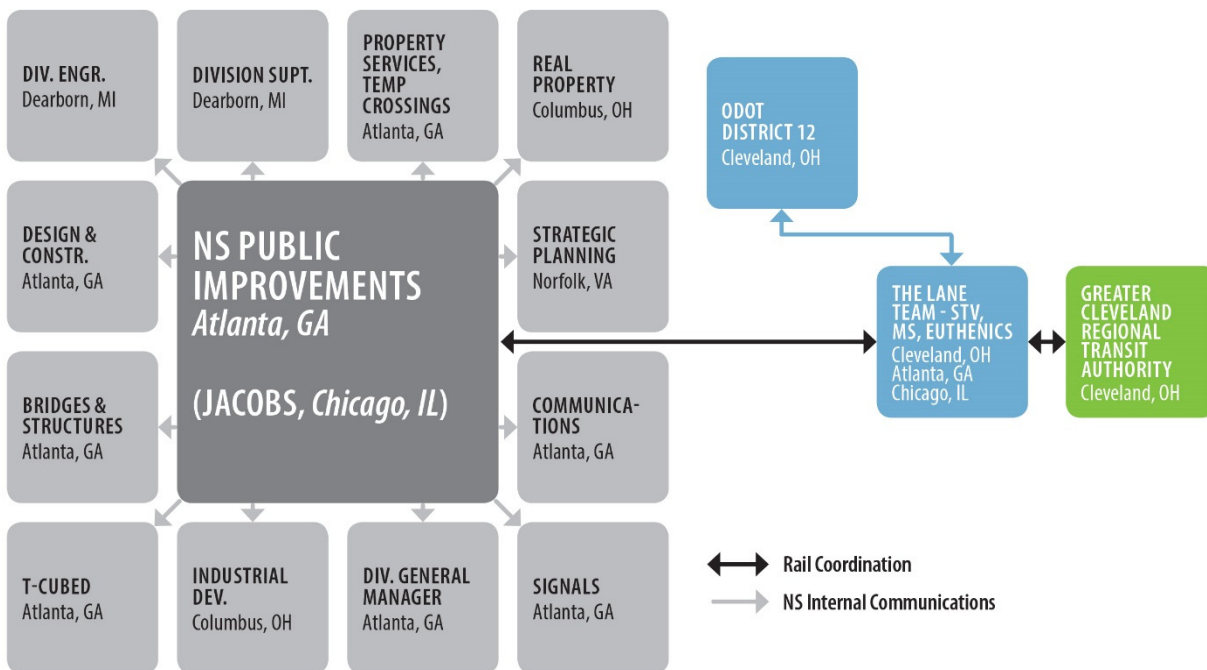
2.5.5. PART D. Capabilities and Experience

will be brought to the team through Euthenics as a local company with a long relationship with the GCRTA and STV with 30 plus years of embedded work with Norfolk Southern.

The Utility/City/GCRTA Coordinator will be co-located on site to maximize the engagements with GCRTA and the project team. The LANE Team will supplement the local coordinator with a value added position of a Norfolk Southern Rail Coordinator who will be located in Atlanta, GA at the NS headquarters where most of their work and coordination will occur. **The LANE Team’s design support partner, STV, presently has staff embedded in Norfolk Southern’s headquarters in Atlanta, GA that will be utilized to promote direct and expeditious communication and control for this aspect of the project. No other team will have available to them this direct relationship with NS that the LANE Team will bring to the rail coordination.** STV is currently engaged in 61 open assignments with NS in Ohio and have completed an additional 88 assignments since 1989. This includes the E. 55th Street Bridge over the NS B-Line which ties into the OC3 project. Our team member Euthenics has an existing strong relationship with GCRTA and will provide similar coordination capabilities locally. They will also manage the cross over coordination that will be required between GCRTA and NS in areas where the two entities have adjacent facilities such as at the 89th Street bridge demolition and pedestrian bridge construction.

During execution, we will implement a process to manage and mitigate changing conditions, risks and challenges that influence the project. To facilitate communication, the LANE Team will hold regular project meetings with NS and GCRTA staff, typically bi-weekly, as well as special meetings to address critical issues and concerns. This will include development of recovery schedules, revision of work if needed, addition of resources, and other means to mitigate unforeseen impacts.

For the Norfolk Southern portion of the rail work, the overall process that NS will use for coordination and review is well known to the LANE Team and will include upwards of 13 different reviewing departments. The following process and parties will be involved in the design and approval of NS and CGRTA facilities:



2.5.5. PART D. Capabilities and Experience

In order to effectively usher the project documents through the review process within NS, the LANE Team will leverage existing strong relationships between STV and NS in both Atlanta and Chicago to provide direct coordination keeping the process moving efficiently.



In conjunction with our proposed construction activities, we recognize that GCRTA and NS will continue to operate rail traffic through the various work sites throughout the OC3 Project. The LANE Team will work to develop a collaborative working relationship with each to coordinate with flagmen for each work site. Communication by our Team will keep all parties informed of daily work activities and insure operations can be maintained and that safety is emphasized during construction activities.

2.5.5.2.c. The LANE Team's Planning and Monitoring Procedures

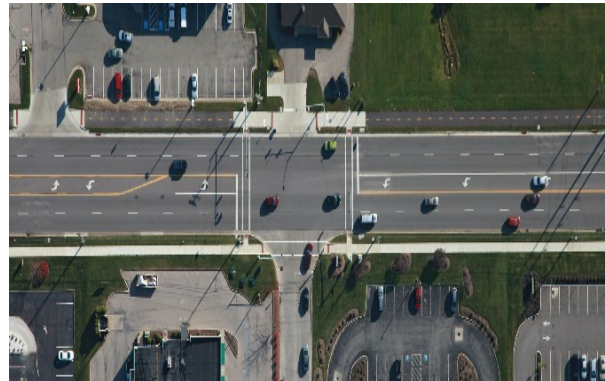
The LANE Team is very experienced in delivering high profile, extremely challenging projects on-time, on budget and without excuses. Our Team will dissect the scope of work into manageable components, staff each Project Element and phase of work with appropriate experts in the field, and utilize our expansive resources to handle the OC3 Project's aggressive work schedule.

Our Team has developed specific processes and procedures to control the schedule; we take great pride in the fact that every one of our DB projects has been completed on-time or ahead of schedule. This all starts with a comprehensive and efficient Project Design Manual (PDM) that will enhance and expedite the development of fully integrated project-compliant designs which meets or exceeds ODOT's requirements. The PDM will detail deliverable schedules and products; provide design criteria and design standards; outline document control methods; identify key staff; outline methods for prioritizing resources and assigning staff; list design methods, procedures and submittal guidelines; and provide communication procedures among the Team members and ODOT. This concentrated effort as part of the Design Build process will allow the Project's schedule to be clearly defined to span the design and construction phases and its progress to be accurately monitored.

2.5.5. PART D. Capabilities and Experience

Instrumental to the progress will be the Construction CPM Schedule and its relationship to the Project’s Management, Manpower and other necessary resources. LANE will have an on-site Primavera P6 CPM Scheduling Engineer who will be in charge of developing, maintaining and updating a cost and resource (men, equipment and materials) loaded schedule. The Scheduling Engineer will develop a Master Project Schedule that will incorporate the milestones and Project Elements to make one unified document to best illustrate and optimize our time and resources. It will be updated regularly to identify critical items of work, labor, equipment and material needs to ensure no lost time due to improper planning or changed conditions. Progress updates will be provided as required to ODOT, the Utility Facility Owners, the NS and GCRTA Rail facility owners and other stake holders. Schedule and Progress will also be communicated to the general public as needed through ODOT as outlined in our Public Involvement Program. At the start of the Project we will develop a staffing chart to provide a sense of the magnitude of effort required to complete the design for this Project. The schedule will address all components of the project to include: permits, ROW needs, utility interfaces and relocation plans, design and construction. Specific work activity calendars will be developed within the schedule to address restrictions related to contractual requirements, Owner review periods, utility accommodations and normal weather patterns. The Scheduling Engineer will work with the design and construction teams to anticipate issues and develop alternate “what if” scenario schedules based on realistic but unanticipated issues so we are better prepared to address the unknowns that may arise so that contingency operations can be considered.

The LANE Team has assembled our past projects to complement the proposed work on this project. The Work History (Form B) and Technical Experience Attachments (Part H) included indicate that our team individually and collectively has extensive experience on design-build transportation projects, both locally and regionally. Of particular note is ms consultants’ experience on design-build projects, including the \$429M Portsmouth Bypass: Southern Ohio Veterans Memorial Highway DBFOM, in which ms was the lead designer. Additionally the relationship between our major subconsultant STV and Lane, which partnered together on the \$128M I-85 DB Yadkin River bridge project, is one of the most successful in the industry. Our robust team, including commitment to diversity and inclusion, availability of resources, experience on tradition design-bid-build and design-build projects, and local and regional experiences will provide the know-how to provide ODOT with a well-executed Opportunity Corridor Boulevard project. Also included is Liquidated Damages information (Part J).



ms consultant’s LOR-Abbe Road urban widening project with multi-use path and sidewalks

2.5.6. PART E. Diversity and Inclusion

The LANE Team understands the importance of Diversity, Inclusion and Public Outreach on this high profile project. This importance will be highlighted by our team, which has been assembled to meet and exceed the Diversity goals. LANE is leveraging the local expertise of **Mr. Adrian Maldonado of Adrian Maldonado & Associates (AMA)**, and **Ms. Vena Moore of Minority Business Solutions (MBS)**, for the diversity, inclusion and workforce development efforts. They have worked together before, coordinating diversity and inclusion on the Cuyahoga Hilton Hotel project, with AMA representing the contractor and MBS representing the County.

Supplementing the outreach efforts will be the cutting edge expertise of **Ms. Dannette Render of DAR Public Relations (DAR)**, who as Public Information Manager will served as the Point of Contact for the LANE Team. Her firm’s role will be multifaceted. DAR will supplement the local Diversity communications outreach, working with AMA and MBS to ensure communications are clear and targeted, and have a multi-media approach. She will also work with ODOT and the Greater Cleveland Partnership to implement the Public Involvement Plan, facilitating meetings, transmitting traffic updates, providing newsletter content, documenting the project’s progress and assisting with media inquiries. Mr. Maldonado and Ms. Render have an established working relationship, a benefit to success. This total outreach team will provide considerate and informative communications to the local neighborhoods, to both notify residents on the ongoing construction and engage them in the process, as well as provide opportunities to be a part of the work force delivering the OC3 project.

The LANE Team will take all necessary and reasonable steps to provide New, Small, Local and EDGE firms, as well as local residents, with the maximum opportunity to perform and/or train for services on this project. As one example, LANE is a member of Virginia’s Community Resource Board, with the purpose of strengthening the small businesses and getting local involvement on Virginia Department of Transportation projects.

LANE takes positive, deliberate steps to develop mutually beneficial relationships with historically underutilized firms and implements industry-recognized best practices to encourage the success of



small businesses. LANE contributes to the development of small businesses through workshops, seminars, subcontractor workshops – which highlight bonding, safety, wages, equal employment opportunity and disadvantaged business enterprise requirements. Small business owners remarked that they are better informed and equipped to address compliance matters as a result.

In January 2015 and March 2016, LANE partnered with the United States Department of Transportation’s Office of Small and Disadvantaged Business Utilization (OSDBU), and the Surety & Fidelity Association of America, to promote bond-readiness, increase business acumen and capacity, and ultimately improve the competitiveness of DBE firms. The three-week program endeavored to provide small and disadvantaged business with the necessary tools from analyzing business functions to developing a strategy for growth and sustainability.

Other initiatives include informal mentoring, continued Transportation Disadvantaged Business Enterprise Advisory Committee membership, and expanding workshops to achieve a broader outreach. LANE recognizes the upfront investment will ultimately enhance the small business community and ensure meaningful participation and growth. As one example, LANE is a member of Virginia’s Community Resource Board, with the purpose of strengthening the small businesses and getting local involvement on Virginia Department of Transportation projects.



2.5.6. PART E. Diversity and Inclusion

Subcontracting Plan: LANE implements a subcontracting plan on all of our projects to confirm the maximum opportunity for New, Small, Local and EDGE subcontractors to qualify for and provide services. The first step is source selection. LANE researches the capabilities of a wide range of subcontractors. For the OC3 project, this research will be spearheaded by the AMA/MBS Diversity team, and includes an evaluation of past performance, socioeconomic status, financial condition, current availability, and safety performance. Based on this research, the list of potential subcontractors is refined. The second step is the outcome of the proposal process. Once a solicitation for pricing has been set, potential subcontractors have the opportunity to respond with their site specific worker protection program and best price proposals. LANE reviews the price proposal to determine price competitiveness. The final selection of the subcontractor is made by combining the results of the safety and price evaluations to determine the proposal that provides the best value to ODOT and LANE.

Outreach to the local contracting community has already taken place by researching and contacting New, Small, Local and EDGE subcontractors. As part of this SOQ, the LANE Team is pleased to include the highly qualified subcontractors as part of our DB Team:

DIVERSITY SUBCONTRACTORS	NEW	SMALL	LOCAL	EDGE
Cook Paving and Construction			✓	✓
JD Williamson Construction, Inc.				✓ ¹
Schirmer Construction, LLC			✓	

✓¹ Applied for; certification expected by technical proposal due date

Workforce Plan: As stated above, the Lane Team’s Diversity and Public Information experts will communicate the OC3’s vision to external and internal stakeholders, review what outreach has been done on the OC2 project, and then put into place a plan to get the word out to the small business community, female contractors, minority contractors, community organizations, ministries, Hispanic contractors, and certified and non-certified firms. The goal will be to inform these groups that similar to OC2, the OC3 project has subcontracting and job opportunities if they are committed to participating. This outreach is accomplished through a series of matchmaker events, hiring halls and networking events. These efforts must have the critical follow-up to make sure each attendee and sponsor are doing their utmost to make a match, not only for this project but for future business relationships. Highlighting this project to the community will also include a series of “success stories” in print and electronic mediums (i.e., Facebook, project web site).

The LANE Team believes that in order to not only meet but exceed the projects goals, the smart approach is to not only focus on the projects immediate boundaries, but to cast a wider-net to include communities that may be unrepresented. Our belief is that the project requires the LANE Team to work with all of Cleveland’s minority communities so that they may share in this project’s bounty for workforce and subcontracting opportunities.

The LANE Team believes that a lasting legacy for this project is not only the steel and mortar that it will construct but the changing of lives for those who will participate in building OC3. Engaging Cleveland’s local young adults who are seeking a career path in the construction trades is the most long lasting legacy this project can create. The LANE Team looks forward to working with community agencies such as the Urban League, Towards Employment, El Barrio, The Spanish American Committee, the Cleveland Metropolitan School District and the Cleveland Building Trades, in order to develop a pipeline of potential minority, low income and female apprentices for this project. The AMA/MBS team will also work with Ohio Means Jobs and the Opportunity Corridor Partnership to ensure that all avenues are exhausted. All candidates will be welcome who



2.5.6. PART E. Diversity and Inclusion

meet the basic “soft skills” and are willing to participate in the required training programs. Further, AMA has established a strong connection with two of Cleveland’s largest, diverse high schools. It successfully recruited, referred and placed high schools students who expressed an interest in the Building Trades industry into community soft skills programs, who then placed them in Pre-Apprentice programs to work on local projects. An emphasis on these two schools as well as those in the project area will be a high priority once again.

Subcontracting efforts are critical to not only meeting the New Business, Small Business, Local Business and EDGE goals but directly tie into this project’s workforce efforts. The LANE Team believes that by meeting and exceeding these goals, we can facilitate our efforts in providing workforce opportunities to those in the immediate project area and city-wide. We understand that minority and small businesses hire members of their communities and also encourage these same employees to strike out on their own when ready. Our diversity efforts will laser in on not just helping current subcontractors participate on this project but our message will be that this project can be a catalyst to starting one’s own business. We will ask that both Prime contractors and long-time subcontractors mentor hose new and emerging businesses looking for opportunities on OC3.

The LANE Team will work with all intra-agencies who hold and provide certification, technical and management assistance to these small and emerging businesses. It is critical that a strong and valid listing of these firms is used to notify and validate these firms for their specific scopes on this project. This process must be done continually. Names must be added at each outreach event and bid packages must be circulated wherever possible. We will work with City, County and State agency partners to ensure that the listings are accurate and that OC3 project information is distributed on a continual basis through their communication channels.

Mediation will be an important factor on a project of this size, magnitude and length. The LANE Team understands that sometimes the best laid plans falter to some extent. That’s why having seasoned, experienced personnel who have been through the trenches is critical in ensuring that whatever issues arise, that they are quickly handled and resolved to not only the benefit of the project, but that each party is treated with respect and professionalism. We will work on building positive relationships with Prime contractors, subcontractors and the community, through a series of community meetings, briefings, newsletters and daily interactions on the project site and throughout the greater community. Our staff has worked with many of the subs and community partners and we believe they will trust our efforts and be sensitive to their concerns based on these past relationships. The LANE Team will have “boots on the ground” staff who know the community, know construction be available to readily speak about the project from start to finish.

Finally, as part of this SOQ, we summarize below our Diverse Design Team subconsultants, to meet and exceed the projects 20% diversity goals:

DIVERSITY SUBCONSULTANTS	NEW	SMALL	LOCAL	EDGE
Adrian Maldonado and Associates		✓	✓	✓
ASC Group, Inc.		✓	✓	✓
DAR Public Relations, Inc.		✓	✓	✓
DERU Landscape Architecture	✓	✓	✓	
Euthenics, Inc.		✓	✓	✓
Lanham Engineering, LLC	✓	✓		✓
Minority Business Solutions		✓	✓	
Resource International, Inc.			✓	✓



2.5.7. PART F. Supplemental Information

FORM A

OFFEROR INFORMATION

PROJECT NO.: 3000 (17)

COUNTY-ROUTE-SECTION: CUY IR 490/SR010 02.09/19.28

PID: 96833

Offeror:	The Lane Construction Corporation
Contact Person:	Kerry D. Kennedy, PE
Address:	300 Bilmar Drive Pittsburgh, PA 15205
Telephone Number:	412.875.3370
Email Address:	KDKennedy@laneconstruct.com

Offeror's Lead Contractor:	The Lane Construction Corporation
Contact Person:	Kerry D. Kennedy, PE
Address:	300 Bilmar Drive Pittsburgh, PA 15205
Telephone Number:	412.875.3370
Email Address:	KDKennedy@laneconstruct.com

Offeror's Lead Designer:	ms consultants, inc.
Contact Person:	Thomas E. Mosure, PE
Address:	2221 Schrock Road Columbus, OH 43229-1547
Telephone Number:	Office: 614-898-7100
Email Address:	tmosure@msconsultants.com
Ohio Registration Number:	ms consultants, inc.'s Ohio Certificate of Authorization/registration number is 02114. Thomas E. Mosure, PE, OH # 47333



2.5.7. PART F. Supplemental Information

RFQ CUY IR 490/SR 010 02.09/19.28 PID 96833
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FORM B WORK HISTORY FORM

List three projects completed by the Offeror's Lead Contractor or Sub-Contractors, three projects completed by the Offeror's Lead Designer or Sub-Consultants, two projects completed by the IQF or Sub-Consultants, and two projects completed by the Diversity, Inclusion & Outreach Consultant with a brief description of each project. Include work by firms or joint-venture members which best illustrates current qualifications relevant to this project. Projects listed should be completed or substantially completed. Specify if noted Cost of Project is Design Cost or Construction Cost. List not more than 10 projects. Note: Firms listed are subject to Sections 3.2 and 4.3.

PROJECT NAME, LOCATION, AND DESCRIPTION	NAME OF FIRM AND NATURE OF FIRM'S RESPONSIBILITY	FIRM'S PROJECT MANAGER	PROJECT OWNER'S NAME AND ADDRESS; OWNER'S PROJECT MANAGER'S NAME, PHONE NUMBER AND EMAIL	ACTUAL OR ESTIMATED COMPLETION DATE	COST OF PROJECT	COST OF WORK FOR WHICH FIRM WAS RESPONSIBLE
I-495 Express Lanes Fairfax Co., VA \$1.5 billion D-B P3 widening I-495 project	Lane Construction – D-B (P3) Contractor	Robert Portley	VDOT, 1401 E. Broad St. Richmond, VA 23219 Garrett Moore, PE 804-786-4798 garrett.moore@vdot.virginia.gov	03/20/2013	\$1.5 billion	\$525 million
I-35 Improvements McLennan Co., TX Reconstruction of 9.8 miles of interstate.	Lane Construction – Contractor	Eric Pruemmer	TXDOT, 100 South Loop Dr. Waco TX, 767704 Solomon Thomas, PE 254-772-2890 Solomon.Thomas@txdot.gov	09/15/2016	\$212 million	\$212 million
I-581 @ Valley View Blvd, Interchange Roanoke, VA Construction of a new DDI	Lane Construction – D-B Contractor STV Incorporated – D-B Prime Design Consultant	Jan Sherman	VDOT, 1401 E. Broad St. Richmond, VA 23219 Bobby Phlegar 540.378.5083 R.Phlegar@vdot.virginia.gov	09/30/2016	\$38.5 million	\$38.5 million
Portsmouth Bypass: S.R. 823, Scioto County, ODOT Design Build Finance Operate & Maintain, Portsmouth, OH	ms consultants, inc. – D-B (P3) Prime Design Consultant	Todd Long, PE / Overall Jonathan Hren, PE / Structures	ODOT – District 9 Tom Barnitz, PE 650 Eastern Avenue, Chillicothe, OH 45601 740.774.8877 tom.barnitz@dot.ohio.gov	Design: 8/2016	Total Design: \$26.6M	ms consultants Design: \$15.8M



2.5.7. PART F. Supplemental Information

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PROJECT NAME, LOCATION, AND DESCRIPTION	NAME OF FIRM AND NATURE OF FIRM'S RESPONSIBILITY	FIRM'S PROJECT MANAGER	PROJECT OWNER'S NAME AND ADDRESS; OWNER'S PROJECT MANAGER'S NAME, PHONE NUMBER AND EMAIL	ACTUAL OR ESTIMATED COMPLETION DATE	COST OF PROJECT	COST OF WORK FOR WHICH FIRM WAS RESPONSIBLE
I-70/I-71 East Interchange Reconstruction, Columbus, OH	ms consultants, inc. – Prime Design Consultant	Tom Hibbard, PE	ODOT – District 6 Leslie Montgomery, PE 400 East William Street Delaware, OH 43015 740-833-8269 Leslie.Montgomery@dot.ohio.gov	Phase: 2A – 1/2012 2B – 10/2015 2C – 5/2016 2D – 1/2016	Total Design: \$23.6M	ms consultants Design: \$14.4M
I-85 over the Yadkin River Design-Build - I-2304AC, Rowan and Davidson Counties, NC	STV Incorporated – D-B Prime Design Consultant	Mark Robbins	North Carolina Dept. of Transportation Rodger Rochelle 919-707-2900 rdrochelle@ncdot.gov	07/2014	\$136M	\$8.76M Design Contract Value
Dallas-Fort Worth Connector	WSP Parsons Brinckerhoff – Prime Design Consultant	Dale Moeller, PE	Texas Dept. of Transportation Joel Mallard 2501 Southwest Loop, 820 Fort Worth, Texas 76133	October 2013	\$1.1 Billion	\$420 Million
Ohio I-90 Cleveland Innerbelt Eastbound Bridge	WSP Parsons Brinckerhoff – D-B Independent Quality Firm	Jane Jordan, PE	Ohio Dept. of Transportation Dave Lastovka 216.584.2115 dlastovk@dot.state.oh.us	May 2017	\$300 Million	\$42 Million
Tri C Natatorium and Wellness Center/Hospitality Renovations, Eastern Campus - Cleveland, OH	Adrian Maldonado & Associates, Inc. – Responsible for subcontracting, monitoring and reporting	Adrian Maldonado, President	Cuyahoga Community College, Eastern Campus-Cleveland, OH Panzica Construction Bill Davis, VP 739 Beta Dr., Mayfield OH 440.449.4101 bdavis@panzica.com	January 2011	\$12 million	\$42,000
Hilton Hotel-Cleveland, OH New 600 room hotel	Adrian Maldonado & Associates, Inc. – Workforce and Subcontracting outreach	Adrian Maldonado & Associates	Hilton Hotel Cuyahoga County, OH Turner Construction Jason Jones, Managing Partner 216.522.1180 jonesj@turnerconst.com	May 2016	\$260 million	\$125,000



2.5.7. PART F. Supplemental Information



TROY CARTER, PE
DB PROJECT MANAGER



Position/Authority:

DB Project Manager/
Responsible for Offeror’s
performance

Years of Experience:

21 Years

Education:

Southern Illinois University at
Edwardsville, B.S. Civil
Engineering

Professional Registrations:

North Carolina and Virginia

Percentage Dedicated:

Design: 50% (and As Needed)
Construction: 100%

Unique Qualifications:

Managing large DB projects

**Mr. Carter is currently
employed by LANE
Construction.**

Mr. Carter serves as Senior Project Manager for LANE on large complex DB projects. He is responsible for overall management of the design, project development from beginning to end, construction, quality, safety, and contract administration on these projects. He provides strategic planning and execution for projects, provides leadership for superintendents and engineers, and works with design and construction teams on innovative techniques and means and methods. He organizes and assigns equipment, personnel, and subcontractor resources to execute each project. He leads and implements safety initiatives to ensure a safe working environment at all times, establishes project objectives, policies, procedures and performance standards, sets and monitors budgets, and assures that a quality management system is in place.

PROJECT EXPERIENCE:

LYNX Blue Line Extension, Charlotte, NC, City of Charlotte | 04/2014 – Present

Senior Project Manager. Mr. Carter manages this \$140 million, 9.3-mile extension of the existing LYNX Blue Line from the 7th Street Station in Center City Charlotte to the University of North Carolina at Charlotte campus. Mr. Carter directs the work of over 20 superintendents and engineers, manages project development, and ensures that construction meets the project schedule. He estimates needed resources, tracks project milestones, and maintains safety and quality at all times.

Project Relevance: This \$130 million project includes heavy civil infrastructure improvements necessary to extend 4.8 miles of track. Project work occurs in the center of Charlotte and requires extensive coordination with the city and the university. The extension includes 20 at-grade crossings, 11 bridges (railroad & vehicular) and utility work.

I-85/I-485 Interchange and Widening, Charlotte, NC, NCDOT, | 03/2013 – 02/2014

Project Manager. Mr. Carter was responsible for the overall project design and construction. He supervised and managed all aspects of the project including the procurement and timely delivery of all materials, equipment, services and labor. Mr. Carter was responsible for directing and managing the project





2.5.7. PART F. Supplemental Information

management team, coordinating with and monitoring contract progress with the Owner and subcontractors and overseeing the overall safety and QC programs.

Project Relevance. This \$98.7M DB project consisted of the design and construction of the widening of I-85 and the interchange of I-85 and I-485 (Charlotte Outer Eastern Loop). The existing I-85/I-485 Interchange was modified to a turbine interchange that utilizes smaller, single-span bridges, smaller columns and flatter roadway profiles. This innovative two-level turbine interchange allowed for a significant reduction of earthwork eliminating the need to haul material from off-site and drastically reduced costs by approximately \$40M. “Roads and Bridges” magazine named the I-85/I-485 turbine interchange the #1 road project in North America for 2012. Innovative design reduced environmental, ROW and utility impacts. Additional project work included: interstate rehabilitation; phased construction; pavement replacement; roadway widening; working within the existing Interstate right of way; utility and other third-party coordination; public involvement; adjacent project coordination.

I-85 Widening, Cabarrus County, NC, NCDOT | 10/2012 – 04/2014

Project Manager. Mr. Carter was responsible for the overall project design and construction. He supervised and managed the design, construction, quality management, contract administration and other services required by the contract, including the procurement and timely delivery of all materials, equipment, services and labor. Mr. Carter ensured all contract obligations were met and successfully avoided and/or resolved disputes in accordance with contract documents. He was responsible for overseeing the construction and field personnel as well as permitting, erosion control, lighting, signing and pavement marking, traffic control, right-of-way and utility relocation. His responsibilities also encompassed all the required retaining and noise walls, storm drainage, foundations, embankments, slopes and temporary structures. Mr. Carter also coordinated public outreach and public meetings.

Project Relevance: This \$125M DB project consisted of widening approximately seven miles of I-85 from four to eight lanes and improvements to roads around the Bruton Smith Boulevard interchange. LANE removed the existing deteriorated pavement and replaced it with eight lanes of concrete pavement. Additional work performed included: ROW acquisition; utility relocation; traffic control; demolition; earthwork; storm drainage; and temporary and permanent structures. LANE completed the project 11 months ahead of the owner’s schedule by developing and executing an innovative work zone traffic control and access plan. This plan was necessary because the majority of the new roadway construction occurred in the 70-foot median. The plan called for constructing a temporary bridge with direct median access, which allowed for unimpeded access to the median. This improved safety, minimized traffic impacts, reduced stress on existing infrastructure, accelerated project schedule and saved costs.



2.5.7. PART F. Supplemental Information



JONATHAN D. HREN, PE
DB DESIGN PROJECT MANAGER



Position/Authority:

DB Design Project Manager/Responsible for Project Management of the Design team

Years of Experience:

20 Years (4 with ms)

Education:

North Carolina State University, B.S.C.E., 1994
University of Florida, M.E. Structural Engineering, 1996

Professional Registrations:

Ohio, Kentucky, Arizona, California, West Virginia, & Massachusetts (Structural)

Percentage Dedicated:

Design: 100%
Construction: As Needed

Unique Qualifications:

Lead Structural Engineer on the \$429M Portsmouth Bypass DB Project

Project Manager on over fifteen (15) Transportation Projects for ODOT, County and Local Clients

Mr. Hren is currently employed by ms consultants

Mr. Hren has significant experience on Design-Build projects, and intimately understands the importance of co-location and continuous communications with the contractor and IQF on larger projects. For example, early in his career Mr. Hren worked with Parsons Brinckerhoff, serving for 2-years as co-located Quality Oversight bridge engineer on the MassPike's Central Artery/Tunnel (Big Dig) Project. In Ohio Mr. Hren has become very familiar with numerous contractors, having served as PM and technical lead on DB transportation projects. He knows the value of understanding contractors' critical path schedules, means and methods of construction, and the importance of timely constructability reviews, which ultimately lead to cost savings for the owner.

Mr. Hren served in the capacity as co-located Lead Structural Engineer for the PJV DBT on the \$429M (\$80M structures) Portsmouth Bypass P3 Project, for the twenty-two (22) bridges and numerous walls. Similarly, he managed the design of seven (7) bridges on the FRA-670/71 DB as a major subconsultant to the Kokosing DBT, and was on-site weekly during the design phase. Mr. Hren also worked with the Trumbull/Great Lakes/Ruhlin team on the CCG1 technical proposal, serving as lead structural engineer for the 14 ancillary structures and walls on the project. Mr. Hren also served as PM for the following design-build projects: \$9.8M TRU-80-4.70 DB Resurfacing with two Bridge Replacements for ODOT D-4 and the \$1.1M LOR-Reigelsberger Road Bridge Replacement for the City of Avon. He also served as PM for the \$1M VECP savings for the \$11M LOR-2-10.46 Bridge Replacements for ODOT D-3.

Mr. Hren has served as Project Manager on several traditional design-bid-build transportation projects, such as:

- \$5.5M CUY-17-17.85 Libby Road Bridge Rehabilitation over NSRR for ODOT D-12
- \$4.1M CUY-East 93rd Street Bridge Replacement over GCRTA/NSRR for the City of Cleveland
- \$1.5M TRU-High/Main Intersection Widening and Bridge Replacement for Trumbull County
- \$1.4M GEA-422-16.38 Bridge Rehabilitation for ODOT D-12
- \$0.7M ERI-250-00.59 Bridge Rehabilitation over NSRR for ODOT D-3



2.5.7. PART F. Supplemental Information

- \$1.1M GCRTA Project 14.97 Retaining Wall Rehabilitations
- \$6M MAH-224-13.64 Bridge Replacement and Roadway/Intersection Upgrades for ODOT D-4

Mr. Hren's structural engineering expertise includes tangent and curved steel girder bridges, prestressed box and multi-span I-beam structures, cast-in-place post-tensioned box beam bridges and straddle bents, railroad deck girder bridges, deep and shallow foundations, and numerous types of cantilever and tied back retaining walls. He has also served as railroad coordinator for projects involving CSXT, GCRTA and Norfolk Southern.

Mr. Hren has lived and worked in the Cleveland area since 2004, and has gained extensive experience with ODOT and local design requirements. Mr. Hren has worked with the City of Cleveland, the GCRTA, NSRR and Cuyahoga County on several projects, and has been involved and coordinated with railroads and several local utilities including CWD, NEORSD, CWP, CPP, the Illuminating Company, AT&T, Dominion, and Time Warner. He is intimately familiar with AASHTO, AREMA and ODOT specifications.

PROJECT EXPERIENCE:

Portsmouth Bypass: Southern Ohio Veterans Memorial Highway (SOVMH), S.R. 823, Scioto County, ODOT Design Build Finance Operate & Maintain (DBFOM) | 01/2015 – 08/2016

Lead Structural Engineer and Quality Assurance Engineer. Mr. Hren managed both preliminary and final design tasks. He worked directly on the development of ATC's, DQMP procedures, the Durability Plan, assisted in development of buildable units and their limits, and coordinated the development of structure standards and contract specifications. During final design, Mr. Hren coordinated with three (3) major subconsultants and five (5) design teams to ensure that scope and quality were adhered to for the 21 structure buildable units. He ensured that submittals met all quality requirements before Interim, Final and RFC submissions. He coordinated daily with the IQF and had intimate understandings of their procedures and software which were required for document control. The design of this project was nearly full-time over an 18 month timeframe.

He was co-located with the PJV on site for 12 months during the design phase, streamlining the processes of development of the DQMP, specifications development, constructability reviews, site reconnaissance, physical coordination with railroads including CSXT and NSRR, and managed continued coordination with the IQF, ODOT and ODOT's QO firm.

Cleveland Innerbelt CCG1 CUY-90-14.60 WB – ODOT Design Build Project | 11/2009 – 07/2010

Lead Structural Engineer and Proposal Manager. As major subconsultant with TranSystems, Mr. Hren managed the Stage 1 preliminary design of the fourteen (14) bridge structures and numerous retaining walls, including bulkhead designs along the Cuyahoga River, for the Technical Proposal, as part of Trumbull-Great Lakes-Ruhlin's DBT. Mr. Hren coordinated all design work for these structures, hosting bi-weekly design and constructability meetings with the contractors and geotechnical engineer. He was instrumental in the development of ATC's, and coordinated all design with Parson's Transportation Group who served as Lead Designer.



BILL HEMAIZA
DB CONSTRUCTION
PROJECT MANAGER / ENGINEER

LANE

Position/Authority:

DB Construction Project Manager/Responsible for overall construction of the project

Years of Experience:

43 Years

Education:

Lakeland High School, 1973

Professional Registrations:

NA

Percentage Dedicated:

Design: As needed
 Construction: 100 %

Unique Qualifications:

Managing complex construction projects in urban areas involving reconstruction of streets and bridges.

Mr. Hameza is currently employed by LANE Construction.

Mr. Hameza has 43 years of experience in the construction industry. His DB experience includes several projects with a combined total value of \$587 million. His responsibilities include directing and managing project development from beginning to end; defining project scope, goals and deliverables; planning, scheduling, and tracking project timelines and milestones as well as overseeing subcontractors. Bill ensures all materials used and work performed are in compliance with specifications. He is a seasoned Construction Manager for LANE, and his role on large and highly complex DB transportation projects is critical for success.

PROJECT EXPERIENCE:

Route 29 Solutions, Albemarle County, VA, VDOT | 03/2015 – Present

Construction Manager. Mr. Hameza responsibilities include daily management of construction activities for this \$117 million DB project. He oversees the project’s safety, quality, cost, staffing and work crews’ scheduling, in addition to coordinating work with subcontractors. The project scope includes reconstruction and widening of 2.8 miles of Route 29 (major artery through Charlottesville), a grade separated interchange (top-down construction), and a bridge spanning the South Fork Rivanna River. Additional work includes waterline & gas line relocation, storm drain structures, paving, sidewalks and guardrails.

US 17 Ace Basin, Greenpond, SC | 02/2010 – 10/2013

Construction Manager. Mr. Hameza’s responsibilities on this \$76 million DB project included oversight of safety, quality, cost, staffing, and scheduling and the overall management of the construction process. He directed and managed project development from beginning to end, including: defining project scope, goals and deliverables. This project involved the widening of approximately 14.6 miles of US 17 from a two-lane secondary road to a four-lane divided highway. The roadway included two 12-foot lanes in each direction, 10-foot shoulders on each side, recoverable slopes to enable correction time for drivers, a 48-foot median separating north and southbound traffic, and construction of several different lane configurations. The project also included the construction of a



2.5.7. PART F. Supplemental Information

new bridge located over the Tupelo Swamp and the widening of two existing bridges over the Ashepoo River and CSX Railroad. Additional scope items included: design, MOT and traffic control, signals, drainage, excavation, guardrail, pavement markings, box culvert, subsurface weeps, ROW services and acquisition, railroad coordination with CSX and utility relations/community outreach efforts.

US 1-64 Reconstruction, Cary, NC | 01/2005 - 03/2007

Senior Superintendent. As Senior Superintendent on this \$60 million DB project, he was responsible for overall construction activities including safety, quality, cost, staffing, scheduling work crews and coordinating with the subcontractors. This project included the reconstruction of approximately 6.5 miles of existing lanes, shoulder widening, and the reconstruction of the US 421 interchange. MOT considerations included very limited time restrictions and heavy truck volumes on a highly-traveled interstate. Additional scope included excavation, removal of concrete and asphalt, subgrade and subdrain, full depth concrete pavement repairs, hot mix asphalt, culverts, guardrail and pavement markings, and extensive utility coordination. As an innovation, LANE jacked the two mainline I-77 structures at Exit 73 to match the grade of the un-bonded overlay. This increased vertical clearances on existing US 421.

I-787 Bridge & Concrete Rehabilitation, Albany, NY, NYSDOT, | 02/2014 - 03/2015

Project Manager. Mr. Hameza was responsible for the day-to-day management of this \$28 million concrete pavement repair and bridge rehabilitation project. He oversaw all construction operations and ensured all contract requirements were performed according to the plans and specifications. He was responsible for providing oversight for safety, quality, cost, staffing and scheduling. The project scope included roadway widening, pavement repair (concrete and asphalt), bridge deck reconstruction on six bridges, substructure repairs, and more than 400 bridge bearing replacements. The project occurred in an urban area in downtown Albany, which required special maintenance of traffic phasing, pedestrian traffic coordination, and jacking of the bridge for the bearing replacement while traffic was operational. The project was located along the Hudson River, which required containment and treatment of slurry from the concrete demolition. LANE used hydro-demolition for the bridge decks. LANE also coordinated work with the local railroad agency, the Albany Port Railroad Commission (APD – CSX), due to the project’s proximity to the rail line.

Springfield Interchange Improvements, Springfield, VA, VDOT | 08/2003 – 12/2003

Assistant Superintendent. Bill’s responsibilities for this \$75 million major highway and bridge contract for VDOT included oversight for safety, quality, cost, staffing and scheduling. Construction entailed five new multi-span bridges and the reconstruction and widening of two existing bridges with four cast-in-place retaining walls. A high profile and highly visible project, the Springfield Interchange also included significant public involvement efforts and coordination with other proximate highway and roadway projects. Community meetings of affected residential neighborhoods and business areas were conducted regularly; updated traffic conditions and project progress were regularly uploaded to the project website for the travelling public’s advisement; and community input solicited for sound wall placement and construction. The project was completed on time in an expedited schedule and brings tangible congestion relief to one of the busiest interchanges on the East Coast. LANE completed this project on an Owner-requested expedited schedule.



2.5.7. PART F. Supplemental Information



ADRIAN MALDONADO
DIVERSITY/OUTREACH LEAD MANAGER



Position/Authority:

DB Diversity/Outreach Lead Manager/Responsible for diversity & inclusion outreach

Years of Experience:

38 Years

Education:

Bowling Green State University
Cleveland State University

Professional Registrations:

N/A

Percentage Dedicated:

Design & Construction: 100%

Unique Qualifications:

Former Manager of State of Ohio MBE Program
Former Director of Procurement & Diversity - Cuyahoga County
Project Management
US Service Disabled Veteran
University Hospitals Board Member
Cleveland Hispanic Roundtable Board Member

Mr. Maldonado is currently employed by Adrian Maldonado and Associates

Mr. Maldonado serves as President and Principal of Adrian Maldonado & Associates (AMA), a small, disabled, veteran owned, MBE, DBE business specializing in Diversity Management and Reporting. He brings over 30 years of experience in Diversity Management and Reporting, having worked as Manager of Ohio’s MBE Program and as the Director of Cuyahoga County’s Procurement and Diversity Office. Adrian Maldonado and Associates would meet the RFQ’s requirements for a Small Business. The firm is located in Cuyahoga County and thus meets the Local requirement. Lastly, the firm is EDGE certified.

PROJECT EXPERIENCE:

Natatorium and Wellness Center/Hospitality Renovations, Cuyahoga Community College, Eastern Campus, Cleveland, OH | 06/2010 – 03/2011

Diversity Manager. Responsible for monitoring and reporting goals on this \$20 million design-build dollar project. Worked directly with the Construction Manager to report subcontracting and workforce goals. Reviewed all contracts for project goals as well as subcontractor qualifications. Met regularly with all Primes and subs to mediate conflicts. Worked with Tri-C personnel to discuss goals met and outcomes. Participated in daily and weekly meetings. Supervised personnel responsible for daily monitoring. Prepared weekly, monthly and final diversity report. The project met all diversity goals.

Hilton Hotel and Convention Center, Cleveland, OH | 02/2015 – 07/2016

Project Manager. Diversity Outreach Coordinator under a subcontract with The Sanchez Group. Lead coordinator for outreach services to Cleveland’s Latino community to help increase workforce and subcontractor participation goals set by the Construction Manager, Turner Construction Company. Under this unique program, Turner wanted to ensure that underrepresented groups of Cleveland had an opportunity to work and subcontract on this \$350 million dollar design-build project. Our efforts involved educating the community about the project, and economic impact and how they participate. Meeting with community stakeholders such as CDCs,



2.5.7. PART F. Supplemental Information

churches, educators and local businesses, we determined that the community lacked little entryway/pipeline into the construction trades and minimal contact in the subcontracting community.

AMA established a strong PR/marketing campaign using radio and print as well as social media targeting the Latino community to highlight the project as well as to educate the community about upcoming job fairs and matchmakers. Our team established a strong connection with the community's two largest high schools where we were able to meet students interested in the construction trades. Working with our community workforce partners, we were able to establish soft skills training as well as establish pre-apprentice training through the Construction trades community. The project was built on time and on schedule and all project diversity goals were met.

Director's Office of Procurement & Diversity - Cuyahoga County | 04/1997 – 08/2008

Director of the 20th largest County purchasing agency in the Country. With purchasing authority of \$200 million dollars, I led a team of 30 purchasing and diversity professionals for over 11 years. Responsible for all goods and services, professional and equipment purchases for Cuyahoga County.

In addition, as Director, Mr. Maldonado oversaw the County's Small Business Enterprise program with a database of over 400 certified DBE's. During his tenure, oversaw and implemented a new Small Business Enterprise race neutral program, from a race based program. Responsible for setting and implementing goals on all public contracts over \$50,000 as well as monitoring for subcontractor participation. His team led the first county disparity study to be performed since the early 1980s. The changes required the County to adopt a race neutral program based on empirical data that showed discriminatory practices in the County's contracting process. Also led a group of intra-government agencies, GCRTA, Tri-C and MetroHealth to join us in adopting this race-neutral program. During his tenure, the team increased the number of certified companies by 50%. Mr. Maldonado retired in 2008.

Manager - Minority Business Enterprise Program - State of Ohio | 05/1985 – 03/1997

As Manager for the Minority Business Enterprise certification program in Northeast Ohio, Mr. Maldonado's primary responsibilities included certification of all minority business for participation under the States set-a-side Program. He was responsible for review of certification application, monitoring and reporting on state funded projects, and technical and management assistance to minority businesses. He testified on behalf of state agencies in mediation disputes and made community presentations to highlight projects and encourage program participation.



2.5.7. PART F. Supplemental Information



DUANE PHELPS, PE
IQF PROJECT MANAGER



Position/Authority:

IQF Project Manager / manages the design quality assurance process, and ensures compliance with the Design Quality Management Plan

Duane Phelps, PE, is a senior project manager and senior supervising engineer at WSP | Parsons Brinckerhoff. As the IQF project manager on this project, Mr. Phelps will apply his broad range of technical experience and knowledge to the equally broad range of design and engineering requirements on OC3.

Years of Experience:

26 Years

In particular, Mr. Phelps' notable experience includes almost every aspect of corridor infrastructure, highway and transportation projects, including planning, design, project management, site developments, complex roadway geometrics, roadway drainage, alignment studies, maintenance of traffic, field survey, utility relocations, final plan development, cost estimates and QA/QC. Further, Mr. Phelps has developed and managed design review processes, instituted the development of project controls, and provided direction and resources to specific project teams to ensure successful project delivery.

Education:

University of Cincinnati, B.S. Architectural Engineering Technology, 1990

Mr. Phelps ensures an in-depth quality assurance and quality control process by coordinating and monitoring work to deliver a final quality project on time, and within cost constraints. He has also provided pre-construction input regarding design, and constructability requirements.

Professional Registrations:

Ohio, 2002 (E-66664)
Texas, 2012 (PE-111842)

Percentage Dedicated:

Design: 100%
Construction: As Needed

PROJECT EXPERIENCE:

Unique Qualifications:

Mr. Phelps has managed quality control processes on several large-scale infrastructure and alternative delivery projects.

DFW Connector CDA, Dallas, Texas, TxDOT Design/Build | (March 2009 – September 2015)
Roadway Design Manager and Quality Assurance
Mr. Phelps served as the roadway design manager and performed quality assurance for Area 7 of this \$1.02 billion design/build highway project. Area 7 was completely reconstructed, and expanded 1.2 miles of FM2499 corridor. Roadway capacity was doubled by depressing the mainline and creating two new frontage roadways totaling up to 14 lanes at the widest point. The project included four new bridges, retaining walls, utility relocations, drainage, ITS, signing, lighting, signalization of four intersections, and support of ROW acquisition. Mr. Phelps led the project's roadway design and was principally responsible for ensuring that design components met the Design Quality Management

Mr. Phelps is currently employed by WSP | Parsons Brinckerhoff



2.5.7. PART F. Supplemental Information

Plan established for the project. Mr. Phelps was responsible for performing interdisciplinary quality control reviews for all design disciplines.

HAM-71 & Dr. Martin Luther King Jr. Interchange Design/Build Pursuit, Cincinnati, Ohio | (October 2013 – April 2014)

Engineering Project Manager for design/build pursuit team

WSP | Parsons Brinckerhoff's was the lead designer for Trumbull-Ruhlin, a Joint Venture team. Mr. Phelps managed the design pursuit team responsible for developing a preferred solution to improve access between I-71 and the Upton Area of Cincinnati. Mr. Phelps was responsible for the design along with reviewing the project documents to ensure design work complied with the client's requirements, and managing the quality assurance process during the pursuit.

New Bridge for the St. Lawrence Corridor Pursuit (PPP), Montreal, Quebec, Canada | (August 2014 – February 2015)

Coordination Design Manager

Mr. Phelps served as the coordination design manager for WSP | Parsons Brinckerhoff's design work on the St. Lawrence Corridor Project pursuit. Our firm was a subconsultant to WSP Canada Inc., which was the lead designer for the St. Lawrence venture. Mr. Phelps provided coordination management of WSP | Parsons Brinckerhoff's design associates joint staff, and was charged with ensuring that all QA/QC requirements were being met. The New Bridge for the St. Lawrence Corridor project will replace the Champlain Bridge over the St. Lawrence River and Seaway in Montreal, as well as interchanges in Montreal, the Ile de Soeurs, and Brossard.

Ohio River Bridges, East End Design/Build/Finance/Operate/Maintain and Downtown, Design/Build Pursuit, Louisville – Southern Indiana | (May 2012 – November 2012)

Environmental Design and Compliance Task Manager

WSP | Parsons Brinckerhoff's was the lead designer for Kiewit Infrastructure during the pursuit of the two Ohio River Bridges projects. The two design/build projects consisted of two structures over the Ohio River with a total estimated construction cost of \$1.1 billion estimated construction cost. WSP | Parsons Brinckerhoff developed the design plans to develop the price and alternative concepts. As the Environmental Design and Compliance Task Manager, Mr. Phelps was responsible for ensuring the all design concepts and environmental documentation complied with state and federal standards, as well as all project specific environmental commitments.

Fort Washington Way Reconfiguration, Cincinnati, Ohio | (November 1997 – August 2000)

Design Engineer and Final Project Manager

Mr. Phelps served as the final Project Manager on the Fort Washington Way Reconfiguration project, as well as a roadway task leader for several contract packages. The reconfiguration of Fort Washington Way improved access to the cities of Cincinnati, Covington and Newport, and performance of the mainline interstate connecting U.S. 50, I-71, I-471, and I-75. As the roadway task leader, Mr. Phelps was responsible for roadway geometric designs, drainage designs, signage for assigned contract packages, and was responsible for the development of all design exception reports submitted during the project. Mr. Phelps was also responsible for supervision of internal technicians and numerous sub consultants that involved performing QA/QC reviews of work deliverables.



2.5.7. PART F. Supplemental Information



LUKE BAKER, PE, SI, MBA
DB GCRTA / UTILITIES / CITY COORDINATOR



Position/Authority:

DB GCRTA/Utilities/City Coordinator responsible for coordination with utilities, GCRTA and City

Years of Experience:

10 Years

Education:

Ohio University, B.S. Civil Engineering, 2006; Cleveland State University, MBA 2015

Professional Registrations:

Ohio

Percentage Dedicated:

Design: 100%
Construction: 75%

Unique Qualifications:

GCRTA Rail Rule Book Training 2016

Utility Coordination Expert

Exceptional Communication Skills

Mr. Baker is currently employed by Euthenics, Inc.

Mr. Baker has served as Project Manager and Project Engineer on many Euthenics’ bridge projects. Mr. Baker brings extensive local utility, GCRTA and City of Cleveland experience to the team. His prior experience in coordinating utility relocations include Cleveland Public Power, CEI, AT&T, Dominion East Ohio Gas, Columbia Gas, Cleveland Water Department, Cleveland Water Pollution Control and NEORS. He was extensively involved in projects with GCRTA, NS and CSXT railroads and is expert at the process of obtaining access permits and construction agreements. Mr. Baker has a proven track record of success which can be credited to his superior communication skills.

PROJECT EXPERIENCE:

East 79th Street Bridge Replacement Project for the City of Cleveland, OH | 02/2013 – Present

Project Manager for removal and replacement of the East 79th Street Bridge over NS and GCRTA tracks. Coordinated the relocation of five separate utility facilities that were supported on the existing structure, phasing construction to maintain AT&T and CWD while negotiating discontinuous service for the others. Mr. Baker coordinated with NS and GCRTA for track level activities including surveying, inspection, soil borings, SUE work, and catenary height measurements.

West 74th Street, Madison Avenue, & West 61st Street Bridges Replacement Project for the City of Cleveland, OH | 01/2009 – 06/2015

Project Engineer for removal and replacement of the West 74th St., Madison Ave., & West 61st St. Bridges over NS and GCRTA Tracks. Coordinated the relocation of Cleveland water lines that were supported on the West 74th St. and Madison Ave. bridges. He coordinated the relocation of several GCRTA facilities including fire protection, overhead catenary support structure and communication and power lines as part of the Madison Ave. and West 61st St. projects. The project included repairs to a sanitary sewer that traversed under the GCRTA and NS Rail Lines. Sewer repair plans were developed in coordination with Cleveland WPC. Mr. Baker coordinated and applied for the NS Construction Agreement for the sewer repair on behalf of the City of Cleveland.



2.5.7. PART F. Supplemental Information



GEORGE ZIMMERMAN, PE
NS RAIL COORDINATOR



Position/Authority:

NS Rail Coordinator /
Responsible for rail
coordination

Years of Experience:

37 Years

Education:

Bachelor of Science, Civil
Engineering; West Virginia
University, 1979

Professional Registrations:

Ohio, Georgia, Kansas,
Missouri, South Carolina

Percentage Dedicated:

Design: 25%
Construction: 25%

Unique Qualifications:

Experience with Norfolk
Southern since 1988

**Mr. Zimmerman is
currently employed by STV
Incorporated**

Mr. Zimmerman, a railway engineer and project manager, has more than 37 years of experience on roadway, railroad and bridge projects and particular expertise in freight planning, design, and construction management. He manages the relationships with Norfolk Southern and R.J. Corman railroads, serving as liaison in negotiations and partnerships.

PROJECT EXPERIENCE:

On-Call Services Contract, 22 States, Norfolk Southern 1992- Present – Project Manager, Mr. Zimmerman is managing plan review and construction engineering and inspection services on an on-call, as-needed basis for over 2000 proposed roadway, bridge, and track construction projects affecting railway facilities throughout the 22-state Norfolk Southern Railway (NS) system. He has overseen construction of overhead bridges, underpasses, floodwalls, and utility crossings along with parallel construction of utilities, roadways, bikeways and trails, and grade crossings since 1992. Recent project scope changes and railroad downsizing has required Mr. Zimmerman to represent NS at plan development meetings, regulatory agency site visits, and increased assistance with internal handling of projects for NS.

Portsmouth, OH, “Portsmouth Bypass” over and adjacent to NS – As a major assignment to the on-call services contract, Mr. Zimmerman has represented NS in both the preliminary review of the concept as a Design-Bid-Build project, before it was decided to be delivered as a Design-Build-Operate-Maintain project for ODOT, and continued with design review and construction coordination for NS once the final project delivery method was chosen. Included review of project plans with design team on behalf of NS, and on-site coordination of final detailed construction planning required to obtain final NS acceptance of plans. Current assignments are now in construction engineering portion of the project and include protection of NS operations and property while construction is being advanced over and along NS Right-of-Way.

Cincinnati, OH – NS Third Mainline adjacent to CSXT and I-75 – Project Manager for the design and construction of a new third mainline track to relieve capacity constraints north of the Queensgate Yard. Project included 3+ miles of new track, various retaining wall types due to property constraints, and construction coordination in the busy NS/CSXT corridor.



2.5.8. PART G. Addenda

One addendum has been issued by ODOT, please see to follow.



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

8/9/2016

Project 173000 **Addendum No. 1**
PID No. 96833
CUY – IR 490/SR 10 – 2.09/19.28
New Construction
Letting: August 25, 2016

Notice to all Bidders and Suppliers to please be advised of the attached Proposal Addendum.

The Department utilizes Bid Express (<http://www.bidx.com>) as the official medium for electronic bid submittal. All bidders must prepare bids and submit them online via Bid Express.

Addenda amendments must be acknowledged in the miscellaneous section of the Expedite (EBS) file and all amendments loaded in order for your bid to be considered for award of this project. Bid express will not accept bids that do not have amendments incorporated. Failure to incorporate changed quantities or items in your Expedite (EBS) submissions will result in the rejection of your bid.

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ODOT IS AN EQUAL OPPORTUNITY EMPLOYER AND PROVIDER OF SERVICES



The LANE Team

An All-Star Team for
a City of Champions

I-495 Express Lanes, Fairfax County, VA

LANE



Project Number:	0495-029-138
Dates	2007-2012
Construction:	
Bid Construction Cost:	\$1.5B
% Work Performed:	35%
Owner Contact Info:	VDOT; Garrett Moore, PE 804-786-4798 garrett.moore@vdot.virginia.gov

Project Description

This \$1.5 billion D-B P3 project consisted of widening I-495 over 12 miles to accommodate two Express lanes in each direction, reconstruction of ramps, interchanges, frontage roads, bridge over and underpasses and pedestrian crossings.

Relevant Experience

Work/Services Provided	<ul style="list-style-type: none"> • Major construction of grade separated intersections, roadway widening, and major bridge/ramp construction. The project encompassed the replacement 58 bridges and two pedestrian bridges. Each non-interstate bridge constructed provided shared use paths for bicycle and pedestrian access. Constructed three new access points and upgraded 12 key interchanges that increased capacity and mobility, improved driver safety and removed operational deficiencies, with minimal impact to the traveling public, residences, and businesses. The project relieves traffic congestion for one of the busiest regions in the nation. • 35% CJV member; provided nearly all project supervision and workforce, plus all asphalt paving.
Schedule	<ul style="list-style-type: none"> • The owner expanded the scope of work and included widening of bridges for bike/pedestrian facilities, constructing two additional bridges and providing additional sound walls. This work was performed without impact to the project completion date (<i>project was completed one month early</i>).
Project Challenges	<ul style="list-style-type: none"> • A key challenge was accommodating extreme volumes of vehicular traffic. The contract required the project to maintain existing traffic during construction; affecting every phase of planning, design, and construction. By conducting extensive traffic studies and through close coordination with VDOT and the local jurisdictions, the team produced a number of innovative designs, carefully planned lane shifts and construction phasing sequences that helped minimize disruption during construction.
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> • Subcontracted over 40% of the project to DBE and SWaM firms (more than 280), totaling nearly \$550M. LANE received the 2013 Prime Contractor of the Year Award from VDOT for outstanding performance and participation in the DBE Program. • The construction generated and supported more than 16,000 jobs and generated nearly \$3.5 billion of economic impact state-wide.

I-35 Improvements, McLennan County, TX

LANE



Project Number:	IM 0354(234)
Dates Construction:	2012 – 2016
Bid Construction Cost:	\$212M
% Work Performed:	100
Owner Contact Info:	TXDOT Solomon Thomas, PE 254-772-2890 Solomon.Thomas@txdot.gov

Project Description

The project consists of reconstructing 9.8 miles of Interstate 35, this includes new two-lane asphalt and concrete frontage roads, concrete reconstruction of six main lanes (three in each direction). Additionally, LANE is constructing the Brazos River bridges located adjacent to Baylor University. The project included 10 miles of freeway development with extensive earthmoving and utilities relocation along with construction of 26 bridges.

LANE is operating two onsite batch plants to help expedite the schedule and ensure the highest level of quality. The project requires over 50 million gallons of water, and LANE is using reclaimed water from a nearby treatment plant to conserve drinking water in Central Texas.

Relevant Experience

Work/ Services Provided	<ul style="list-style-type: none"> • LANE is the 100% prime contractor for the project. • LANE self-performed all grading and drainage operations, erosion control, bridge construction, asphalt and concrete paving, traffic control and project management.
Schedule	<ul style="list-style-type: none"> • Owner requested LANE to accelerate the construction of the Brazos Bridges by six months to accommodate the opening of Baylor University’s new football stadium. The bridge serves as a main artery for both pedestrian and vehicular traffic to/from the stadium. The bridges were operational for the opening game. • LANE completed a critical milestone ahead of the 200-day contract schedule. The Direct Connector bridge enabled the thriving community of Hewitt, TX to access northbound I-35 without impeding traffic.
Project Challenges	<ul style="list-style-type: none"> • Accessing utilities was a challenge due to ROW issues and in some cases the locations were unknown. Partnering efforts and finding ways to continue working while the resolving the ROW issues allowed LANE to remain on schedule.
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> • Developed and provided training to over 500 local and state law enforcement, firefighters and dispatchers on best practice in work zone procedures – awarded 1st Place in ARTBA’s 2012 (Training Programs/State Level) for their Effective Use of Law Enforcement in Work Zones Training Design and Construction in urban corridors with MOT issues and delivery under live traffic conditions. • LANE employees performed 962 hours of community service work and donated \$3,737 towards various charities and fundraising events in the first 9 months.

I-581 at Valley View Boulevard Interchange, Roanoke, VA

LANE



Project Number:	C00016595DB45
Dates Construction:	2013-2016
Bid Construction Cost:	\$38.5 million
% Work Performed:	92%
Owner Contact Info:	VDOT Bobby Phlegar 540.378.5083 R.Phlegar@vdot.virginia.gov

Project Description

LANE is constructing a new diverging diamond interchange (DDI) with STV as Lead Designer at I-581 and Valley View Boulevard in Roanoke, VA. This \$38.5M project includes the addition of the southbound exit and northbound entry ramps serving I-581/U.S. Route 220 north of the interchange and accompanying auxiliary lanes along I-581/U.S. Route 220 to the Hershberger Road interchange. The existing southbound entry and northbound exit ramps were adjusted and lengthened to facilitate the other improvements. Valley View Boulevard and the bridge over I-581/U.S. Route 220 was widened to provide for the DDI configuration/traffic movements.

Relevant Experience

Work/ Services Provided	<ul style="list-style-type: none"> • Partial demolition of the existing structures; MOT; TMP; widening and repair of the existing bridge substructure and superstructure; construction of cantilever and MSE retaining walls; roadway widening; acquisition of ROW and limited access line revisions; utility relocations; milling and repaving of the existing pavement; traffic signals; roadway lighting; interchange lighting including underbridge; installation signs and pavement markings; installation and extension of drainage system and ditches; ESS control; stormwater management; new pedestrian bridge; relocation of sections of Lick Run Greenway; landscaping; sound barrier wall.
Schedule	<ul style="list-style-type: none"> • LANE provided an innovative design concept (the DDI) which greatly improved traffic flow, safety for both pedestrians and vehicles, reduced ROW, minimized environmental impacts and saved a significant amount of time on the project.
Project Challenges	<ul style="list-style-type: none"> • MOT: The Walmart located adjacent to the project is one of the busiest Walmart stores in the country. MOT was extremely critical not only to keep traffic moving, but to ensure that none of the local businesses were impacted. • Pedestrian Accommodations: LANE proposed a Value Engineering proposal which provided VDOT a dedicated pedestrian/shared use path bridge crossing that avoided pedestrians interfacing with live vehicular traffic at the crosswalk points. This dedicated pedestrian bridge greatly improves pedestrian safety and improves vehicular traffic flow and operations.
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> • LANE will meet the 16% DBE goal set by VDOT

2.5.9. PART H. Technical Experience Attachments

Southern Ohio Veterans Memorial Highway, S.R. 823, Scioto County, ODOT Design Build Finance Operate & Maintain (DBFOM), Portsmouth, OH



Project Number:	143000
Dates Construction [Design]:	6/2015-present [1/2015-8/2016]
Bid Construction Cost:	\$429M
% Work Performed:	59% of design by ms consultants
Owner	Tom Barnitz, ODOT
Contact	740.774.8877
Info:	Tom.Barnitz@dot.ohio.gov

PROJECT DESCRIPTION

The first-ever Ohio P3 (public/private partnership) project endeavored by ODOT involves the development and long-term maintenance of a 16-mile four-lane divided, limited-access highway around the City of Portsmouth in Scioto County, Ohio, bypassing approximately 26 miles of U.S. 52 and U.S. 23, with massive excavations up to 20M cubic yards. The project includes construction of five new interchanges (U.S. 52, S.R. 140, Shumway Hollow Road, Lucasville-Minford Road and U.S. 23). Project delivery method is design-build-finance-operate-maintain (DBFOM). The project has significant utility coordination, including relocated waterlines, electric, sanitary sewer, gas and telephone, and railroad coordination with NSRR, performed by the ms team and executed by the Portsmouth Joint Venture (PJV). An Independent Quality Firm (IQF) was utilized to ensure quality compliance, with which ms coordinated the development of the Design Quality Management plan and all buildable unit submittals.

RELEVANT EXPERIENCE

Work/Services Provided	<ul style="list-style-type: none"> ms consultants is the lead designer for this project. Items of work included, but are not limited to, earthwork, pavements, landscaping, drainage, utilities, guardrail, barrier, retaining and noise abatement walls, bridges, culverts, traffic control, lighting, and aesthetic enhancements.
Schedule	<ul style="list-style-type: none"> The project was broken up in to 57 buildable units (BU), each with a unique schedule. The design team worked daily with the PJV to ensure timely submittals. The project is under construction, with substantial competition to be in Fall 2018, on or before schedule.
Project Challenges	<ul style="list-style-type: none"> Large project footprint with overlapping BU schedules, requiring expert resource allocations and extensive coordination of work disciplines Utility and RR coordination during design and implementation during construction
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> ms contracted with four (4) diversified subconsultants: Columbus Engineering Consultants, Prime Engineering, Lawhon and Associates, and CCI Engineering Services, and met the 8% goals for the design team

I-70/I-71 Phase 2: East Interchange Reconstruction, Columbus, OH



Project Number(s):	466940; 467277; 467274; 466685
Dates Construction [Design]:	[2A – 1/2012] [2B – 10/2015] [2C – 5/2016] [2D – 1/2016]
Bid Construction Cost:	2A-\$1.8M; 2B-\$3M; 2C-\$27.3M
% Work Performed:	61%
Owner	ODOT
Contact	Leslie Montgomery
Info:	740-833-8269 Leslie.Montgomery@dot.ohio.gov

PROJECT DESCRIPTION

The project located in downtown Columbus was identified as one of the State’s highest crash locations. To improve safety and reduce congestion, ODOT retained ms to lead the design of I-70/I-71 East Interchange reconstruction project, which completely rebuilds this system interchange and includes more than 25 lane-miles of pavement, along with 18 bridges and 250,000 sf of walls. The project also includes the construction of the Mound Street, which will serve as a new gateway into downtown Columbus from this interchange.

Among the many aesthetic enhancements are streetscaping that includes landscaping, decorative street lighting, traffic signal mast arms and street furniture. Aesthetic elements were also planned for the Main Street, 18th Street and Grant Avenue bridges, based on meetings held with stakeholders as part of the I-70/I-71 South Innerbelt Study. Public meetings were also managed. Mound St, Fulton St, and Parsons Ave were designated by ODOT as a “Complete Street Pilot Project”. The Phase 2C Mound Street Connector won the *2016 ODOT/ACEC Partnering Award for the Best Urban Project* and the *2015 ABCD Outstanding New Major Bridge Award*.

RELEVANT EXPERIENCE

Work/Services Provided	<ul style="list-style-type: none"> ms is the lead designer. Work included, bridges, retaining walls, roadway, traffic control, aesthetic enhancements, landscaping, lighting, MOT, drainage, BMP’s, utility design, noise walls, bridges and public involvement.
Schedule	<ul style="list-style-type: none"> Worked with ODOT to accelerate portions of the project as necessary to meet deadlines based on available funding. Final plans were submitted to ODOT meeting the deadlines established for the 3 phases that have been bid to date.
Project Challenges	<ul style="list-style-type: none"> Reconstruction of a major system freeway within urban setting Planning for the MOT during construction and constructability Utility coordination and relocation design plans Managing public involvement in order to build broad project support
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> ms included 6 disadvantaged business enterprises as subconsultants in the design of this project to meet an overall 12% participation goal: Columbus Engineering Consultants, Dynotec, Barr Prevost, Engage Communications, Miller Public Relations and FeeCorp.

I-85 over the Yadkin River Design-Build, Flatiron-Lane Joint Venture, Rowan and Davidson counties, NC



Project number:	I-2304AC
Dates of Construction [Design]:	9/2010-3/2013 [5/2010-3/2013]
Construction Cost:	\$128M
% of Work Performed:	~7% of Construction ~\$9M Design Fee
Owner Contact Info:	Pat Ivey, PE NCDOT D 9 Engineer 919-707-2900 pivey@ncdot.gov

PROJECT DESCRIPTION

Interstate 85 is the most heavily used corridor for cars and trucks traveling between Richmond, VA, and Atlanta. Widening and improvements of adjacent sections of I-85 in Rowan and Davidson counties, NC, resulted in a bottleneck at the Yadkin River Bridge, approximately 40 miles north of Charlotte. Providing only two lanes in each direction and no shoulders or emergency lanes, the more than 50-year-old structure was also a safety concern — with crash rates in the vicinity recorded at twice those of other sections nearby. The project widened 3 miles of I-85 from four to eight lanes and constructed six new bridges. This included replacement of dual 2,900-foot-long bridges spanning the Yadkin River. The design-build project also involved major reconstruction of the US 29/70 and NC 150 interchange, relocating it from north of SR 2120 to south of the existing NC 150 flyover bridge. The project included extensive coordination with Norfolk Southern Railroad and public outreach and it received the DBIA 2014 National Award of Merit and *Roads & Bridges* magazine 2014 Top 10 Bridges.

RELEVANT EXPERIENCE

Work/Services Provided	<ul style="list-style-type: none"> • STV served as lead designer. Among the services provided were bridge and wall design, railroad coordination, geotechnical investigation and design, roadway design, drainage design, NEPA and other permitting, maintenance of traffic, intelligent transportation system design, signage, utility design and coordination, and public relations.
Schedule	<ul style="list-style-type: none"> • The project schedule was met for design and construction.
Project Challenges	<ul style="list-style-type: none"> • Structure crossing two NS mainline tracks with future freight and Atlanta-to-Washington high-speed rail line requiring significant coordination. • Maintenance of traffic on heavy use corridor requiring temporary bypass roadway. • Completion of complex permitting using innovative techniques to minimize environmental impacts and comply with NEPA commitments.
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> • Project met the 12% MWDBE goal for both design and construction

Dallas-Fort Worth (DFW) Connector, Dallas, TX

WSP | Parsons Brinckerhoff



Project Number:	28320
Dates of Design:	2009-2013
Bid Construction Cost:	\$1.1 billion
% of Work Performed:	38 percent
Owner Contact Info:	
Texas Department of Transportation	
Joel Mallard	
Phone: 972.536.6248	
Email: joel.mallard@txdot.gov	

Project Description

WSP | PB was lead engineering firm on this \$1.1 billion design-build project, in partnership with NorthGate Constructors. Project consisted of design, construction and expansion of two interchanges, as well as portions of four highways, 39 bridges and more than 100 retaining walls.

The public authorities impacted by the project, including Tarrant and Dallas counties, the North Central Texas Council of Governments' Regional Transportation Council and D/FW International Airport, all provided input on the DFW Connector project, as well as many key pieces of the agreement between the Texas Department of Transportation and the design/build team - such as managed lane toll policy. The importance of local involvement was vital as the project was designed and implemented.

Design work began in March 2009 and was complete on-time in December 2010. This project was fast-tracked, with the goal being to complete construction in approximately five years, which is less than half of the time usually needed for traditional contracts of this magnitude.

Relevant Experience

Work/Services Provided	<ul style="list-style-type: none"> WSP PB was lead designer for the design-build team, responsible for preliminary through final design and quality control.
Schedule	<ul style="list-style-type: none"> Start date was March 2009; design work was complete in December 2010; all work was complete in October 2013 - nine months ahead of schedule.
Project Challenges	<ul style="list-style-type: none"> One of the significant challenges was coordination with stakeholders and among the members of the design-build team. As the lead designer, WSP PB was responsible for incorporating stakeholder input, coordinating the design team, and ensuring consistency, design quality and compliance with engineering and client standards. To address complex design issues, the team divided the work by discipline, including bridges, walls, pavement, roadway, signals, lighting, utilities, aesthetics, and landscaping. Collaborative teams from the design and build sides came together with the owner several times each week to address details, under a process developed by WSP PB.
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> The project presented opportunities for local Disadvantaged Business Enterprises and firms listed in the Texas Unified Certification program. Our team implemented an aggressive mentoring and job-training plan to exceed the DBE participation goal.

Ohio I-90 Cleveland Innerbelt EB Bridge Project, Cleveland, Ohio: – WSP | Parsons Brinckerhoff



Project Number:	96833
Dates of Construction	2013-2017
[Design]:	
Bid Construction Cost:	\$300 million
% Work Performed:	14 percent
Owner Contact Info:	
	Ohio Department of Transportation Dave Lastovka, Project Manager 216.584.2115 Dave.Lastovka@dot.state.oh.us

Project Description

WSP | Parsons Brinckerhoff (WSP | PB) is the IQF on the design/build team selected by the ODOT to design and construct the new George V. Voinovich Eastbound Bridge in Cleveland, led by the Trumbull-Great Lakes-Ruhlin (TGR) joint venture. The westbound bridge is complete and temporarily carrying bi-directional traffic, maintaining two-way travel on I-90 throughout construction; the eastbound bridge is designed and being built for completion in late 2016.

As the IQF, WSP | PB reviews all design plans and drawings and verifies that all work meets the requirements of the contract documents and the quality program. In addition, WSP | PB is responsible for project documentation, on-site inspections and quality assurance material testing, as well as facilitating continuous quality improvements.

A new ramp was built for traffic exiting I-90 onto East Ninth St. southbound (outbound). The on-ramps to Interstate 77 South from East Ninth St. and Ontario St. will be closed and replaced with a wider boulevard along Orange Ave. The entrance ramp to I-77 South at East 30th will be widened to carry two lanes of traffic and the East 14th Street entrance ramp will be reconfigured.

Relevant Experience

Work/Services Provided	<ul style="list-style-type: none"> As the IQF, WSP Parsons Brinckerhoff is responsible for reviewing the design plans for compliance with the contract documents and the ODOT standards, as well as and design procedures.
Schedule	<ul style="list-style-type: none"> This design/build project commenced in October 2013, and is scheduled for completion, on time, in May 2017.
Project Challenges	<ul style="list-style-type: none"> A notable challenge was working with the design/build team and ODOT to turn around reviews and comments, and then quickly reach a resolution to ensure ODOT compliant design plans were ready for release as rapidly as possible. We also created IQF systems to process information more quickly – including photo management systems, the inspection reporting systems and material and testing systems.
Diversity, Inclusion, Outreach	<ul style="list-style-type: none"> The DB team exceeded the 15 percent DBE goal by holding outreach events and retaining including a diversity and inclusion consultant.

2.5.9. PART H. Technical Experience Attachments

Tri-C Natatorium and Wellness Center/Hospitality Reno, Cuyahoga County, Ohio – Adrian Maldonado & Associates



Project Number:	N/A
Dates Construction [Design]:	2010-2012
Bid Construction Cost:	\$20 million
% Work Performed:	2%
Owner Contact Info:	Panzica Construction Bill Davis 440.449.4101 bdavis@panzica.com

Project Description

These 2 projects located in Highland Hills, OH, totaled \$20 million dollars, and consisted of a brand new \$12 million Natatorium and Wellness center and the complete renovations of the existing Hospitality kitchen and culinary areas. Adrian Maldonado & Associates (AMA) was contracted by Panzica Construction to perform diversity project monitoring and reporting duties as well as workforce development and reporting.

AMA's primary day-to-day duties were to ensure that all potential contractors understood the project's diversity goals and to assist them in meeting them. This was accomplished first by reviewing all contracts for content and language, attended all pre-bid and bid openings, and pre-construction meetings. Once contracts were awarded we met with both prime and subcontractors to review scope of duties and to clarify and questions or concerns. In addition AMA met with college staff to discuss any concerns as well as to describe project updates on project goals.

On the ground, AMA provided daily head counts as well as worked to resolve any diversity conflicts, workforce issues, or resolve any unforeseen conditions. AMA staff also collected and reviewed all payrolls and billing statements to determine hours worked by minority labor as well as to determine what actual scope was performed by MBE, FBE subcontractors. AMA tracked workforce to determine city, county and minority and veteran labor hours.

Relevant Experience

Work/Services Provided	<ul style="list-style-type: none"> Diversity Monitoring and reporting. Also assisted in some Project Management scope when needed.
Schedule	<ul style="list-style-type: none"> Project was on a tight schedule due to classes starting 1 week before project turn in date. Schedule was met.
Project Challenges	<ul style="list-style-type: none"> Ensuring that no pass-through firms were used and that submittal of payroll forms were accurate an up to date.
Diversity, Inclusion & Outreach	<ul style="list-style-type: none"> See above Project Description

2.5.9. PART H. Technical Experience Attachments

Hilton Hotel/Turner Construction, Cleveland, OH – Adrian Maldonado & Associates



Project Number:	N/A
Dates of Construction [Design]:	2014-2016
Bid Construction Cost:	\$300 million
% of Work Performed:	1.0%
Owner Contact Info:	Turner Construction/ Cuyahoga County Jason Jones 216.522.1180 jonesj@turnerconst.com

Project Description

This 600 room hotel was built as part of the Cleveland Convention Center and Global Center for Health and Innovation. This publicly funded hotel broke ground in the fall of 2014 and was completed in May 2016 in time for the National Republican Convention which was being hosted in Cleveland.

Relevant Experience

Work/Services Provided

- Adrian Maldonado & Associates in a teaming arrangement with The Sanchez Group, was responsible for helping the CM team Turner/Ozanne/Van Auken Akins meet and exceed the participation goals of 30% SBE, 15% MBE, 7% FBE 40% County residents, 20% City residents, 4% low income, 2% Hispanic.

Schedule

- Our group was contracted 6 months after the project broke ground so we had several challenges to meet in order to help contractors find, qualify and engage some of the harder to place groups. We met that challenge by quickly establishing a training pipeline with local community groups and having the local unions work with us by allowing training opportunities to occur immediately. We also met one-on-one with subs and worked to place them on scopes where Primes were still low on their goal numbers. The project succeeded in meeting all its goals.

Project Challenges

- Getting the proper workforce people trained and on the job within a reasonable amount of time before the project could get fully functioning. Working with community groups to make sure they had funds to help train their clients. This was accomplished by getting the CM to commit dollars for soft skills and pre-apprentice training.

Diversity, Inclusion & Outreach

- Working with local business groups and government certification agencies, AMA vetted those firms to make sure they were ready, willing and able to perform on the project. We also worked with those primes who could to assist subs with early payments and allowances.



2.5.10. PART I. Evaluation Forms

The LANE Team is confident that the Technical Experience Attachments in Part H highlight our expertise for the OC3 project. While we do not have Project Evaluation letters for all projects, the respective contacts have been notified. They are anticipating communication from ODOT to provide additional information as necessary. The table below is provided to summarize our evaluations in Part I:

LANE Team Evaluation Forms or Reference Contacts	
Project Name	Evaluations/Letters of Recommendation Included
I-495 Express Lanes	✓
I-35 Improvements	✓
I-581 at Valley View Blvd	Refer to Owner Contact in Part H
Portsmouth Bypass	Refer to Owner Contact in Part H
I-70/I-71 East Interchange	Refer to Owner Contact in Part H
I-85 over the Yadkin River	Refer to Owner Contact in Part H
Dallas-Fort Worth Connector	Refer to Owner Contact in Part H
Ohio I-90 Cleveland Innerbelt Eastbound Bridge	Refer to Owner Contact in Part H
Tri C Natatorium and Wellness Center/Hospitality Renovations	Refer to Owner Contact in Part H
Hilton Hotel- Cleveland	✓

Available Project Evaluation letters follow.



2.5.10. PART I. Evaluation Forms

CAPITAL
BELTWAY
EXPRESS

1421 Prince Street, Suite 200
Alexandria, Virginia 22314
United States
PH +1 571 527 2050



October 27, 2010

Tim Steinhilber
General Manager
Capital Beltway Express
1421 Prince Street
Suite 200
Alexandria, VA 22314

**RE: Route I-495 Hot Lanes in Virginia Project
 Letter of Recommendation – Lane Construction**

CBE-10-039

To Whom It May Concern:

This is a recommendation letter for Lane Construction Corporation. Lane Construction, in joint venture with Fluor Corporation, was awarded a \$1.4 billion design-build contract in December 2007 as part of the Public Private Transportation Act (PPTA) Capital Beltway HOT Lanes in Virginia Project. Under the PPTA, the Virginia Department of Transportation granted the permit to Capital Beltway Express LLC, Concessionaire, to build, operate and maintain a managed toll lane system on I-495 Capital Beltway around Washington D.C. The Fluor-Lane LLC joint venture was contracted by Capital Beltway Express LLC to provide a lump sum, date certain, turnkey design build project. At the time of award, this contract was the largest highway design-build contract in the country.

The HOT Lanes project consists of two new lanes in each direction on the Capital Beltway for approximately 14 miles, the replacement of aging infrastructure including 58 bridges, significant sound wall and retaining wall effort to limit the right of way requirements, upgrades to 12 key interchanges and a state of the art tolling and traffic management system. The guaranteed completion date is December 20, 2012 and Fluor-Lane continues to project on-time completion.

The Capital Beltway is currently ranked as the country's fourth busiest highway and the construction of the HOT Lanes Project requires the maintenance of the traffic through the construction zone. As the primary self-perform entity in the Fluor-Lane joint venture, Lane has demonstrated outstanding ability to complete construction on time under these heavy traffic conditions.

Along with all other project partners, Lane places a high priority on safety and has an excellent track record so far on the HOT Lanes Project. The Fluor-Lane joint venture has only experienced two (2) lost-time incidents in nearly 4 million job hours worked and is well below the national average on the OSHA recordable rate. As an owner with high expectations for safety, Capital Beltway Express appreciates the attention to safety displayed by Lane Construction.



The LANE Team

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2.5.10. PART I. Evaluation Forms

Letter of Recommendation – Lane Construction
Page 2

CBE-10-039

Lane Construction has provided qualified personnel to fill the key construction positions including Deputy Project Director-Construction, Area Construction Managers, Quality Manager, Superintendents, Field Engineers, and Foreman. Lane personnel are quick to address any issue and make necessary changes.

Partnering on the project is voluntary and Lane Construction has been a willing and enthusiastic participant. The project team continues to meeting routinely in off-site partnering sessions to address issues and align expectations.

Lane Construction strives for excellence in every area and we anticipate a successful completion of the HOT Lanes Project. I personally respect Lane Construction's abilities and enjoy working with their personnel. In my opinion, Lane Construction would be an asset to any project.

If I can be of further assistance please feel free to contact me at: (571) 527-2056 or cell (571) 309-9880.

Regards,

A handwritten signature in blue ink, appearing to read "T. Steinhilber".

Tim Steinhilber
General Manager
Capital Beltway Express



2.5.10. PART I. Evaluation Forms

RICHARD A. "RICK" GEIST, MEMBER

144 MAIN CAPITOL, BUILDING
PO BOX 202079
HARRISBURG, PA 17120-2079
PHONE: (717) 787-6419
FAX: (717) 772-6952

GABLES OFFICE BUILDING
1331 12TH AVENUE, SUITE 104
ALTOONA, PA 16601
PHONE: (814) 949-7218
FAX: (814) 949-7915



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

TRANSPORTATION, CHAIRMAN
COMMITTEE ON COMMITTEES, CHAIRMAN
COMMERCE

October 12, 2011

MLJ
Robert Alger
President & CEO
Lane Construction Corporation
90 Fieldstone Court
Cheshire, CT 06410

Dear Mr. Alger:

I want to personally thank you and your staff for the excellent presentation you made to members and staff of the House Transportation Committee during our informational tour on 10/6/11. Your industry knowledge and presentation of the HOT Lanes project provided us with useful information in public/private partnership operations utilized for transportation systems infrastructure development.

We appreciate your time and effort in planning this event and everything you did to accommodate our members. Please express my gratitude to all those who participated in the process.

Again, thank you for providing us with this informative opportunity to learn more about this P3 project.

Sincerely,

Richard A. Geist, Chairman
House Transportation Committee
State Representative, 79th District

Great trip!

RAG/vt



2.5.10. PART I. Evaluation Forms



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2600

GREGORY A. WHIRLEY
COMMISSIONER

October 26, 2010

To Whom It May Concern:

I offer my highest recommendation of the Lane Construction Corporation to any government agency or private enterprise considering utilizing their services.

For the past three years, it has been my privilege to work with the professionals from Lane on VDOT's Capital Beltway HOT Lanes Project. This project is a 28 mile, two-lane widening of the Capital Beltway, with replacement of major arterial overpasses and refurbishment of two existing lanes for conversion to High Occupancy/Toll Lanes. The value of this project is approximately \$1.5 billion, and it was procured using the Design/Build delivery methodology and funded as a public/private partnership.

The management acumen, technical expertise, staff and resources directed by Lane toward this project have been first class and outstanding from the outset. Lane's senior management has been actively engaged and the project has benefited from their vast experience in delivering heavy highway construction. The construction managers and supervisors deployed by Lane bring innovative, forward-thinking approaches to scheduling, planning and executing their work. Lane is able to tap into a vast reserve of manpower, equipment of subcontractors to ensure their ability to execute even the most challenging of work elements in a timely and quality fashion.

Most impressive to me has been Lane's unfailing commitment to project safety. VDOT and I personally consider safety to be of paramount importance, and I have been greatly impressed by Lane's safety training, practices and resources. This has evidenced itself in an outstanding project safety record, with OSHA recordables and lost-time incidents well below the national average for comparable projects.

Throughout the course of our project, Lane has demonstrated a commitment to quality, to meeting schedules, and to working within budget. They have worked in partnership with VDOT and the entire Design/Build Team, to add value through innovative thinking and work well-done.

VirginiaDot.org
WE KEEP VIRGINIA MOVING



The LANE Team

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a City of Champions



2.5.10. PART I. Evaluation Forms



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2600

GREGORY A. WHIRLEY
COMMISSIONER

Page 2

I would welcome the opportunity to work with Lane Construction Corporation on future projects, and I am certain that they will bring the same outstanding commitment, performance and business relationships that I have experienced to any project they undertake, and for any client.

I would be happy to further discuss specific elements of Lane's performance. Should you have any further questions please do not hesitate to contact me at 571-221-0033 or via email (Roger.Boothe@vdot.virginia.gov).

Yours sincerely,

Roger Boothe

Roger L. Boothe, Jr.
Dep. Project Manager
Capital Beltway HOT Lanes Project
Virginia Mega Projects Division

VirginiaDot.org
WE KEEP VIRGINIA MOVING



The LANE Team

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2.5.10. PART I. Evaluation Forms



City of Lorena
222 N. Frontage Road
Lorena, Texas 76655
(254) 857-9614 Fax (254) 857-9616

Dear Lane Construction:

On behalf of the City of Lorena Public Works Department we would like to recognize and thank you for your assistance with keeping the community looking its best, helping the City of Lorena rid itself of debris that has been an eyesore for many years, and going above and beyond your call of duty to coordinate with us to serve the needs of our citizens.

We greatly appreciate that you so generously contributed your time to coordinate and organize the crews required to get these jobs done. We continue to look forward to working with Lane Construction throughout the remainder of the I-35 3B widening project.

Respectfully,

A handwritten signature in black ink, appearing to read "Kevin Neal".

Kevin Neal
City of Lorena
Public Works Director



2.5.10. PART I. Evaluation Forms



City of Lorena
222 N. Frontage Road
Lorena, Texas 76655
(254) 857-4641 Fax (254) 857-4118

September 5, 2012

Mr. Tommy Walter, Project Manager
Lane Construction Co.
11031 South IH 35
Lorena TX 76655

Dear Tommy:

As your land clearing efforts are currently ongoing, Lane Construction has been doing controlled burns in the new right-of-way. That's just part of the process.

The City's Public Works Department has been collecting the trunks and large limbs of numerous trees which have died, probably due to the drought of 2011. Most of those trees died and are still dying in the City Park. The City does not have a place to safely burn those large chunks, but Bradley Deal of your staff has graciously allowed our guys to bring out those dead tree trunks to the spots where Lane is burning so that we could dispose of them.

The City of Lorena just wants to thank Lane for this and other acts of cooperation since Lane has been working in and around Lorena. The Company has been a corporate good neighbor and a partner with the City in this large endeavor which will result in a monumental improvement to our little community. We see Lane vehicles parked in front of our restaurants and Lane is buying and will continue to buy lots of reclaimed water from the City. These things mean a lot to us and we just want you to know that.

Yours truly,

A handwritten signature in cursive script that reads "Billy Clemons".

Billy Clemons, City Manager



2.5.10. PART I. Evaluation Forms



City of Lorena
Police Department
100 N. Bordon
Lorena, Texas 76655
(254) 857-9614 • Fax (254) 857-9616

August 7, 2012

To Whom This May Concern:

This letter is in regards to Lane Construction Company who is the contractor for the Interstate 35 expansion project currently on-going in Lorena, Texas.

Recently, Lane Construction held a class in Lorena for First Responders, which included our officers as well as officers from other local law enforcement and fire departments. That class "Work Zone Safety Class for Law Enforcement Officers" was informative, as well as extremely beneficial, to the education of the officers. This is the first time that I have seen a comprehensive class dedicated to work zone safety during my 28 years in law enforcement. This reinforces that Lane is committed to ensuring continued safety to Interstate 35 travelers.

During any incident that occurs on the Interstate in Lorena, I am confident that officers from the Lorena Police Department and Lane Construction will work as a team to ensure the safety of responding agencies, workers and the motoring public.

If you have any questions, please feel free to contact me at 254-857-9614.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Dickson".

Tom Dickson
Chief of Police



2.5.10. PART I. Evaluation Forms



Robinson Police Department

The Lane Construction Corporation
90 Fieldstone Court
Cheshire, CT 06410

August 6, 2012

To whom this may concern,

Recently, Jay Fonville with Lane Construction hosted a class on "Safe and Effective Use of Law Enforcement in a Work Zone." My officers from the City of Robinson and other surrounding cities were invited to attend. The class provided valuable information and training for my officers to better handle lane closures and coordinating with workzone personal. Armed with this knowledge my officers will be able to make the traveling public safer along with the workzone personal and my officers.

As Chief of Police for the City of Robinson Texas, I would like to thank Lane Construction for allowing Jay Fonville to conduct the class. This class is an integral part of my officers training and will help protect our officers working in a construction zone. With this education, I have no doubt that this training class will help save lives and benefit our community for years to come.

Sincerely,

A handwritten signature in cursive script that reads "Royce W. Smith".

Chief Royce "Rusty" Smith

Robinson Police Department • 111 W. Lyndale • Robinson, Texas 76706
Office 512-753-2191 • FAX 512-753-2190

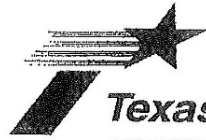


The LANE Team

An All-Star Team for
a City of Champions



2.5.10. PART I. Evaluation Forms



Texas Department of Transportation

100 SOUTH LOOP DRIVE • WACO, TEXAS 76704-2858 • (254) 867-2700

March 16, 2012

Your Honor:

I am the I-35 Information Specialist for the Texas Department of Transportation (TxDOT) Waco District. I work a great deal with contractors and others involved in the expansion of I-35 through our district. Safety is a primary goal for TxDOT, both within our agency and for our contractors and their work zone crews.

I would like to recommend Jay Fonville of The Lane Construction Corporation for approval to provide statewide training in the subject of "Safe & Effective Use of Law Enforcement in a Work Zone."

As I mentioned, TxDOT is very concerned with safety, both for the work crews building our new highway projects, and for the traveling public who must navigate those construction areas. Interstate 35 is an extremely busy highway, and the sheer volume of vehicles traveling through our work zones each day makes intentional, pro-active safety preparation and awareness critically important.

Most of our mainlane closures are mandated in our contracts to be done at night, with local police officers on hand to assist with traffic control. Jay's training class on Feb. 1, 2012, provided extremely valuable information for the police and other emergency responders/dispatchers who attended. This kind of training has been lacking in our statewide efforts until now, and positive results are already being observed after just one class. This testifies to the better understanding and coordination of responsibilities in the work zones between contractor, crews, TxDOT inspectors and law-enforcement personnel on site. It also bears witness to Jay's professional and clear presentation of the material in his class.

I have no doubt that this training has the potential to save lives on our highways as we work on rebuilding them. I encourage you to spread that benefit statewide by approving Jay for state-level certification as a safety trainer.

Thank you, and please feel free to call me if you need further information.

Jodi Wheatley
I-35 Information Specialist
Waco District/TxDOT
254/867-2836



2.5.10. PART I. Evaluation Forms



Texas Transportation Institute
The Texas A&M University System
9441 LBJ Freeway, Suite 103
Dallas, TX 75243

972-994-0433
Fax: 972-994-0522
<http://tti.tamu.edu>

March 14, 2012

Dear Honorable Judge,

RE: Jay Fonville Reference

As the I-35 Mobility Coordinator for the I-35 Central Texas Expansion Project, I have worked with Mr. Fonville in a professional capacity for roughly one year. I can attest first-hand to his professionalism, character and the value he provides to the I-35 construction projects. He has demonstrated these traits on many occasions and, most recently, in his successful effort to develop and instruct the *Safe and Effective Use of Law Enforcement in a Work Zone* class for a variety of law enforcement officers.

To provide some background, in October 2011, concrete barriers were placed on I-35's northbound lanes near Lorena for a previous construction project, temporarily eliminating the shoulders. When an accident happened between the barricades, it took law enforcement an hour to get past stalled traffic to reach the scene. Mr. Fonville decided there had to be a better way for law enforcement assigned to work zones and construction companies to better coordinate activities in the future. Crashes like this one create a safety challenge for travelers, law enforcement officers, and work-zone personnel alike. Mr. Fonville recognized that better coordinating these stakeholders will help improve safety in construction work zones along I-35. Consequently, this accident led to Mr. Fonville's innovative idea to develop the class mentioned above. His class received very favorable feedback from law enforcement personnel and the Texas Department of Transportation.

In summary, I am honored to serve as a reference for Mr. Fonville. He is truly an asset to the I-35 project. If you would like to discuss any aspect of this reference, please feel free to contact me at 512-434-9902 at your convenience.

Sincerely,

James J. Dale, PE, I-35 Mobility Coordinator
Texas Transportation Institute

Transportation Operations Division



2.5.10. PART I. Evaluation Forms

Eric C. Pruemer

From: Jacob Bell <Jacob.Bell@txdot.gov>
Sent: Monday, November 12, 2012 5:30 PM
To: Tom Dickson; Jim_Menefee@baylor.edu; Joseph W. Fonville; Johnny R. Gay; Eric C. Pruemer; Tommy D. Walter; texastreeoffice@yahoo.com; ricky@gronesenvironmental.com; Tyler.harpole@dps.texas.gov; tim.smith@dps.texas.gov; tking@hotmail.com
Cc: Kirk Krause; Gary Smith; Andy Petter; Brian Merrill; Ross Lewis; John Jasek; Tony Moran; Jodi Wheatley; Kenneth Roberts; Richard A. Bean; Bruce Johnson
Subject: Thank You and Great Job

I wanted to take some time to express my appreciation for the response to the accident that occurred early Saturday morning on IH 35 Southbound at the Rosenthal Parkway Bridge.

First, a life was lost. Regardless of why it happened, this is indeed tragic, and there are family members who are grieving. Let us remember and pray for them.

Second, I believe you took a bad situation and made the absolute best of it.

- Lorena PD and DPS: Were on the spot and worked through the day to monitor traffic – wherever they went!
- Lorena Fire – Jim Menefee and his crew were the perfect combination of cautious and common sense: being careful not to cause injury or damage, but doing what it took to get the job done quickly.
- Texas Tree & Landscape – Was on the scene and handling traffic as long as necessary and coordinating with TxDOT.
- Grones Environmental and Tow King – Both companies brought the necessary equipment to get the job done right, and stayed on it until everything was cleaned up. I was impressed with their professionalism and willingness to help.
- Lane Construction – They helped with traffic control, damage assessment, removal of damaged elements, replacing barrier wall, and constructing a new bridge column. Thankfully, they had all the necessary people, equipment, and materials onsite. Their expertise and speed were truly impressive.
- TxDOT – I worked with several different folks from Austin to Waco who, as always, provided their professional help in a timely manner.
- Others – And I know there were others who played a part, either on the scene or away from the scene, to help get through this event as quickly as possible.

Finally, I want to take you back to the end of last year. Many of you attended pre-construction meetings for this project in which we agreed that we would do whatever it took to make this a “world class” construction project. On Saturday, I saw “world class.” If you told me the circumstances of the wreck and then asked how long it would take to make repairs and open the highway back up to traffic, I would have estimated a few days...and that was my initial concern. But you made it all happen in 12 hours. That is “world class.”

Thank you. Job well done. And I’m glad to be part of “world class” team.

Jacob Bell, P.E.
 IH 35 Project Engineer
 TxDOT – Waco Area Office



2.5.10. PART I. Evaluation Forms



**333 CHAMPIONS COURT
AVON LAKE, OH. 44012
TELEPHONE: 440-930-5306
FACSIMILE: 440-933-8080
ALSANCHEZ@AOL.COM**

August 25, 2016

Personal and Business Reference

To whom it may concern:

I want to take this opportunity to offer this letter as a personal reference, on behalf of Adrian Maldonado and his company Adrian Maldonado, who I have known for over 25 years.


I have known Adrian Maldonado since his time as a Compliance Manager with the State of Ohio, while I was the Managing Partner of Turner Construction Company. During the time, he was a diligent advocate, of providing technical and management assistance to minority businesses in Northeast Ohio. Having access to qualified and certified firms, was and is critical to Turner Construction operations. We could always count on Adrian to provide us with timely and accurate information on state certified firms, state regulations and projects.

As Director of Cuyahoga County's Office of Procurement and Diversity, Adrian led the initiative to change the culture of how the county did business. He modernized the office as well as eliminated duplication and outdated firms and processes that discouraged companies from seeking business there. He also made sure that staff, had the most up to date training as well as made staff accessible and helpful to those seeking either certification or doing business with the County. He also initiated a County-wide disparity study that protected the County from potential lawsuits and created a race-neutral program. What speaks to Adrian's integrity is that after retiring with 30 yrs of service, he retired without any of the negative backlash that occurred during the county's corruption scandal.

I worked with Adrian during the construction of the new Hilton Hotel in Cleveland to help promote the project to underrepresented communities like Latino and Asian. Adrian's contacts within the minority business community, in particular, the school district, were invaluable in cutting through the red tape and gaining access to find the minority workforce that was needed at Hilton. His ability to communicate and solve issues was extremely important on a project that had a tight schedule.

Overall, I would not hesitate for one minute in recommending Adrian for a major role as your Diversity, Inclusion & Outreach Officer on the Opportunity Corridor Phase 3.

Sincerely,



Alfonso "Al" Sanchez



2.5.10. PART I. Evaluation Forms

From: Ivey, Stephen P <pivey@ncdot.gov>
Sent: Thursday, August 25, 2016 9:55 AM
To: Farley, Joshua
Cc: Matthis, Stuart; Smith, Leonard R.
Subject: RE: I-75 Yadkin

Good morning Josh. My response to your questions can be found below. In general, NCDOT - Division 9's experience with STV on the I-85 Yadkin River Bridge project (I-2304AC) was very positive. We look forward to working with STV in the future.

Pat Ivey, PE
NCDOT Division 9 Engineer

-----Original Message-----

From: Farley, Joshua [mailto:Joshua.Farley@stvinc.com]
Sent: Wednesday, August 24, 2016 11:45 AM
To: Ivey, Stephen P <pivey@ncdot.gov>
Cc: Matthis, Stuart <Stuart.Matthis@stvinc.com>; Smith, Leonard R. <Leonard.Smith@stvinc.com>
Subject: RE: I-75 Yadkin

Hi Pat,

Thank you very much for helping us out with the project review for STV on the I-85 over Yadkin River Project. We don't have a form, but just a few questions to be responded to.

For your information the project was number I-2304AC and was a design-build with a Flatiron-Lane Joint Venture as the contractor.

1. Did the consultant generally meet the project objective for adherence to schedule? YES
2. Did the consultant generally meet the project objective for adherence to budget? YES
3. Did the consultant successfully implement a quality program for their segment of the work? YES
4. Does the department consider that the design work was generally a success for the project? YES

SIGNATURE Pat Ivey, Division Engineer

Thanks again Pat,

Josh

Josh Farley, PE

Senior Engineer, Transportation and Infrastructure STV | 444 Liberty Avenue, Suite 800, Pittsburgh, PA 15222
(p) 412.880.5381 | (m) 412.354.9133
joshua.farley@stvinc.com This e-mail address is being protected from spambots. You need JavaScript enabled to view it
| www.stvinc.com This e-mail address is being protected from spambots. You need JavaScript enabled to view it



2.5.11. PART J. Liquidated Damages and/or Penalties Attachment

The Lane Construction Corporation
Assessment of Liquidated Damages in Excess of \$50,000 *
 Over the Last Five Years
 Through December 31, 2015

**Note: Lane did not track Liquidated Damages formally until 2012. In August of 2012, our District Managers were asked to compile as accurate a list as they feasibly could, going back to 2005 wherever possible.*

Project	Total Contract Value	Assessing Agency	Reason for Liquidated Damage Assessment	Amount	Date Assessed
I-66 Spot 2 Improvements	\$23,406,982	VDOT	Issues with subcontractor's supplier and weather issues caused late completion. Lane is requesting a time extension and the removal of some of these LDs. (as of February 2016)	\$452,600	Various Dates 2015
A46 Bridge Mount Replace	\$1,743,416	VDOT	Suppliers' submittals were deficient and prolonged the approval and procurement process which contributed to delays. We are disputing some of the LDs as they relate directly or indirectly to contract changes/delays beyond our control. (as of February 2016)	\$219,000	Various Dates 2015
IH 35 Hays County	\$11,231,551	TXDOT	Contract time expired on 6-25-2015 and time charges were suspended as of 12-18-2015 for substantial completion. We believe we have entitlement to reverse the LDs assessed, by granting us additional days for wet weather conditions, differing site conditions, SBE subcontractor default, owner changes and delays. We are preparing Time Impact Analysis to submit to TxDOT to add these days to the contract and recover the resulting LDs which were withheld. We were charged 118 days at \$1,285.00/day for LDs in 2015. (Jan. 2016)	\$151,630	monthly 2015
Beaufort-Jasper 07.042618	\$5,777,207	SCDOT	Subcontractor issues. LD's were backcharged to the subcontractor for non-performance.	\$88,200	11/30/2014
I-40 Widening, Wilson Co., TN	\$54,860,116	Tenn. DOT	Hourly lane closure violations	\$56,000	12/31/2013
I-485 Widening, Mecklenburg County	\$94,507,368	NCDOT	Exceeding the Intermediate Complete Date for opening the Flyover bridge by 17 days	\$85,000	7/31/2014
Albany NY I-787 D262266	\$28,996,189	NYS DOT	Interim milestone disincentives. Note that we also received interim milestone INCENTIVES totaling \$124,000	\$604,000	Various Dates 2014 & 2015
Bridge-Mounted Sign Structure Replacement-Phase 2	\$1,722,146	VDOT	Several Issues regarding Foundation Designs and VDOT Review for the overhead structure. Once they were resolved we had to pull off the project to complete other projects.	\$118,200	6/17/2014
3160 Lubbock County US 62	\$9,417,058	TXDOT	58 days late completion	\$63,800	Jan-13
Edgcomb to Nobleboro - Pin 017305.00	\$2,624,826	MDOT	Traffic control violations	\$60,000	1/26/2012
ECMS 76106 PA130	\$1,379,882	PennDOT	57 days late completion	\$93,765	8/22/2012

Lead design firm ms consultants, inc. has not been assessed liquidated damages or penalties exceeding \$50,000 on any project in the last five (5) years.