

STATEMENT OF QUALIFICATIONS FOR:
OPPORTUNITY CORRIDOR - PROJECT 3: DESIGN-BUILD PROJECT
CUY IR 490/SR 010 02.09/19.28

Attention: Letting Manager
Project 3000 (17)
Trumbull-Great Lakes-Ruhlin, a Joint Venture
Project: CUY IR 490/SR 010 02.09/19.28
PID 96833
Statement of Qualifications

AUGUST 30, 2016



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

Trumbull-Great Lakes-Ruhlin
a joint venture

In association with HDR and TranSystems

Part A

Introduction

August 30, 2016

Ohio Department of Transportation
Division of Construction Management, First Floor
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Re: Project 3000 (17)
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Part A – Introduction

Trumbull-Great Lakes-Ruhlin, A Joint Venture (TGR) is a proven entity to the Department through our work on the Cleveland Innerbelt CCG2 Project. Through this project as well as the Great Lakes Construction Co. work on Opportunity Corridor Section 2, we have the knowledge and experience to produce an innovative, efficient and cost-effective solution for the final segment of Opportunity Corridor.

We respectfully submit our Statement of Qualifications (SOQ) for the Opportunity Corridor – Project 3: Design-Build Project and are committed to its successful completion. The point of contact for the Offeror is:

Mr. Bryon Breese, P.E., D.B.I.A, Project Executive
Trumbull-Great Lakes-Ruhlin, A Joint Venture
225 North Shore Drive, PO Box 6774
Pittsburgh, PA 15212
Phone: 412-807-2000, Fax: 412-807-2100
E-mail: bryon.breese@trumbullcorp.com

The Offeror, TGR is structured as a joint venture between Trumbull Corporation, The Great Lakes Construction Co. and The Ruhlin Company. The name of the joint venture is registered with the Ohio Secretary of State. The Joint Venture will act as the Lead Contractor and will serve as the entity who will execute the contract with ODOT.

HDR Engineering, Inc. (HDR) will be the Lead Designer for our team on this project. HDR is authorized to provide engineering services in the state of Ohio and in accordance with the provision of the Ohio Revised Code, was granted Certificate of Authorization No. 01885. The principal for HDR is John B. Hyre, P.E.. Ken Fertal, P.E., P.S, will serve as the DB Design Project Manager.

TranSystems Corporation of Ohio (TranSystems) will be the IQF for our team on this project. TranSystems is authorized to provide engineering services in the state of Ohio and in accordance

with the provision of the Ohio Revised Code, was granted Certificate of Authorization No 01623. The main point of contact for TranSystems is Nabil Farah, P.E., Assistant Vice President.

Integral Management, LLC will be the Diversity, Inclusion & Outreach Consultant. June Taylor, President, will serve as the DB/Diversity/Outreach Lead Manager.

TGR, HDR, and TranSystems are all prequalified with ODOT.

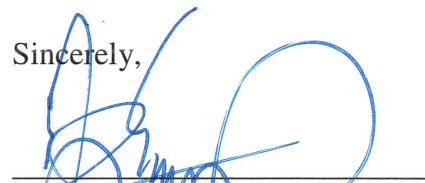
The Key Personnel identified in this SOQ are fully committed to the project to the extent necessary to meet the Ohio Department of Transportation's quality and project duration expectations.

We warrant that no member of the Offeror has a personal conflict of interest or an organizational conflict of interest for the project in accordance with the requirements of section 4.1 of the Request for Qualifications.


The Offeror will comply with the Department's new, small, local, and socially and economically disadvantaged business goals and on the job training (OJT) goals for this Contract and the Department's Nondiscrimination policy.

Our team is excited about the opportunity to work with the Department, as well as the other local and regional stakeholders, on this important project. As demonstrated herein, we have the local knowledge and experience to benefit all parties involved, and we appreciate your consideration for selection as your preferred contractor.


Sincerely,



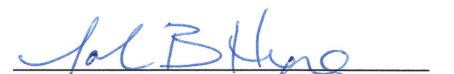
George E. Mezey, President
Trumbull Corporation



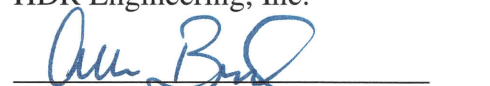
George J. Palko, P.E., President & CEO
The Great Lakes Construction Co.



James L. Ruhlin P.E., President & CEO
The Ruhlin Company



John B. Hyre P.E., Vice President
HDR Engineering, Inc.



Allen Biehl, P.E., Sr. Vice President
TranSystems Corporation of Ohio

Part B

Project Understanding and Approach

B. PROJECT UNDERSTANDING AND APPROACH

The Ohio Department of Transportation (ODOT) is in the process of completing the final segment of the Opportunity Corridor, connecting I-490 to University Circle. Trumbull-Great Lakes-Ruhlin, a Joint Venture (TGR), has assembled a team to successfully complete this much anticipated project, connecting underserved neighborhoods while also engaging the community throughout design and construction. As your local, trusted partner, TGR and designer HDR will implement a collaborative approach to complete the final segment to improve community mobility and development.

B.1 General Approach to the Project

The TGR Team will employ a collaborative and integrated culture as the cornerstone of its successful approach to the Opportunity Corridor Project 3. This culture is promoted by each member of our team in our everyday business and is evidenced by our team's ability to operate as one company on the Cleveland Innerbelt CCG2 project. Engineering, construction and estimating professionals from each team member will be involved in all phases of the project. Proposed Key Individuals, as identified in Part C, will be co-located through project delivery to facilitate a seamless transition to post-award design development and construction activities.

B.1.1 Managing Risks: Procurement

During the pursuit phase, the most critical project challenge is having an early and comprehensive understanding of the project scope and its stakeholders. Our team is comprised of local firms and individuals who fully comprehend the goals and challenges associated with the Opportunity Corridor projects — the majority of our personnel live, work and commute through the City of Cleveland daily.

The TGR Team has begun exploring opportunities to reduce costs, improve quality, and manage risk.

As part of our bid phase approach to managing risk, our team will:

- Hold a pursuit kickoff meeting to evaluate the requirements of the RFP, and to align our objectives with ODOT's ultimate goals.
- Develop a detailed pursuit phase schedule outlining deliverables and due dates to ensure sufficient time is allotted to accurately take off quantities and estimate the project scope.
- Integrate design, construction and estimating professionals through discipline based task force meetings.
- Refine the current utility impact matrix to track conflicts and identify cost and schedule impacts.
- Evaluate alternative technical concepts to mitigate project risks, reduce cost, shorten project duration, and improve quality.
- Incorporate redundancy in quantity takeoffs and estimate preparation to validate each scope element is priced appropriately in our proposal.
- Utilize Bluebeam Revu, AGTEK, Geopak SS4 and other CADD based software to ensure the most accurate quantity information is used to develop our estimates.
- Utilize HCSS Heavybid to ensure each scope element is comprehensively priced.



Established, tested processes to manage risk

Combined, members of the TGR Joint Venture estimate construction work valued at an annual average in excess of \$4 billion, including routine involvement in large DB pursuits such as the Opportunity Corridor Project 3. We have also pursued several DB pursuits together as a joint venture, all in Ohio. We use proven processes to develop accurate and complete estimates that conform to all project requirements.

Our team understands the major goal of this project is to connect depressed communities to surrounding areas and to promote economic growth to the “forgotten triangle.” As such, outreach and full inclusion of the new, small, local and disadvantaged businesses will be a primary element of our project pursuit. Our team will leverage its long-standing local relationships to convey various opportunities to the disadvantaged business community. We’ll host an outreach event during the pursuit phase in a location convenient to the project’s business center. Special and small breakout packages will be tailored to optimize opportunities to potential subcontractors and suppliers to promote inclusion.

B.1.2 Managing Risks: Design/Construction

To promote a seamless transition from design to construction, key personnel from the field construction team will be integrated into the previously established task forces. Co-location will facilitate timely, interactive participation between the designers, builders, and owner representatives. Third party stakeholders and community representatives will be invited to participate in the design

development and construction processes. The Independent Quality Firm (IQF) will be required to perform over the shoulder (OTS) reviews. Owner and third party stakeholder representatives will also be encouraged to participate. Our team has effectively used task force meetings and OTS reviews in the past to mitigate delay risk on schedule sensitive project elements. Design development will be organized into buildable units that align with the major and critical work elements. Formal constructability reviews will occur at designated hold points to ensure the design is efficient and constructible.

Early engagement and integration is key to project success: each and every stakeholder will be involved throughout project delivery.

A strong public outreach component will be incorporated into our post award approach to ensure our team is aware of public concerns and also that the public is aware of project status and upcoming milestones.

Committed accident prevention and safety management is critical to the success of all projects. Safety will be integrated into the management of the project at every level. Our safety manager will report directly to the DB Project Manager and will be solely focused on developing safety programs. All members of the TGR Team prioritize safety of our workers as well as the traveling public.

B.1.3 Quality Control

Our team is committed to quality at every level of its organization. Progress and performance measures begin with the establishment of a project specific Quality Management Plan (QMP). We will prepare a QMP that identifies the QA/QC team, their areas of focus, and the

performance requirements to be monitored for both design and construction.

The Design QMP (DQMP) will identify roles and responsibilities for each involved party, interdisciplinary review requirements, design hold points requirements, and permissible durations for review activity to ensure schedule is not impacted by QA/QC activity. Any element of the design not conforming to project requirements will be formally reported, tracked, and closed before any buildable unit is released for construction.

Our DB Design Project Manager, Ken Fertal, PE, PS, has 23 years experience in the transportation design field, all in Ohio. He is intimately familiar with the application of these procedures and ODOT standards, and will be responsible for delivering the design in accordance with all project requirements. Quality assurance audits will be performed by TranSystems as the IQF at key design stages to verify adherence to the DQMP. Design IQF Project Manager Nabil Farah, PE, has 29 years of experience working with ODOT, GCRTA, Norfolk Southern and the City of Cleveland and has large DB project experience.

Through our experience on CCG2, we have found the value added position of a Construction Quality Control Manager (CQCM) to be a necessity to achieving project quality goals. Courtney Norris, PE will serve as our CQCM, as he successfully implemented and managed high quality standards on Cleveland Innerbelt CCG1 and TGR's CCG2 projects.

Courtney will oversee:

- Field quality control management
- Subcontractor quality control oversight
- Quality control material field testing coordination

- Material approval and certification document control

B.1.4 Timely Initiation of Design and Physical Project Construction

All proposed key personnel are currently assigned to offices local to the project, allowing our team to hit the ground running immediately upon project award.

As part of our bid approach, our team will develop a comprehensive understanding of the project requirements and challenges. Critical elements of the project will be identified and a plan will be created to segment the design work into buildable units that are approvable within those critical time frames.

A detailed bid schedule will be developed using Primavera P6 scheduling software that clearly defines the critical path. Special consideration will be given to:

- Permit approvals
- ODOT's ROW acquisition
- Long lead time materials
- Third-party stakeholder design reviews
- Utility relocation sequencing and lead times

Early design deliverables for this project will include utility relocation plans, railroad, and Maintenance of Traffic (MOT). Schedule progress will be monitored routinely to verify the design is in accordance with the Critical Path Method (CPM). If necessary, additional resources will be employed to accelerate

TGR is committed to achieving early geometric design lock for horizontal and vertical alignment during the pursuit phase to enable an aggressive start of construction.

design development activities to permit early construction activities on or ahead of schedule.

The bid schedule will outline the plan for timely initiation of design and project construction.

B.2 Significant Project Tasks

After reviewing this project, we have identified the following three most significant tasks of the Opportunity Corridor Project 3.

Task 1: City, Utility, and Rail Coordination

Major stakeholders with facilities on this project include: the City of Cleveland, four public utility companies, 11 private utility companies, GCRTA and Norfolk Southern (NS) railroad. Frequent and timely coordination with these stakeholders during design and construction will deliver a successful project.

Coordination starts with a clear understanding of the project and how it impacts each of those entities. Our team has a track record of successful projects in Cleveland, during which we developed relationships with all entities that will be involved in the OC3 Project.

City Coordination

We understand that coordination with the City of Cleveland also includes working with Engineering, Traffic, Water Pollution Control, Water, and Cleveland Public Power (CPP), each having their own design standards, material preferences, and procedures for approval. Team members are familiar with obtaining the required permits, required inspections, and scheduling of City work orders needed for construction.

Having worked in the city, our team understands the complexity of sewer

ownership between Cleveland Water Pollution Control and NEORS. This will be key to designing solutions for the relocation of the sewer and regulator involved in the E55th structure.

Utility Coordination

Soon after award, early task force meetings and one-on-one meetings with utility owners and ODOT will allow the TGR Team to develop relocation plans, schedule outages and secure permits.

As impacts are identified, the relationships our team has from past and current design and construction projects will allow us to develop reliable designs. Special attention will be given to the overhead and underground power facilities of CPP and CEI which impact construction on the six major bisecting streets along the corridor.

Rail Coordination

Railroad coordination involves working around the GCRTA and NS at five locations along the corridor. Our team has a clear understanding of both railroads design, submittal, safety, and scheduling requirements, for work over and around their tracks. Our team has successfully completed numerous projects involving these railroads.

The structures over GCRTA and NS tracks will be designed to optimize the spans and substructures to minimize impacts to their facilities. Our goal will be to reduce outage work and simplify construction.

Task 2: East 55th Street Grade Separation and Surrounding Area

The East 55th Street grade separation is complex, requiring numerous temporary and permanent utility relocations during the construction of the bridge, walls, and drainage in this area. This must be accomplished while maintaining vehicular and pedestrian traffic and the GCRTA facilities.

Our team’s approach to the design and construction of this complex grade separation will be:

- **Buildable Units:** Coordination with all existing utilities located here will be extensive and it will be critical to start bridge and adjacent retaining walls construction. The first step will be to create early buildable units for the public utilities affected for the relocations of NEORS combined sewers, sludge force main and regulator, waterlines, drainage and CPP facilities.
- **Design:** Because the new boulevard is being constructed in an existing urban area with GCRTA facilities and businesses on three of the four quadrants, the available right of way will be limited. The TGR Team will investigate a variety of wall types that will meet the needs of the project and will take MOT, utility relocations, and construction phasing into consideration. Multiple wall types will be investigated during the RFP process which will include drilled shaft walls, secant pile walls, or soldier pile walls with lagging, incorporating aesthetic guidelines as required.
- **MOT:** The TGR Team is committed to providing safe connectivity for vehicles and pedestrians in the area during construction, including maintaining access to the GCRTA station. Our MOT plans will be developed to take into consideration all the above and will accommodate required sequencing.

Task 3: Norfolk Southern Grade Separation and Track Work

Constructing the grade separation under the existing Norfolk Southern (NS) mainline tracks is equally as important to project success. What makes this challenging is developing the phasing to construct the bridge while maintaining rail traffic and utilities. Engaging NS and the private utilities that are on their property early in the project will establish NS as a partner in the project development of this new bridge for their facilities.

The TGR Team’s approach to the design and construction will be:

- Develop preliminary plans and construction phasing.
- Hold on-site meetings with NS personnel and affected utility companies to clearly convey intentions of design and project schedule requirements.
- Finalize plans to minimize review comments and durations.
- Coordinate construction of NS track work and utility relocations.

All team members have design and construction experience with NS. The Great Lakes Construction Co. has recently completed the West 73rd Street grade separation. Our team completed the demolition and erection of new steel over NS tracks/trestle on CCG2. HDR’s past experience includes designing an 1,100-foot long NS railroad bridge structure in Painesville, Ohio. We offer understanding of NS preferences which will reduce the number of design comments and expedite the overall review duration.

Part C

Design Build Project Team

Part C

C. DESIGN-BUILD PROJECT TEAM

Trumbull-Great Lakes-Ruhlin, a Joint Venture (TGR), will serve as the DB contractor and sole contracting entity with ODOT. HDR will be the Lead Designer; TranSystems will be our Independent Quality Firm (IQF), and Integral Management will be our Diversity, Inclusion, and Outreach Consultant. Our successful integrated team approach used during the design and construction on ODOT’s CCG2 project will be duplicated during the OC3 Project. Our joint venture acts as a cohesive unit during the pursuit, design and construction of the project. We are going to combine our national design build experience with the pool of local resources who we have worked with on the CCG2 project.

Experience of the Firms



- Held leadership positions on 10 DB projects in the last 10 years, including the \$273 million Cleveland Innerbelt CCG2 Project, the \$40 million Shenandoah River Bridge in Jefferson Co., WV, and the \$514 million InterCounty Connector (ICC) Contract C project in Maryland
- Self-performs project elements such as major earthwork, retaining walls, drainage, utilities retaining walls, and bridges of all types
- Performed more than \$3 billion in construction activity, including over 70 miles of highway, and 200 bridges in last 10 years
- Ranked 81 of Top 400 Contractors by *Engineering News Record*



- Employee-owned company located in Hinckley, Ohio
- Completed 22 Design-Build projects in the past decade
- 69 years of experience building and rehabilitating the infrastructure throughout Northeast Ohio for ODOT and local municipalities
- 2016 Don Conaway Partnering Award, ODOT project 130314, Cleveland West 73rd Street
- 2015 AGC Construction Safety Excellence Award – 3rd in the Nation Highway Division
- 2015 ASHE Project of the Year Award ODOT project 130314, Cleveland West 73rd Street
- Experience with projects over NS and GCRTA tracks on ODOT projects, including OC2



- Employee-owned company located in Sharon Center, Ohio
- 101-year history in general contracting, construction management, and DB services, working with ODOT since 1953
- Delivered 57 projects valued at more than \$728 million to ODOT within the past decade, including two DB projects
- Expertise in construction of roadways, bridges, heavy civil projects, and railroads. Completed 24 projects for railroads in the last 15 years, totaling over \$50 million
- Completed 17 bridge projects for NS since 2008
- A commitment to “Zero in on Safety” with 512 days, no lost time injuries

Experience of the Firms (continued)



- Employee-owned firm whose 10,000 employees work in 230 offices globally
- 99-year history of providing quality transportation services
- Ohio offices in Cleveland, Columbus, Cincinnati and Portsmouth
- 9th Largest Design Firm, *ENR* 2016
- \$14 billion construction volume as lead design on 47 DB projects in 32 states
- Ranked the number one go-to firm for DB/public-private partnership by *Roads & Bridges Magazine*
- Provided design services for some of ODOT's major DB projects, as well as professional services for OTIC, Cuyahoga County, Ohio Rail Development Commission, NS, and CSX

Integral Management

- Over 20 years of outreach efforts
- Local workforce development leader
- ODOT outreach consultant
- Minority owned business based in Cleveland
- Mentors minority business to ensure success, growth, and profitability
- Increases competitive edge to minority and women-owned, led or controlled businesses
- Experience with manufacturing and financial services industries with focus on mentoring senior-level professionals
- Volunteer work with Sisters of Charity Foundation

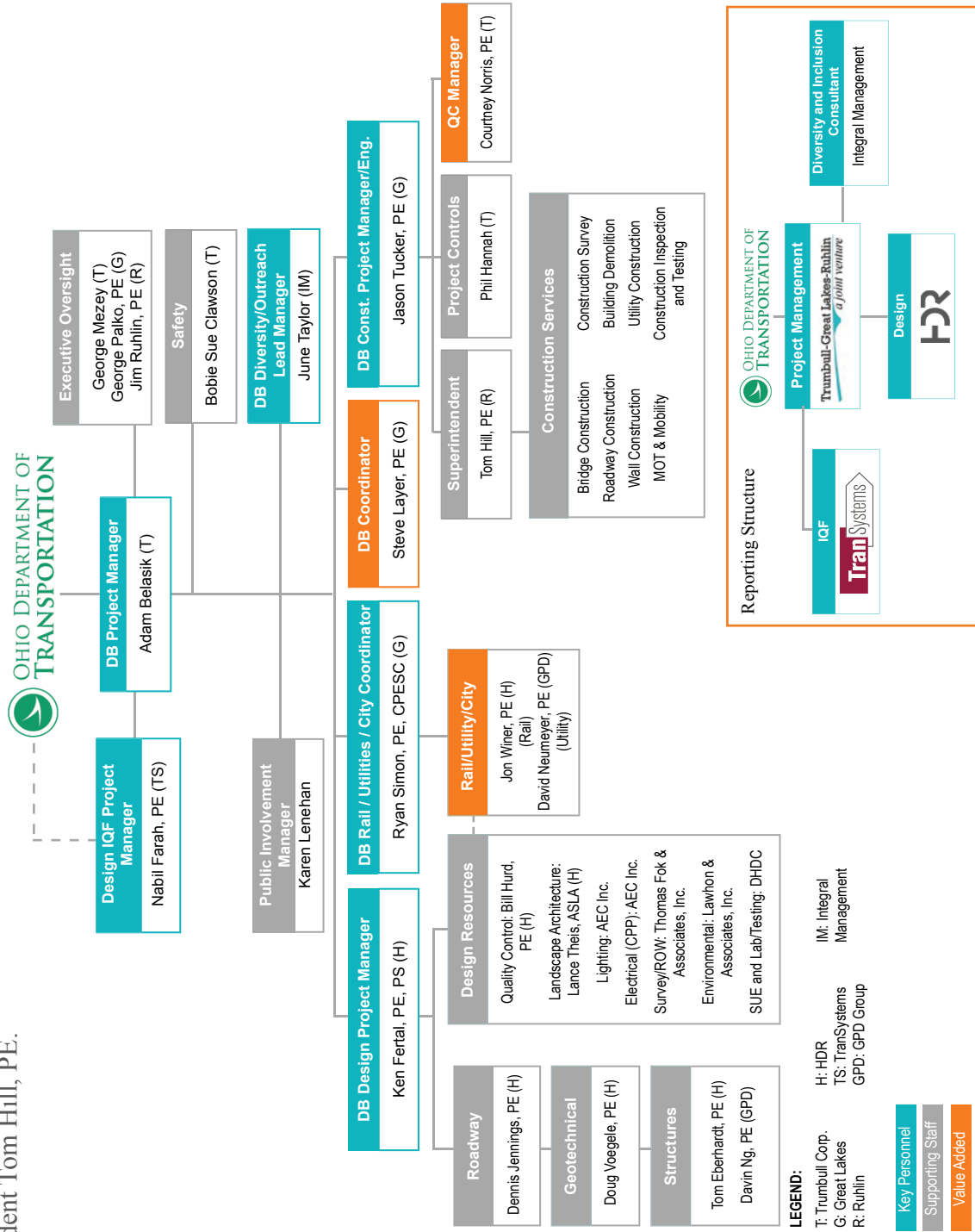


- Extensive ODOT experience with over \$32 million in design fees over the last three years.
- Completed 134 Design/Build projects with a construction cost \$4 billion.
- 50-year experience with a focus on state DOTs and municipalities
- Ranked as #11 in Bridge Design and #17 in Transportation Design by *Engineering News Record*.
- Four Ohio offices with 74 team members.
- Relationships with project stakeholders, including the City of Cleveland with 15 projects completed in the last 3 years; \$2 million in design fees completed with NS; 40 projects completed with GCRTA; 20 projects with NEORS

The TGR Team will be supplemented by GPD Group as a major subconsultant to HDR. GPD's transportation practice is comprised of 50 professionals dedicated to local and regional transportation planning, funding, design, and rehabilitation. The firm has designed \$1 billion of infrastructure improvements for municipal, county and state agencies, including ODOT and OTIC, and have served in the role of lead DB design firm for ODOT on 24 projects in the last 15 years.

Our team will also include specialty subcontractors and sub-consultants as necessary to provide the expertise demanded of the OC3 project, and also to meet the disadvantaged business goals for the project.

Our organizational chart features key personnel as well as value added positions. These include DB Coordinator, Steve Layer, PE; Design Rail Coordinator Jon Winer, PE; Design Utility Coordinator David Neumeier, PE; and Quality Control Manager Courtney Norris, PE. Additional team members include public involvement manager, Karen Lenehan and Lead Construction Superintendent Tom Hill, PE.



Experience of Key Team Members

Key Personnel

Authority is noted in personnel resumes, located in Part F.



Adam Belasik: DB Project Manager

- 37 years of experience managing Construction of Complex bridge and roadway projects
- Large DB Project Management Experience
- DB project manager for the highly successful Cleveland Innerbelt CCG2 \$273 million project
- Time Commitment: Design - 100%
Construction - 100%

Currently employed by Trumbull Corporation



Ken Fertal, PE, PS: DB Design Project Manager

- 23 years of experience concentrated in Ohio involving complex roadway projects with major structures, drainage and utility elements
- Cleveland native with community knowledge and awareness
- District 12 experience
- Large DB experience in both the Lead Designer and IQF Roles
- Time Commitment: Design - 100%
Construction - 25%

Currently employed by HDR Engineering, Inc.



Jason Tucker, PE: DB Construction Project Manager/Engineer

- 18 years of local experience
- Large DB project management experience
- DB Contractor Project Manager/Engineer for the Cleveland Innerbelt CCG2 \$273M Project
- Experienced in construction and Coordination requirements for CSX and NS Railroads
- Time Commitment: Design - 90%
Construction - 100%

Currently employed by The Great Lakes Construction Co.



Integral Management

June Taylor: DB Diversity/ Outreach Lead Manager

- 20 years experience in Cleveland with outreach efforts
- State of Ohio, Minority Business Advisory Council (2011 – 2014)
- Board of Directors, Sisters of Charity Foundation, Cleveland, OH
- Leading EDGE strategic solutions to workforce development; proven success in strategies to develop and mentor disadvantaged businesses
- Time Commitment: Design - 50%
Construction - 50%

Currently employed by Integral Management



Nabil Farah, PE: Design IQF Project Manager

- 29 years of experience in transportation engineering, primarily structures on ODOT projects
- Large DB project management, IQF & IQM experience
- Design project manager for Northern Segment of the Southern Ohio Veterans Memorial Highway
- Time Commitment: Design - 100%
Construction - 25%

Currently employed by TranSystems Corporation of Ohio

Experience of Key Team Members (continued)



Ryan Simon, PE, CPESC, DB Rail/Utilities/City Coordinator



- 12 years experience concentrated in managing projects with complex local government and utility coordination components
- Utility coordination experience during design and construction
- Manager for multiple projects involving work on, over or adjacent to GCRTA, Norfolk Southern and CSX railroads
- DB project management experience
- Time Commitment: Design - 100%
Construction - 100%

Currently employed by The Great Lakes Construction Co.

Value Added Team Members



Steve Layer, PE, DB Coordinator

- 37 years experience in construction management and estimating
- Large DB Experience
- Performed a similar role on TGR's CCG2 Project
- Currently performing this role on GLC OC2 Project
- Time Commitment: Design - 80%
Construction - 25%

Currently employed by The Great Lakes Construction Co.



David Neumeyer, PE, Utilities/Cleveland Deputy Coordinator

- 15 years experience focused in Cleveland
- Skilled in storm and sanitary sewer and waterline improvements, green infrastructure, hike and bike trails and roadway improvements
- Routinely coordinates with City of Cleveland Division of Water, Public Power, Division of Water Pollution Control, NEORSD, and First Energy Corporation.
- Time Commitment: Design - 100%
Construction - 25 %

Currently employed by GPD Group



Jon Winer, PE, Rail Deputy Coordinator

- Extensive experience both coordinating with and designing structures for Class 1 freight rails and commuter rails
- Has been project manager and lead design engineer on multiple Norfolk Southern Railway and CSX Transportation infrastructure projects
- Time Commitment: Design - 100%
Construction - 25%

Currently employed by HDR Engineering, Inc.



Courtney Norris, PE, Quality Control Manager

- DB CCG1 Contractor Quality Control Manager
- DB CCG2 Contractor Quality Control Manager
- Time Commitment: Design - 50%
Construction - 100 %

Currently employed by Trumbull Corporation

Part D

Capabilities and Experiences

D. CAPABILITIES AND EXPERIENCE

D.1 Resources

D.1.a Committed Resources and D.1.b Allocation of Resources

The TGR Team commits to providing all resources necessary to successfully execute the design and construction of the OC3 in a safe, cost-effective, and timely manner and in accordance with all quality requirements.

Our team is an established joint venture with a substantial local presence in the Cleveland business community. The Great Lakes Construction Co. and The Ruhlin Company are both headquartered in Northeast Ohio. Trumbull is based in Pittsburgh and routinely performs work in Northeast Ohio. The combined TGR team has performed in excess of \$4 billion worth of work in the past five years, \$1 billion of which was in and around the City of Cleveland. Between our companies, we employ 750+ full-time tradesmen local to OC3. We maintain excellent relations with local unions committed to providing us with the skilled labor necessary for project delivery. Our team regionally maintains a staff of 75+ construction management professionals who will supplement project staff as necessary.

Our design group of HDR and GPD also maintain substantial resources regionally and locally. HDR will draw from 20 transportation engineers in its Cleveland office and 300 located regionally between the firm's Ohio and Pittsburgh offices. Ohio-based GPD Group maintains 50 transportation engineering professionals regionally and locally. Jointly, our design team has completed \$18 million in design work for District 12 ODOT in the past five years. They have the

Key individuals, as shown on the organization chart in Part C, are committed to the project by their respective companies and no changes will be made without ODOT approval.

strength and depth of expertise to fulfill the obligations to the project. TranSystems' 31 transportation engineering professionals will support the team in its Cleveland office, and can be supplemented by 28 other transportation engineers in Ohio. TranSystems routinely provides engineering services and support to the GCRTA, the City of Cleveland, NEORSD, Cuyahoga County, NS, and ODOT.

In addition to personnel resources, the Joint Venture owns a local fleet of equipment; each member of our construction team owns modern, well maintained fleets of equipment that can be drawn from for this project. Our team maintains excellent relations with all regional equipment suppliers that will support all specialized project specific equipment needs that cannot be facilitated through our owned fleets. Table D.1 provides an overview of our combined equipment fleets, which are supported by a full complement of survey and GPS

Table D.1: Owned Equipment Summary

| Equipment Class | Total |
|-------------------------------|-------|
| Hydraulic RT Cranes 50T - 80T | 11 |
| Crawler Crane 100T - 150T | 10 |
| Crawler Crane 200T - 300T | 8 |
| Track Bulldozers | 79 |
| Rubber Tire Loaders | 48 |
| Hydraulic Excavators | 102 |
| Articulating Dump Trucks | 34 |

TGR's fleet of owned equipment will support construction efforts for the project.

technology equipment and software that will be utilized during design and construction.

D.1.c Notable Expertise and Special Capabilities

The TGR Team offers a diverse resume of expertise and capabilities that will benefit the OC3 project, including the surrounding communities, stakeholders and the Department.



Large DB Project Experience, both Locally and Regionally. Our team members have participated in over \$2 billion in DB work in the past five years. Our team is currently nearing the completion of our highly successful CCG2 project for ODOT in the City of Cleveland. We understand the advantages of the DB method of delivery, and have the experience to deliver success.



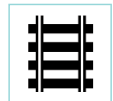
Experience Working Together. Many of our key positions, both named and unnamed, including Adam Belasik and Jason Tucker, will be filled by our CCG2 construction management team. They have successfully worked together in similar roles for the past three years on the CCG2 Project. Adam and Jason's management styles complement each other, as evidenced by the success of CCG2. Together they form the foundation for a seamless, cohesive management team capable of tackling the most challenging tasks.



We are mobilized. Completion of the CCG2 project aligns perfectly with the start of DB activity on the OC3 Project. Our team will draw from management personnel, field supervision, tradesman and equipment as they become available from the CCG2 Project.



Experience with Local Utilities/ City of Cleveland. Our team members routinely coordinate and have experience with regional, local, and City of Cleveland facilities, including electric, water, sewer, gas, and telecommunications. TGR has been partnering with these same stakeholders as part of the CCG2 project for the past three years. The Great Lakes Construction Co. and GPD are currently coordinating with these entities as part of the ongoing OC2 contract. We understand their requirements, and we have the sound relationships necessary to facilitate the needs of the OC3 Project. Our DB Rail/ Utilities/City Coordination team — led by Ryan Simon, PE, CPESC, and supported by designer Dave Neumeyer, PE — collectively have 25 years of relevant experience working with local utilities and municipalities. TranSystems has completed 15 projects for the City of Cleveland and 20 projects for NEORSB over the past three years alone, uniquely qualifying them to assist the project from the Design IQF role.



Experience with GCRTA and NS. Our team has substantial experience designing and building over and around railroads and transit rail; our teams have participated in an excess of 400 projects with major rail elements over the past five years. Our CCG2 Project and the OC2 Project are examples of ongoing projects involving the GCRTA and NS. Our design team, led by HDR, has completed \$30+ million annually in design services for NS, CSX and other Class I freight railroads over the past five years, and has ongoing engineering service contracts with these entities. TranSystems has performed services for over 40 projects for the GCRTA in the past three years, serving them as a trusted advisor with essential relationships necessary to facilitate coordination needs. TranSystems

is currently part of the OC2 DB team and providing design assistance for the replacement of the GCRTA tracks under East 105th Street Bridge.



Alternative Technical Concepts.

The development of Alternative Technical Concepts (ATC) will also be a focus of our task force meetings during the pursuit phase to mitigate risk. On CCG2, our team developed an ATC to incorporate major revisions to the structural steel design of the main viaduct structure which significantly simplified the fabrication and erection of the bridge, saving the project time and money. Another ATC was developed to reconfigure West 14th Street, eliminating two spans of the main viaduct structure and increasing the size of the side yard park space.

D.2 Project Management Methodologies

D.2.a Integrated Team Approach

The combined assets of the TGR Joint Venture make it one of the largest highway contracting entities in the state of Ohio. The employees of the joint venture do not act as separate contractors but interact as a cohesive team...as if one company. TGR has demonstrated during CCG2 that this integrated team is management centered on “Project First Thinking.” This requires open and honest discussion with stakeholders, a collaborative approach to problem resolution, and continuous focus on partnering.

Co-location of TGR’s integrated team at the project office will facilitate continuous interaction to achieve ODOT’s goals.

Design, construction, quality, safety, and diversity representatives from the TGR Team, ODOT, the City, and third-party stakeholders

will be fully engaged in this team approach.

Co-location of the team early in the project fosters team building and effective management of project tasks. It is added value for the team to co-locate so that construction personnel can interface with their design counterparts during design and throughout construction.

Task Force meetings will provide focused coordination with all stakeholders from design through construction as well as develop diversity and inclusion strategies that can be translated into the project buy-out.

From the beginning of the project, regularly scheduled meetings will be established for the co-located team to promote information sharing, accountability, and forward progress of the project until its completion, including:

- Bi-weekly progress meetings
- Bi-weekly diversity, inclusion, and outreach coordination meetings
- Weekly design-build task force meetings
- Weekly construction coordination meetings
- Weekly quality management meetings
- Utility and railroad coordination meetings
- City of Cleveland coordination meetings

DB Project Manager Adam Belasik will be responsible for maintaining DB Task Forces for each major project task. Each task force will include representatives from design, construction, quality and diversity. Meeting minutes with action items will be produced and distributed to all members of the team to facilitate open communication. Representatives from ODOT, the City of Cleveland, railroads and affected utility companies will be invited

to collaborate through these Task Force meetings to provide a venue for all involved parties to participate in the DB process. This involvement and collaboration is integral to the success of the project.

Each member of the TGR Team is responsible for delivering a quality product. Our QMP will consist of Design and Construction Quality Management programs. Nabil Farah, PE, will serve as the Design IQF Project Manager, responsible for verifying that the requirements of the contract are being met. Courtney Norris will lead quality control for construction. During the construction stage, Courtney will monitor all aspects of quality in the field. This management is not limited to field testing coordination, but includes subcontractor oversight, pre-activity meetings, and material document control.

During the RFP stage, task force action items will include identification of opportunities and development of bid packages for new, small, local, and disadvantaged businesses.

The TGR Team understands the important role of diversity, inclusion and outreach on all projects, and the importance of reaching out to the community early on in the process. Post-award efforts will be focused on workforce development, communicating with subcontractors, and youth education.

D.2.b Coordination of Utility Work, NS, and GCRTA Railroad Work

Major tasks on the project require close, accurate, and consistent communication with utilities and railroads. These coordination efforts will be led throughout design and construction by our DB Rail/Utilities/City Coordinator, Ryan Simon, PE, CPESC. Ryan will oversee all aspects of communication, correspondence, plan reviews, and field coordination with the

railroads, utilities, and the City of Cleveland. Ryan has a strong background in managing design and construction projects for public agencies. Many of these projects involved utilities and railroads in the Cleveland area, including GCRTA.

Two deputy coordinators will assist Ryan with handling the diverse needs of each of these critical facility owners. Dave Neumeyer, PE, will serve as the Utility and City Deputy Coordinator. Dave has 15 years of experience in design and construction projects involving major utilities, NEORS, and City of Cleveland facilities such as CPP, water, and sewer. Jon Winer, PE, will serve as the Railroad Deputy Coordinator. Jon's extensive experience with Class 1 freight rails and commuter rails, including NS, will prove invaluable in keeping the project on schedule. In addition, TranSystems will serve as the IQF and has substantial experience with the NS public manual and design criteria. This knowledge on the design review side during over the shoulder reviews will verify compliance of design documents to be submitted for railroad review.

During the design stage, Ryan and his deputies will work closely with our DB Coordinator, Steve Layer, PE, to integrate utilities and railroads into the overall project design. All necessary third-party involvement, timelines, and priorities will be outlined and presented to each utility at face-to-face meetings with our team and ODOT. Ryan will be in charge of monitoring this process and following up with these entities. As design transitions into construction, Ryan will remain the point of contact for these third parties to maintain consistency.

Utility Work Coordination

The TGR Team will hold weekly Task Force meetings. The TGR Team will produce weekly minutes which will serve as documentation for all decisions made. Representatives from the utilities will be invited to actively participate

in the task force process to expedite the DB process.

Dave Neumeyer, PE, will be dedicated to running these meetings and will report directly to Ryan. He will be responsible for managing a Utility Conflict Matrix that will identify all known conflicts with the design, responsible parties and schedule to mitigate and identify solutions.

NS and GCRTA Railroad Coordination

Jon Winer, PE, is intimately familiar with rail design approval processes and will be dedicated to this task, reporting directly to Ryan.

TGR will organize and conduct coordination meetings with NS and GCRTA throughout the design and construction process. Design meetings will focus on railroad design requirements and reviews. Construction meetings will discuss logistics of track outages and construction procedures.

D.2.c Planning and Monitoring the Project's Progress

TGR recognizes that the critical path method (CPM) schedule is a valuable management tool, and will use it to open the boulevard to traffic by the anticipated substantial completion date of Nov. 1, 2019, as stated in the SOQ document. Our experienced project engineering and scheduling staff on site will be actively involved in the project and understand the sequence of construction.

A detailed bid CPM schedule will be developed during the proposal phase using Primavera P6. The proposal schedule will serve as the starting point for the Design Build Project Schedule. This schedule will identify preliminary buildable unit design packages which will be prioritized and coordinated with the necessary start of construction. The construction portion of the bid schedule will be developed

in conjunction with the estimators to clearly show the durations and sequence for major elements of work. Insight from utilities and railroads regarding design review and relocation, a major influence on the progress of the project, will also be incorporated into this schedule. A comprehensive bid CPM schedule will allow identification of critical path and near critical path activities that may require additional resources and attention during design and construction.

The design and construction schedule will be fully integrated and will include activities for submittals and the reviews of required documents.

Activities will be added, including necessary details concerning material procurement and fabrication. The schedule will be used to produce a rolling weekly, three-week, and three-month look-ahead schedule that will be used by the design-build personnel to plan work and to schedule resources, material deliveries and subcontractors.

TGR project management will review the schedule update on a regular basis to make sure that satisfactory progress is being made, and if necessary, put an action plan in place to recover any lost time. The CPM schedule will also be the starting point for the creation of progress tracking logs. These simple tracking logs identify action items, responsible parties, and deadlines. The logs will be used by task forces to prioritize assignments and as an aid in determining which ideas to advance.

D.3 Past Projects

Please refer to Form B and Part H for descriptions of the TGR Team's project experience.

Part E

Diversity and Inclusion

E. DIVERSITY AND INCLUSION

E.1 TGR's Practices to Engage Diverse Types of Businesses

The TGR team, lead designer HDR, and our Independent Quality Firm, TranSystems, will aggressively approach outreach to new, small, local and disadvantaged businesses. We understand the importance of this outreach and our team is fully committed to exceeding ODOT's goals of 2% new, 2% small, 6% local, and 10% EDGE. A more detailed breakdown of this diversity and inclusion is described below for each phase. Our team used these procedures during the successful outreach on ODOT's CCG2 and OC2 projects and our lessons learned will be used on this project. Each TGR team member has successfully achieved public owner diversity goals on past projects.

Previous TGR Success: CCG2 construction cost of \$272,986,000 with a DBE goal of 15% or \$40,947,000. Our team currently has \$50,100,000 under contract from 42 businesses.

Pre-Award Phase

The list below presents the processes that we followed on CCG2 and OC2; these will also be employed on OC3:

1. Our named key personnel along with project executives and lead estimators will attend ODOT's mandatory outreach event.
2. Our team will host an independent outreach event at a venue local to the project. Our named key personnel along with project executives and lead estimators will be in attendance at this event.

3. We will proactively reach out to additional new, small, local and disadvantaged businesses that were not in attendance.
4. Our team will hold face-to-face meetings with interested businesses identified during our outreach. We will discuss the following information to help them competitively bid work on the project.
 - a. Individual scope packages will be tailored to appropriately match their capabilities. Our recent experience shows that many new, small and disadvantaged businesses benefit from smaller scope packages.
 - b. Once specific packages are identified, our team will help them clearly understand our plans and ODOT specifications. We will also share with them other local vendors, such as aggregate and concrete suppliers that they should contact for pricing.
 - c. We will mentor them on what prime contractors are expecting to see on a quote.

Open lines of communication with local businesses have already been established by our team, which is key to successfully engaging these businesses during the pursuit.

Post-Award Phase

Our team understands the importance of Outreach to ODOT and this local community from our experience on CCG2 and OC2. Our outreach will include the following.

1. Our team will host post-bid outreach events to engage new, small, local and disadvantaged businesses on the



YOU'RE INVITED!

CAREER AWARENESS SESSIONS (CAS)

What: Career Awareness Sessions (CAS)
Purpose of sessions:
 * Learn about career opportunities in the construction industry and with Opportunity Corridor Section 3.
 * Learn critical job readiness skills such as resume building and job search techniques.
 * Learn how to effectively network with employers in the transportation / construction industry.
Who's In: See dates and locations below:
Job Readiness Workshops 3 - 5 pm
Career Awareness Workshops 5 - 7 pm
Parking: Free parking is available
RSVP: One week before event date
Reserve your seats today!
<http://clevelandcareerawarenesssessions.eventbrite.com> or **Call: 216-220-7010**
Food: Refreshments available until 7 pm

Upcoming Career Awareness Sessions

| | | | |
|--|--|--|--|
| Antioch Baptist Church 8909 Cedar Ave. Cleveland, 44106 | CornUcopia 7201Kinsman Rd. Cleveland, 44104 | Metro Health 2710 East 110th St. Cleveland, 44120 | El Barrio 4500 Euclid Ave. Cleveland, 44103 |
| ▼ September 7, 2016 | ▼ September 28, 2016 | ▼ October 12, 2016 | ▼ November 16, 2016 |
| ▼ September 14, 2016 | ▼ October 5, 2016 | ▼ October 19, 2016 | ▼ November 30, 2016 |
| ▼ September 21, 2016 | ▼ October 26, 2016 | ▼ November 2, 2016 | |
| | ▼ November 23, 2016 | ▼ November 9, 2016 | |
| | ▼ December 12, 2016 | | |

For more information on the project, please visit the following website:
www.opportunitycorridor.transportation.ohio.gov



Table E.1. CCG2 and OC2 Outreach Events

| | Event | Host | # of Attendees | Date |
|------|------------------------|------|----------------|------------|
| CCG2 | Pre-bid Outreach Event | ODOT | 35 | 6/19/2013 |
| | Outreach Event | ODOT | 90 | 1/16/2014 |
| | Match Maker Event | TGR | 15 | 3/7/2014 |
| | Match Maker Event | TGR | 11 | 3/18/2014 |
| | Match Maker Event | TGR | 4 | 5/1/2014 |
| | Business Workshop | TGR | 10 | 5/7/2015 |
| OC2 | Pre-bid Outreach Event | ODOT | 40 | 12/7/2015 |
| | Outreach Event | GLC | 18 | 12/21/2015 |
| | Kickoff Outreach Event | GLC | 140 | 7/14/2016 |

TGR has conducted outreach events independent of client-sponsored events to boost diversity and inclusion in CCG2 and OC2. Additional OC2 events are planned (shown at left).

project. Similar to the pre-bid phase, face-to-face meetings will be held with interested businesses to give them the best opportunity to obtain project work.

2. Workshops will be held with the new, small, local and disadvantaged businesses under contract to help them succeed on the project. This knowledge can be used on future infrastructure projects. During CCG2 and OC2, our workshops addressed the following topics:

- a. Execution of the Work:** Understanding ODOT and the City of Cleveland standards and specifications.
- b. Safety and Quality:** We will require subcontractors to attend a workshop to learn about our project requirements for safety and quality.
- c. ODOT Documentation:** Understanding of ODOT requirements for items such as certified payroll reports and proper ODOT documentation for materials.

E.1.a TGR Team Members' Specific Outreach Examples and Experiences

During CCG2 and OC2, TGR team members held multiple outreach events, as shown in Table E.1. These events included general group outreach events, in-person Match Maker Events and Business Workshop events. The experiences that our team have gathered from these events are summarized below.

- **General Outreach Events:** Our experience with these events is that it is an effective first step for ODOT and prime contractors to introduce the project to the new, small, local, and EDGE community. Several businesses that were introduced to our team at these events included Quintana and Son, Caver Brothers, and Brown Transfer which allowed our team to schedule face-to-face meetings with them to discuss specific scope packages at a later date.
- **Match Maker Events:** These events are sponsored by both ODOT and TGR which are very effective for businesses to

introduce themselves and further develop relationships with our team. After the face-to-face meetings at a Match Maker Event, each business can mutually determine if there is a scope of service they can provide for the project. An example of this is on the OC2 project when a TGR team member successfully engaged with Michael Ballard of RWJ Wiring during Match Maker events on the OC2 project which fostered the opportunity for future one-on-one scope meetings.

- Scope of Service Meetings:** During this meeting, TGR meets with potential firms to identify scopes of work that match their capabilities. From our experience, these meetings help the firms to develop complete, compliant and competitive quotes. An example of these meetings on CCG2 and OC2 provided the opportunity for Quintana and Son, Caver Brothers, and RWJ Wiring to obtain contract work on these projects. Multiple scope of service meetings will occur as required, depending on the ODOT experience of the company and the complexity of the scope of services.
- Business Workshops:** Outreach does not stop after the award of the project. Workshops are necessary to assist small and newer businesses after they receive a contract for them to be successful. These workshops help these businesses understand how to do business with ODOT in and out of the field. Specific examples include, but are not limited to, certified payrolls, certified materials, invoicing, standard drawings and specifications and safety.

E.2 Past Efforts to Mentor/Expand Diverse Businesses

TGR team members excelled at mentoring and expanding the pool of new and disadvantaged businesses on the CCG2 and OC2 projects. Refer to Table E.2 for a list of these new to ODOT and new DBE businesses.

The following are examples of how our team worked with these new businesses to expand their capabilities and introduce them to working with ODOT.

Caver Brothers

TGR’s success on the CCG2 project created the opportunity for

The Great Lakes Construction Co. (GLC) to formally enter into ODOT’s Mentor Protégé Program with Caver Brothers.



GLC’s Vice President of Estimating, Mark Grdina and DB Coordinator Steve Layer, PE, worked extensively with Jesse and Marcel Caver to help them understand how to do business with prime contractors performing ODOT work.

Table E.2

| | Company | New to ODOT | DBE |
|------|----------------------|-------------|-----|
| CCG2 | Caver | ✓ | ✓ |
| | Quintana | ✓ | ✓ |
| | HLMS | ✓ | |
| | Digizoom | ✓ | |
| OC2 | Visibility Marketing | ✓ | ✓ |
| | Zscape | ✓ | ✓ |
| | Kone | ✓ | |
| | Courtad | ✓ | |
| | Cosmos Technologies | ✓ | |

Quintana & Son

Our team assisted Quintana & Son with estimating and performance of the gabion baskets on the west slope on the CCG2 project. Design-build Coordinator, Steve Layer, PE, worked extensively with owner Pedro Quintana to help him estimate the west slope gabion baskets on the project. Multiple TGR field team members helped the Quintana team with understanding work in the field on ODOT projects.



HLMS Sustainability Solutions

Our team brought on Margaret Hewitt of HLMS Sustainability Solutions to assist our team with achieving Platinum status in the FHWA Sustainability INVEST Program. HLMS is a local Cleveland company that had never engaged with ODOT on heavy highway work.

Digizoom

Our team worked with Richard Stewart of DigiZoom on the CCG2 project to photograph and video the construction of the project. Richard also helped produce several videos for the TGR team to promote the safety and sustainability on the project. Digizoom was a new business to ODOT.

Bradley Metals

Our team mentored Bradley Metals through the challenging shop drawing phase for fabricating the metal rail for the CCG2 project. TGR Project Engineers guided them during the creation and review of the shop drawing process.

E.3 Experiences with Workforce Development

Heavy highway work in the Cleveland area is predominantly performed by union contractors. It is imperative to have a good relationship with each of the various trades in order to increase the local Union workforce. TGR team members The Great Lakes Construction Co. and The Ruhlin Company are local to the Cleveland area and have a great relationship with the local Unions. Also, TGR has been active in the Cleveland area for the past three years during the successful design and construction of ODOT's CCG2 project and have built up strong relationships with the local Union leadership. Table E.3 demonstrates our workforce development successes on the CCG2 project.

E.4 Utilizing Non-traditional Methods for Workforce Development

TGR team member, The Great Lakes Construction Co. (GLC), is implementing aggressive new workforce development strategies on the OC2 Project. Great Lakes is working with ODOT cutting a new path in developing the local workforce for the OC2 and future projects. Lessons learned during this process will be carried forward on this project. June Taylor, who brings a wealth of Workforce Development knowledge to our team, will lead the charge in our approach on this project. Strategies that will be included in the Workforce Development on this project will include the following:

- Engagement with local non-profit agencies such as The Urban League, Hispanic

Chamber of Commerce, El Barrio, Ohio Means Jobs, HOLA and others to help reach out to a diverse cross-section of the local community to attend our planned Workforce Development meetings similar to the kickoff meeting that GLC hosted on the OC2 project.

- TGR team member GLC held a kickoff meeting on the adjacent OC2 project where three local unions participated, this is the first time this occurred on any of the recent large Cleveland area ODOT projects. The Unions on this project will be engaged to

help train the local workforce for this and future heavy highway projects.

- TGR Outreach efforts will include Strategic Non-Traditional Partners such as:
 - Micro-Businesses throughout Wards 4, 5 and 6 with revenue less than \$100,000 that sell and provide goods and services to the residents of these neighborhoods.
 - Religious and Clergy Leaders who will inform their members of our workforce initiatives and benefits.

Table E.3 TGR-ODOT Project 133000 (CCG2) OJT Results (New Hires)

| | Plan 2014 | Actual 2014 | Plan 2015 | Actual 2015 | Plan 2016 | Actual 2016 | Plan Total | Actual to Date |
|---------------------------------|-----------|-------------|-----------|-------------|-----------|-------------|------------|----------------|
| Total | 14 | 74 | 16 | 76 | 10 | 14 | 40 | 164 |
| BLUE COLLAR | | | | | | | | |
| Carpenters | 3 | 10 | 3 | 5 | 1 | 1 | 7 | 16 |
| Cement Masons | 0 | 3 | 2 | 3 | 1 | 0 | 3 | 6 |
| Ironworkers | 1 | 6 | 2 | 34 | 1 | 2 | 4 | 42 |
| Laborers | 2 | 6 | 3 | 10 | 3 | 4 | 8 | 20 |
| Operators | 2 | 33 | 2 | 16 | 1 | 5 | 5 | 54 |
| Pile Drivers | 2 | 2 | 0 | 2 | 1 | 1 | 3 | 11 |
| WHITE COLLAR | | | | | | | | |
| Construction Engineering Intern | 2 | 5 | 2 | 5 | 2 | 1 | 6 | 11 |
| IQF Intern | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 |
| Sustainability Intern | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 2 |

TGR exceeded goals for on-the-job training on the CCG2 project.

Part F

Supplemental Information

RFQ
CUY IR 490/SR 010 02.09/19.28
PID 96833

FORM A

OFFEROR INFORMATION

PROJECT NO. 3000 (17)
COUNTY-ROUTE-SECTION:
CUY IR 490/SR 010 02.09/19.28
PID 96833

| | |
|-------------------|--|
| Offeror: | Trumbull-Great Lakes-Ruhlin, a Joint Venture |
| Contact Person: | Mr. Bryon Breese, P.E., DBIA |
| Address: | 225 North Shore Drive, PO Box 6774, Pittsburgh, PA 15212 |
| Telephone Number: | 412-807-2000 |
| Email Address: | bryon.breese@trumbullcorp.com |

| | |
|----------------------------|--|
| Offeror's Lead Contractor: | Trumbull-Great Lakes-Ruhlin, a Joint Venture |
| Contact Person: | Mr. Bryon Breese, P.E., DBIA |
| Address: | 225 North Shore Drive, PO Box 6774, Pittsburgh, PA 15212 |
| Telephone Number: | 412-807-2000 |
| Email Address: | bryon.breese@trumbullcorp.com |

| | |
|---------------------------|--|
| Offeror's Lead Designer: | HDR Engineering, Inc. |
| Contact Person: | Mr. Ken Fertal, P.E., P.S. |
| Address: | 1100 Superior Avenue, Suite 650, Cleveland, OH 44114 |
| Telephone Number: | 216-912-4240 |
| Email Address: | ken.fertal@hdrinc.com |
| Ohio Registration Number: | 01885 |

FORM B
WORK HISTORY FORM

| 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 |
|---|---|----------------------------|--|-------------------------------------|-----------------|---|
| ODOT 133000 Cleveland Innerbelt CCG2 Design-Build Cuyahoga County Cleveland, OH | Trumbull-Great Lakes-Ruhlin, a Joint Venture Prime Contractor | Adam Belasik | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Thomas Hyland, P.E. 216-584-4018 thomas.hyland@dot.state.oh.us | June 2017 | \$273 million | \$273 million |
| ODOT 143005 IR-271 Design-Build Summit County Macedonia, OH | The Great Lakes Construction Co. Prime Contractor | Jason Fischer, P.E. | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Thomas Powell, P.E. 330-786-4834 thomas.powell2@dot.state.oh.us | September 2016 | \$46 million | \$46 million |
| ODOT 130184 IR-77 Cuyahoga County, Independence, OH | The Ruhlin Company Prime Contractor | Mark Myers | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Jeffery Hebebrand, P.E. 216-584-2155 jeffery.hebebrand@dot.state.oh.us | June 2016 | \$27 million | \$27 million |
| ODOT 133026 IR-71 MLK Interchange Design-Build Hamilton County Cincinnati, OH | HDR Engineering, Inc. Lead Designer | Jake Stremmel, P.E. | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Kristen M. Haus, P.E. 513-933-6521 kristen.haus@dot.state.oh.us | November 2017 | \$80 million | \$6.3 million (design) |
| ODOT 103000 Cleveland Innerbelt CCG1 Design-Build Cuyahoga County Cleveland, OH | HDR Engineering, Inc. Independent Quality Firm | James Breitingner, P.E. | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Thomas Hyland, P.E. 216-584-4018 thomas.hyland@dot.state.oh.us | June 2016 | \$283 million | \$14 million |

*Descriptions can be found in section Part H

| 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 |
|---|--|------------------------|---|---|-----------------------------|---|
| Norfolk Southern Bridge B-154.16 Grand River Bridge Lake County Painesville, OH | HDR Engineering, Inc. Lead Designer | Jon Winer, P.E. | Norfolk Southern Corporation 1200 Peachtree Street NE Atlanta GA 30309 Howard Swanson 404-527-2529 howard.swanson@nscorp.com | Design: June 2016 Construction: Spring 2017 | \$26 million (Estimated) | \$625,000 |
| ODOT 130001 SR-58 Grade Separation Lorain County Wellington, OH | TranSystems Corporation of Ohio Lead Designer | David Weglicki, P.E. | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Robert Shenal, P.E. 419-207-7054 robert.shenal@dot.ohio.gov | August 2014 | \$12.3 million | \$2.5 million |
| ODOT 143000 SR 823 Portsmouth Bypass Design-Build Cuyahoga County Portsmouth, OH | TranSystems Corporation of Ohio Major Design Sub-Consultant | Nabil Farah, P.E. | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Tom Barnitz, P.E. 741-774-8877 tom.barnitz@dot.state.oh.us | Preliminary Engineering: 2001 - 2008 P3 Project Completion; 2018 | \$776 million | \$4.8 million |
| Founder – Diversity & Inclusion Opportunity Committee; Cleveland, OH | Integral Management Diversity Outreach Advisor | June E. Taylor | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Jim Barna, P.E. 614-466-8990 Jim.Barna@dot.state.oh.us | June 2015 | n/a | Volunteered/Gratis |
| ODOT Federal Waiver, Cleveland, OH | Integral Management Diversity Outreach Advisor | June E. Taylor | Ohio Department of Transportation 1980 W Broad Street Columbus, OH 43223 Jim Barna, P.E. 614-466-8990 Jim.Barna@dot.state.oh.us | February 2014 | n/a | Volunteered/Gratis |

*Descriptions can be found in section Part H



ADAM BELASIK | DB PROJECT MANAGER

Adam Belasik will be in charge of the project and will be responsible for managing the team's overall efforts to deliver the project in accordance with the contract requirements. He will have full authority to make final decisions on behalf of the design build team and will be the primary point of contact with ODOT. Adam has experience in the heavy highway construction industry with an emphasis on large bridge and highway projects, including the CCG2, which will be completed prior to OC3's kickoff.

Years of Experience:

Total: 37 years

With Current Firm: 24 years

Education:

BS, Civil & Environmental Engineering, Clarkson University

Unique Qualifications:

Large project DB experience

Percentage of Time

Dedicated to the Project:

Design Phase: 100%

Construction Phase: 100%

License: *NA*

PROJECT EXPERIENCE

ODOT Project 133000, Cleveland Innerbelt CCG2

Cleveland, OH, \$273 million

Adam is the DB Project Manager for this \$273 million complex DB bridge project. This project is part of a program of projects for the reconstruction of the existing interstate highways around the Central Business District of Cleveland, OH. The scope of work involves the replacement of the existing I-90 Central Viaduct with a new eastbound I-90 bridge. This nearly 4,000-foot long bridge spans the Cuyahoga River, Norfolk Southern RR, CSX RR, and Clevelands RTA at over 115 feet tall and involves complex steel erection with a delta frame configuration.

MDOT, ICC Contract C

Montgomery & Prince Georges Counties, MD, \$528 million

Adam was the regional manager & project executive on this \$528 million design-build highway project. The project included the construction of the 4.5 miles of limited access highway, 2 major interchanges, and 24 bridges. This project won several Awards in Excellence Heavy Construction from the American Concrete Institute, National Design-Build award in Transportation, ENR's Best Transportation Project, ARTBA's Globe award, and Top Roads award from Roads & Bridge Magazine.

***Currently Employed by
Trumbull Corporation***

PROJECT EXPERIENCE

Contract # AT3765D60- ICC-D/E Design Build

Montgomery & Prince Georges Counties, MD, \$87 million

Adam was project executive for this \$87 million JV DB project consisting of a one mile extension of the InterCounty Connector Toll Road from 1-95 (The DC Beltway) to Route 1. Work included a new interchange at Virginia Manor Road along with extensive work to widen both Route 1 and Virginia Manor Road. Work included the extensive construction of Collector Distributor (CD) Roads along one of the heaviest traffic volume and environmentally sensitive areas in the country, 1-95 (the DC Beltway). As Senior Executive, Adam provided oversight of the ICC-D/E project, similar to that on the ICC-C previously completed project, focusing on safety, schedule, and resource monitoring. Adam worked closely with the construction team responsible for all field construction operations.

Cuyahoga River Bridge

Peninsula, OH, \$51 million

Adam was project manager for this \$51 million JV project for the construction of twin 2,660-ft. bridges, 175 ft. above the Cuyahoga River. They consisted of a 900-ft. segmentally constructed precast, post-tensioned concrete girder unit flanked by two precast, prestressed

concrete girder units. Work also included the demolition of the two 2600 ft. existing steel truss bridges, which was self performed by the team. As project manager, Adam was responsible for project oversight and worked directly with the JV construction manager and team daily to ensure project schedule, safety, quality, and cost-control goals were being met.

Port Authority of Allegheny County, North Shore Connector Tunnel and Gateway Stations

Pittsburgh, PA, \$205 million

Adam was the Regional Vice President & project executive on this \$205 million project that was one of many involved in the completion of the North Shore Connector, which extended the Pittsburgh T subway system from downtown to the North Shore. The work involved the boring of twin 22 feet diameter tunnels, a cut and cover tunnel, and two light rail stations including monitoring all the buildings adjacent to the alignment, maintenance and protection of traffic, and replacing the sidewalks and streets. As full-time on-site executive manager, Adam was responsible for overall management of the JV team and its execution of work on this project, focusing on safety, schedule, owner relations, subcontractor relations, and cost accountability.



KEN FERTAL, PE, PS | DB DESIGN PROJECT MANAGER

Ken serves as Senior Project Manager in HDR's Cleveland office. He brings 23 years of experience on projects involving complex roadway, drainage, utilities, survey and right-of-way design elements. He has worked for clients across the state of Ohio, including ODOT, the Ohio Turnpike Commission, and numerous counties and cities. Ken will report directly to the DB project manager and will have full authority to direct all aspects of design for HDR and their subconsultants.

Years of Experience:

Total: 23 years

With Current Firm: 3 years

Education:

BSCE, Cleveland State University, 1997

Unique Qualifications:

District 12 pedestrian bridge, Microstation design, Primavera P6, City of Cleveland, and Cuyahoga County experience

Percentage of Time

Dedicated to the

Project:

Design Phase: 100%

Construction Phase: 25%

License: PE, OH,

67122;PS, OH, 8262

***Currently Employed by
HDR Engineering, Inc.***

PROJECT EXPERIENCE

ODOT Project 103000 leveland Innerbelt CCG1, Design-Build - Independent Quality Firm

Cleveland, OH, \$283 million

Ken served as roadway design manager for ODOT's first major Design Build construction project of the Cleveland Innerbelt Program. This project constructed a new bridge over the Cuyahoga River Valley on I-90. Significant cost savings came as a result of innovative ideas, such as lowering the main viaduct profile and allowing the Ontario Ramp to merge with mainline sooner than originally planned. Ken was responsible for design and coordination with the design build contractor on all roadway design aspects under the disciplines of roadway, environmental, landscaping, drainage, utilities, waterlines, traffic control, lighting and aesthetic enhancements, including all RFIs and NDCs.

General Engineering Services

Cleveland, OH, \$1.1 million

Project manager responsible for the General Engineering Service Contract, with District 12. Ken and team worked as an extension of the district's staff on eight task orders. Design task orders consisted of slope failure repairs, bin wall replacement, deck rehabilitation to install noise barrier, redesign of a pedestrian bridge, emergency repair of a crack bridge beam, design review of a heavily skewed bridge over I-77 in Independence, and as Project Manager, with two design consultants on rehabilitation of an interchange and rural road widening to accommodate Amish buggy lanes. In Ken's

PROJECT EXPERIENCE

management of these projects, all submission dates were met along with budgets meeting or coming in below the negotiated fees. HDR's recent contract evaluation received a rating of 87 and noted "Project Manager provided excellent response to the various changes to work requests and the demanding compressed time lines."

ODOT Project 95639 FRA-70-The Far East Freeway

Columbus, OH, \$85 million

As project manager, Ken is responsible for the final design of Phase 1 of the Far East Freeway, which partially reconfigures the system to system interchange of IR-70 and IR-270 and the interchange of IR-70 and Brice Road. Project consists of design of 10 bridges, 14 walls along with improvements to roadway, drainage and traffic control.

ODOT Project 77628 HAM-71-3.81 - MLK Design-Build,

Cincinnati, OH, \$80 million

Fast paced design-build project to create a new interchange at the I-71 corridor in the Uptown area of the City of Cincinnati. The project constructs a new combined tight diamond and folded diamond interchange at MLK Drive. Ken was the Maintenance of Traffic Lead, working directly with roadway and structure engineers and contractors to develop phasing plans for I-71 and all local roads. Ken led the coordination between the contractor, City of Cincinnati and ODOT to close I-71 for a weekend for the removal of a railroad structure spanning the freeway.

ODOT Project 93592 WOO/LUC-75-30.10/0.00

Toledo, OH, \$215 million

As project manager, Ken is responsible for HDR's subconsultant role to design an interchange, perform traffic control, widen a 3-span rehabilitated structure and design a new, simple span structure. This project is a major reconstruction on I-75 between Glenwood Road and Segue Road in Toledo, Ohio, that includes upgrading 3.48 miles of interstate along with three interchanges and six bridges, one being over the Maumee River.

ODOT Project 81746 FRA-23-22.23

Columbus, OH, \$65 million

Project manager responsible for the final stages of design to reconstruct the I-270/US 23 systems interchange. A key component was to provide relief to the US 23 off ramps by construction of a trench for NB through traffic. During final design stages, plans were expedited by three months. Ken helped lead the design team in a series of work sessions with members of ODOT and the Cities of Columbus and Worthington, to discuss plan constructability. In response to a major concern of traffic congestion in construction, Ken helped develop an alternative concept to utilize a continuous flow intersection at the US 23 and I-270 interchange. This would switch the NB and SB movements to allow the intersection to have the exit ramp merge with US 23 on a green phase instead of waiting for a separate left turn phase.



JASON TUCKER, PE | DB CONSTRUCTION PROJECT MANAGER/ENGINEER

Jason is a skilled project manager responsible for managing all aspects of construction. His duties include contract administration, negotiating change orders and extra work contracts, submitting materials for approval, coordinating field supervision, maintaining CPM schedules, conducting progress meetings, and official correspondence with the owner. Jason's authority is to manage the overall construction on the project and report directly to DB Project Manager Adam Belasik.

Years of Experience:

Total: 18 years

With Current Firm: 18 years

Education:

MBA, Cleveland State University

*B.S. Civil Engineering
Ohio Northern University*

Unique Qualifications:

Primavera P6 scheduling

Experience with NS and GCRTA

Percentage of Time Dedicated to the Project:

Design Phase: 90%

Construction Phase: 100%

License: PE, OH, 73247

Currently Employed by The Great Lakes Construction Co.

PROJECT EXPERIENCE

ODOT Project 133000, Cleveland Innerbelt CCG2

Cleveland, OH, \$273 million

Jason was the DB Contractor Project Manager/Engineer for this \$273 million complex design build bridge project. This project is part of a program of projects for the reconstruction of the existing interstate highways around the Central Business District of Cleveland, OH. The scope of work involves the replacement of the existing I-90 Central Viaduct with a new eastbound I-90 bridge. This nearly 4000 foot long bridge spans the Cuyahoga River, Norfolk Southern RR, CSX RR, and GCRTA at over 115 feet tall and involves complex steel erection with a delta frame configuration. Jason oversaw all aspects of the project construction including operations, quality, safety, and owner relations.

ODOT Project 110255, US-50

Hamilton County, Ohio \$55 million

Jason was the project manager for the demolition and reconstruction of the Waldvogel Viaduct in Cincinnati, OH. The project included new concrete pavement, drainage, seven MSE Walls and 15 bridges. The project included a \$1.2 million Value Engineering Cost Proposal. He oversaw all aspects of the project construction.

ODOT Project 110499, IR-90

Lake County, Ohio, \$60 million

Jason was the project manager for the reconstruction and widening of 8 miles of 4-lane divided highway, including ten bridges. Served as the bridge/structures project manager of this

PROJECT EXPERIENCE

joint venture and oversaw the construction all bridges. Responsibilities included management of all shop drawings, procedures, and submittals. In addition, he was the scheduling representative for the project.

ODOT Project 080597, SR 2

Lake County, Ohio, \$33.6 million

Jason was the project manager for the reconstruction and widening of 5 miles of 6-lane divided highway, including 12 bridges. Served as the bridge/structures project manager of this joint venture and oversaw the construction all bridges, retaining walls, and noise barriers. Responsibilities included management of all shop drawings, procedures, submittals and the scheduling representative for the project.

ODOT Project 068006, SR-20 Major Reconstruction

Painesville Twp., Ohio \$17 million

Jason was the project manager for the reconstruction and widening of three miles of five-lane roadway including major drainage and traffic control enhancements. He oversaw all aspects of the project construction.

ODOT Project 080598, Front Street

Berea, Ohio, \$18 million

Jason was the project manager for the construction of new structures over CSXT and Norfolk Southern Railroad, one mile of a five-

lane roadway, and 67,000 square feet of MSE Wall. He oversaw all aspects of the project construction.

ODOT Project 063000, IR-71 Design Build Noise Barriers

Cleveland, Ohio, \$6 million

Jason was the project manager for the design and construction of 190,000 SF of noise barrier along the existing IR-71 corridor. He oversaw all aspects of the project construction including design build coordination.

ODOT Project 000239, IR-71 Major Reconstruction

Medina County, Ohio, \$57 million

Jason was the project engineer/assistant superintendent for the reconstruction and widening of 11 miles of 6-lane interstate highway including earthwork, drainage, concrete paving, asphalt paving, 19 bridges, and traffic control. Jason Tucker served as the project engineer and assistant superintendent on the project. His responsibilities included quantity tracking, schedule maintenance, work zone traffic supervision, maintenance of traffic coordination, material delivery management, cost coding and field supervision of crews.



JUNE TAYLOR | DB DIVERSITY/OUTREACH LEAD MANAGER

June is a skilled outreach manager with experience working with ODOT on community outreach on the Opportunity Corridor project. June's authority is to manage the project-specific diversity and workforce development, reporting to DB Project Manager Adam Belasik. She will work closely with design, construction and ODOT during both design and construction to achieve ODOT's and the local community goals with respect to Outreach and Workforce Development.

Years of Experience:

Total: 15 years

With Current Firm:

1 year

Education: *Master of Management with concentrations in Finance, Marketing & Organizational Development, 1993, BS, Industrial Engineering, 1987*

Unique Qualifications:

NA

Percentage of Time Dedicated to the Project:

Design Phase: 50%

Construction Phase: 50%

License: *NA*

Currently Employed by
Integral Management

PROJECT EXPERIENCE

Integral Management

Cleveland, OH, President (2015 – Present)

Provide diversity and inclusion expertise to organizations and industry leaders regarding local community outreach efforts, developing and mentoring MBE/DBE and disadvantaged firms. Create leading edge workforce development strategies to solve lack of “recession proof” job training and “in-demand” employment skills in locales where unemployment rates are consistently 30% and greater for certain demographics. Demonstrated unique sensitivity and skillset keenly aware of urban and small business challenges with size, scale, capacity and access to capital. Integral maintains an exceptional record of goal setting with a “best in class” team, yet ensures an overall inclusive atmosphere.

MWV Pinnacle Advisory Services

Cleveland, OH, President (2007-2015)

Provide strategic due diligence to research industry sectors and entrepreneurs for one of the country's only private equity funds (\$30 million) based in Ohio and focused on minority entrepreneurs, diverse management teams and economic development. This process requires thought leadership and analysis to support the Fund's goals, guidelines and investment return parameters. MWV created one of the largest minority capitalists and is considered one of the most creative workforce solution oriented engines in the US. Investors are drawn from Ohio's corporations in diversified manufacturing, financial services, foundations and the public sector.

PROJECT EXPERIENCE

- Develop workforce and education support for urban and rural talent currently deemed “unemployable”. Placed talent into workforce in portfolio companies in Canton, Akron, Dayton and Cleveland. Also Florence, SC, Wheeling and Huntington, WV, Show Low, AZ, Detroit, MI, and Chicago, IL.
- Provide advice and counsel on partnerships, alliances and the challenges of minority business development, including workforce, behavior and education training solutions.
- Collaborate with State of Ohio, county, municipal workforce, education and economic development agencies to secure loans, grants and tax credits for the Fund’s portfolio companies.
- Partner with CEO and senior leadership in Northeast Ohio to assist in developing minority capitalists of size and scale, appropriate for MWV Pinnacle’s investment targets.
- Developed the MWV Entrepreneur & Management Certification Due Diligence Process, which has certified over 25 individuals out of 4,300 applicants and management teams for funding consideration, thereby allowing them to be presented to the Board of Advisors – 10 leading CEOs in Northeast Ohio.

MWV Pinnacle Capital Fund, Ltd.

Cleveland, OH, Vice President (2003-2007)

Provide the vision and support to the Managing Partner regarding training and developing talent with limited education (<9th grade reading and math proficiency levels) into productive resources for three portfolio companies located in challenging locales throughout the US.

The Redmond Group

Cleveland, OH, President (1997-2003)

Created this consulting firm to provide the following: executive search, staffing design, executive coaching, organizational development and training. Clients included Eaton Corporation, General Motors, ING Financial Services, The Northcoast Fund, Charles Schwab, Sara Lee Corporation, Shorebank Cleveland Corporation and Cuyahoga Community College.



NABIL FARAH, PE | DESIGN IQF PROJECT MANAGER

Nabil is a Senior Project Manager with TranSystems and has extensive experience in structural engineering, primarily involving highway and bridge improvements. He is responsible for the management, design and preparation of construction plans and specifications on various projects for various departments of transportation, including ODOT. His authority is to ensure that the requirements of the Design Quality Management Plan are being met and manage matters related to design quality.

Years of Experience:

Total: 29 years

With Current Firm: 9 years

Education:

M.S. Civil Engineering (concentration in Structures & Foundations), Cleveland State University, 1986

B.S. Civil Engineering, Cleveland State University, 1984

Unique Qualifications:

DB experience, local design experience

Percentage of Time Dedicated to the

Project:

Design Phase: 100%

Construction Phase: 25%

License: PE, OH, 54420

Currently Employed by TranSystems Corporation of Ohio

PROJECT EXPERIENCE

ODOT Project 143000 SR 823 Portsmouth Bypass Design-Build

Portsmouth, OH, \$776 million

Nabil served as the project manager for TranSystems and was responsible for the design and plan preparation of 25% of the project which included approximately 5 miles of roadway and 8 bridges including 2 curved bridges over NSRR. The project's design component began January 2015 and concluded in July 2016. The construction began in June 2015 and is projected to be completed in 2018. In 2015, The Portsmouth Gateway Group (PGG) was selected by ODOT under the first-ever Public-Private partnership (P3) to design and construct the project.

CUY-90-14.90 Cleveland Innerbelt Design-Build

Cleveland, OH, \$278 million

Chief bridge engineer responsible for providing pre-award plans on ODOT's first design-build project, the Innerbelt bridge and approaches for the HNTB/Walsh team. Project includes 3,200 foot main structure and approaches to the structure and three additional new bridges and 12 rehabilitated and widened structures. The project was awarded to the Walsh team at a cost of \$287 million, approximately \$120 million below ODOT's estimated cost.

ODOT Project 133026 I-71 Uptown/MLK Interchange/HAM-71-3.81 Design-Build

Cincinnati, OH, \$84 million

Nabil served as the bridge project manager for the preparation of the 30% plans and scope for this \$84 million fast paced

PROJECT EXPERIENCE

design-build in the uptown area of the City of Cincinnati. This project included the development of alternatives to improve access between I-71 and the Uptown area of Cincinnati and the surrounding neighborhoods. The process included a multi-layered strategy for meaningful public involvement including a Steering Committee, larger Stakeholder Group, various public meetings, and a project website. The 30% plans included the following: Line-Grade-Typical Plans, RW Plans, Signal Warrant Analysis, Bridge Structure Type Study (7 locations), Real Estate Acquisition Services, and Detailed Cost Estimates. TransSystems is continuing to provide technical assistance to ODOT and the Design-Build team throughout construction of the new interchange.

ODOT Project 77332/85531 CUY-90-15.24 Innerbelt Westbound Structure Cleveland, OH, \$287 million

Technical Reviewer. Bridge/structure technical reviewer responsible for performing an independent review of the foundation design of the main viaduct structure. The structure consists of 2,750 foot, 9-span delta girder frames on tall substructure units founded on HP 18X204 grade 60.

ODOT Project 13565 CUY-77-11.11 Various Rail Bridges Cuyahoga County, \$10 million

Project manager/Chief bridge engineer. Nabil was responsible for providing preliminary and final design and final plans for three Newburgh

and South Shore Railroad Bridges over I-77 in Cuyahoga County. These bridges consist of through girders simple span type structures ranging from 140 feet to 170 feet in length and supported on full height abutment walls.

ODOT Project 22222 CUY-77-1.89 Cleveland, OH, \$95 million

Bridge project manager. Nabil was responsible for providing preliminary widening details and existing structure analysis for 13 mainline bridges and four overhead bridges as part of the widening of CUY-77 from Rockside Road to CUY-82 in Cuyahoga County.

ODOT Project 77255 LUC-75/475 Reconstruction Toledo, OH, \$250 million

Nabil was bridge project manager responsible for providing widening details and existing structure analysis and/or replacement for 26 bridges to accommodate new alignments and interstate widening for the \$250 million I-75/I-475 Interchange Modification project in Toledo. This busy systems interchange has the heaviest congestion and highest accident rate in the Toledo area. The preferred alternative includes five interchanges and 26 bridge replacements or widenings.



RYAN SIMON, PE, CPESC | DB RAIL/UTILITIES/ CITY COORDINATOR

Ryan is experienced on DB projects with ODOT (12, 2 and 4) and the CSX National Gateway Initiative. Ryan is currently working on large design-bid-build and design-build projects for ODOT. Ryan will coordinate with utilities, railroads, city/local representatives and other third parties and will have authority to make commitments on behalf of our DBT. Ryan will report directly to DB Project Manager Adam Belasik and work with both design and construction team members.

Years of Experience:

Total: 14 years

With Current Firm: 7 years

Education: *BS, Civil Engineering, University of Toledo*

Unique Qualifications:

Experience with Primavera P6, DB, NS, GCRTA rail, City of Cleveland, NEORSD

Percentage of Time Dedicated to the Project:

Design Phase: 100%

Construction Phase: 100%

License: *PE, OH, 73102; CPESC, 5225*

Currently Employed by The Great Lakes Construction Co.

PROJECT EXPERIENCE

The Great Lakes Construction Co., Estimator

Ryan is currently working in the Estimating department bidding on large ODOT design-bid-build and design-build projects. Ryan's experience with Primavera P6, BlueBeam, and HCSS HeavyBid is utilized in the pursuit of these projects. Ryan will be involved during the entire bid pursuit of Opportunity Corridor Project 3 and will move directly into the field as the DB Rail/Utility/City Coordinator.

City of Lorain, Design Engineer and Construction Project Manager

Ryan was the lead design engineer and construction project manager while employed by the City of Lorain. He led roadway and utility projects from inception, into the design and construction phases through project closeout. Ryan coordinated with utilities during the design and construction phases. He also worked closely with the contractor to ensure a successful project.

ODOT Project 120630, West 65th Street Bridge Replacements

Cuyahoga County, \$6 million

Ryan was the project manager for the removal and replacement of 1 vehicular and 2 pedestrian bridges over GCRTA and NS Railroads in Cleveland's Eco Village neighborhood. His responsibilities included project startup, coordination of project safety, project planning and scheduling, and coordination with utilities and railroads throughout the first one-third of the contract.

PROJECT EXPERIENCE

Cleveland-Cuyahoga County Port Authority, Railroad Improvement Project

Cuyahoga County, OH, \$4 million

Ryan was the project manager for this railroad improvement project to improve shipping capabilities at the Cleveland-Cuyahoga County Port Authority. The project included over 7,400 feet of new track installation which included a connection to NS Railroads. He oversaw all aspects of project construction including owner relations, and utility and rail coordination.

ODOT Project 110095, E. 93rd Street Bridge Rehabilitation

Cuyahoga County, OH, \$4 million

Ryan was the project manager for the removal and replacement of the E93rd Street bridge over GCRTA and NS Railroads, the same busy rail corridor as Opportunity Corridor Project 3. He oversaw all aspects of project construction including owner relations, and utility and rail coordination.

CSX DB National Gateway Initiative, 5th Street Bridge Replacement

Trumbull County, OH, \$2 million

Ryan was the project manager for this Design-Build project to improve the flow of rail traffic by increasing the use of double-stack trains. The work included the relocation of highly sensitive AT&T fiber optics as well as the community's assurance of the new bridge design and construction after a train derailment caused the collapse of the existing structure. He oversaw all aspects of project construction including design build coordination.

CSX National Gateway Initiative, Universal Interlocking

Portage County, OH \$1 million

Ryan was the project manager for these two universal interlocking projects to improve flow of rail traffic by increasing the use of double-stack trains. The projects included the reconstruction of 13,000 feet of track. He oversaw all aspects of project construction including owner relations and utility coordination.

ODOT Project 103017, DB Bridges over IR-90

Ashtabula County, OH, \$1 million

Ryan was the project manager for this design-build project which required the rehabilitation of three bridges over IR-90. The work included bridge replacement, hydro-demolition and roadway sealing. He oversaw all aspects of project construction including design build coordination.

ODOT Project 080598, Front Street Grade Crossing Elimination

Cuyahoga County, OH, \$18 million

Ryan was the project engineer for this \$18 million project which required the construction of new bridges over NS Railroad and CSXT to eliminate railroad at-grade crossings. The 1 mile, 5 lane roadway included 25,000 LF of utility installation and 67,000 SF of MSE walls. His responsibilities included field supervision of crews, utility and rail coordination, cost management, shop drawings, schedule maintenance, quality control, material procurement, quantity tracking, RFI and change order initiation, and subcontractor management.

Part G

Addenda



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.

Part H

Technical Experience Attachments

Part H

ODOT 133000, CLEVELAND INNERBELT CCG2, DESIGN-BUILD CUYAHOGA COUNTY, CLEVELAND, OH

Lead Contractor

Bid Construction Costs: \$273,900,000

Owner's Contact Information:
Ohio Department of Transportation
Tom Hyland, PE
216-584-4018
thomas.hyland@dot.state.oh.us

Project No.: 133000

Dates of Design: Nov. 2013 - Nov. 2014

Dates of Construction: 2013-2017

Percentage of Work Performed: 62% self performed

Project Schedule:
Construction Start: December 2013
Original Completion: June 16, 2017
Projected Completion: June 16, 2017



PROJECT DESCRIPTION

The Trumbull-Great Lakes-Ruhlin Joint Venture is completing the \$273 million phased project consisted of the construction of the second Innerbelt bridge that spans the Cuyahoga Valley in Cleveland. The project included extensive river sheeting work, roadway and structure work on the east and west approaches to the main structure. This project was a design-build best value project very similar to the OC3 Project.

OUTREACH AND INCLUSION EFFORTS

In addition to including DBE vendors during the bidding process, several outreach and face-to-face meetings with DBEs were held during the pursuit and post-award phases. This enabled our team to bring several new and local vendors into this ODOT project. The 15% goal was achieved on this project and could not have been achieved without the efforts of retaining a firm with great relationships throughout the Cleveland minority community.

PROJECT CHALLENGES

The design, demolition and construction of the project required coordination with the City of Cleveland, Norfolk Southern, and the Greater Cleveland Regional Transit Authority to keep the project on schedule. These third party agencies will also be coordinated with during the construction of the OC3 Project. Our relationship with these agencies will benefit this project's cost and schedule.

On CCG2, our team developed an Alternate Technical Concept (ATC) to incorporate major revisions to the structural steel design of the main viaduct structure which significantly simplified the fabrication and erection of the bridge, saving the project time and money. Another ATC was developed to reconfigure West 14th Street, eliminating two spans of the main viaduct structure and increasing the size of the side yard park space. Our integrated team of designers, estimators, and construction personnel will utilize this ATC process during the pursuit of the OC3 Project to reduce construction costs and mitigate project risks.

ODOT 143005, IR-271 3RD LANE WIDENING DESIGN-BUILD SUMMIT COUNTY, MACEDONIA, OH

Lead Contractor

Bid Construction

Costs: \$46,000,000

Owner's Contact Information:

Ohio Department of Transportation
Thomas Powell, PE
330-786-4834
Thomas.powell12@dot.state.oh.us

Project No.: 143005

Dates of Design: NA

Dates of Construction
Sept. 2014 - Sept.2016

Percentage of Work Performed: 74% self performed

Project Schedule:

Start of Construction:
September 2014

Original Completion:
September 2016

Projected Completion:
September 2016

PROJECT DESCRIPTION

The Great Lakes Construction Co. constructed the widening of approximately 12,000 feet of roadway on IR-271 from a four-lane divided highway to six lanes. The project also included the complete removal and replacement of two structures over SR-82 and two complex structures over Ledge Road and mainline NS tracks. This was a complex, design-build roadway and structure project that was designed and constructed using the same successful methodology proposed for the OC3 Project. The methodology included identifying major project tasks during the bid process and integrating designers and construction professionals to deliver a complete scope at bid time to ODOT. A detailed schedule included design buildable units linked with construction activities to manage the submittal process to ODOT and was used at bid time to understand the requirements from the designers to keep the project on schedule.

OUTREACH AND INCLUSION EFFORTS

Multiple DBE vendors were contacted prior to the bid of the project, and several project estimators worked with DBEs during this project. During the bidding phase on DB projects, there are limited plans and quantities to give vendors for prices prior to bid. Estimators met with DBE vendors to explain the project so that pricing could be received at bid time. Active involvement with DBEs prior to bid provided competitive pricing at bid time from these vendors and several were used for the construction of the project. These efforts resulted in achieving ODOT's DBE goal of 11%.

PROJECT CHALLENGES

Challenges included coordination with NS during the demolition and erection of steel girders over two of their main line tracks. Appropriate time was built into our project schedule for railroad approvals and potential delays for track outages and railroad flagger scheduling. Coordination with NS and GCRTA will be a topic at all of our task force and planning meetings during both the design and construction of the OC3 Project. Another challenge was the coordination with utility companies. Many utilities were marked incorrectly or not where they were shown on bid drawings. Our team worked with ODOT and these utilities during design to work around or phase the project accordingly to reduce the possible impacts to the project schedule and budget. This same approach will be used on the OC3 Project.

ODOT 130184, INTERSTATE 77 CUYAHOGA COUNTY, INDEPENDENCE, OH

Lead Contractor

Bid Construction

Costs: \$27,370,000

Owner's Contact Information:

Ohio Department of Transportation
Jeffery Hebebrand, PE
216-584-2155
Jeffery.Hebebrand@dot.state.oh.us

Project No.: 130184

Dates of Design: NA

Dates of Construction

Aug. 2013 - June 2016

Percentage of Work Performed:

78% self performed

Project Schedule:

Start of Construction:

August 2013

Original Completion:

June 2017

Projected Completion:

June 2016

PROJECT DESCRIPTION

The Ruhlin Company constructed the replacement of the 3,000 foot long, six-lane bridge deck over Granger and Canal Rds, the Cuyahoga River, and CSX Railroad in multiple phases while maintaining traffic for 121,000 vehicles a day. ODOT's original plan called for six major phases of work over three construction seasons. Ruhlin utilized ODOT's Value Engineering Change Proposal (VECP) process to change the maintenance of traffic pattern allowing for completion of the project in four major phases of work, shortening the overall construction schedule by one full year. In addition, the VECP resulted in a \$510,000 cost savings while improving durability and quality by reducing construction joints. A diamond saw cutting and deck slab removal method was used to demolish the existing superstructure, which was then recycled. The new work included safely constructing over 384,000 sf of temporary formwork, placing 3.9 million pounds of reinforcing steel, and pouring 15,000 cy of structural concrete in two main construction seasons.

OUTREACH AND INCLUSION EFFORTS

Multiple DBE and EDGE certified subcontractors and suppliers were targeted for inclusion prior to bid of the project, resulting in a 10% inclusion. After award of the project, additional DBE participation was solicited and subcontracted, bringing total awards to 12%.

PROJECT CHALLENGES

The largest challenge of the project was to safely and efficiently provide access for the workers, equipment, and thousands of loads of materials into and out of the very limited work area each day while maintaining vehicular traffic for one of the busiest sections of interstate highway in the Cleveland area. As this is one of the major arteries feeding into downtown Cleveland, there were numerous special event restrictions (i.e., concerts and professional sporting events) for which work had to be coordinated. The Ruhlin team met the challenge by effectively coordinating and communicating with work crews, ODOT, and multiple public safety departments.



ODOT 133026, IR-71, MLK INTERCHANGE, DESIGN-BUILD HAMILTON COUNTY, CINCINNATI, OH

Lead Designer

Bid Construction
Costs: \$80,000,000

Owner's Contact Information:
Ohio Department of Transportation
Kristen Haus
513-933-6521
kristen.haus@dot.state.oh.us

Project No.: 133026

Dates of Design:
May 2014 - May 2015

Dates of Construction:
July 2014 - Estimated
Nov. 2017

Percentage of Work Performed: 81%
design services self-performed

Project Schedule:
Start of Construction:
July 2014
Projected Completion:
Estimated Nov. 2017

PROJECT DESCRIPTION

This project is a comprehensive improvement of the local street network and the I-71 corridor in the Uptown area of the City of Cincinnati. The project will construct a new combined tight diamond and folded diamond interchange at MLK Drive. Nearly two miles of I-71 roadway will be impacted along with 8 new or rehabilitated bridges on or over I-71 and associated ramps. The existing ramps to McMillan Street and Taft Road will be incorporated into the design and increased for capacity. Using innovative geometry and wall designs, HDR engineers successfully redesigned the basic configuration of the ramp alignments which was a key factor in the successful low-bid. This new configuration will greatly improve access to the Uptown area by providing full access to/from MLK Drive as well as maintaining access to the Taft Road/McMillan Street area. Reducing travel times, simplifying way-finding and promoting economic vitality within Uptown were major project goals.

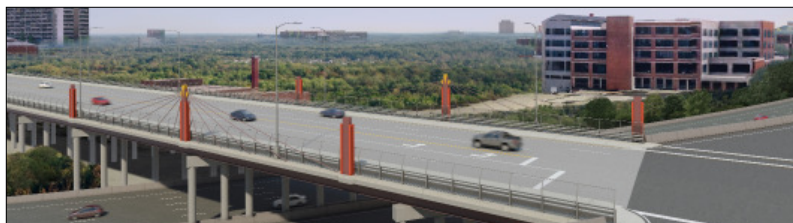
OUTREACH AND INCLUSION EFFORTS

As part of the project design efforts, HDR committed to partnering with DBE firms to meet the overall 11% DBE goal for the project. HDR exceeded this commitment by providing 16% of DBE opportunities for the overall design. HDR also participated in the public outreach and communications efforts by providing support to ODOT District 8.

PROJECT CHALLENGES

Challenges to this project included existing utility coordination and relocations. Major electric and buried fiber optic networks had to be relocated as part of the project. Additionally, review by local officials with City of Cincinnati created potential conflicts that had to be mitigated. Close coordination and communication by HDR proved to be successful in making sure the schedule and budget were met. Ken

Fertal, PE, PS, coordinated closely with city officials and local businesses during the MOT effort, to mitigate impacts to emergency vehicular and local business traffic.



ODOT 103000, CLEVELAND INNERBELT CCG1, DESIGN-BUILD CUYAHOGA COUNTY, CLEVELAND, OH

Lead Designer

Bid Construction
Costs: \$283,000,000

Owner's Contact Information:
Ohio Department of Transportation
Thomas Hyland
216-584-4018
Thomas.hyland@dot.state.oh.us

Project No.: 103000

Dates of Design:
Nov. 2010 - Nov. 2013

Dates of Construction:
NA

Percentage of Work Performed: 100%
quality assurance services self-performed

Project Schedule:
Start of Construction:
NA
Original Completion:
NA
Projected Completion:
NA

PROJECT DESCRIPTION

A new generation of the George V. Voinovich Bridge was built between 2011 and 2013. HDR served in the role of Independent Quality Firm (IQF). In this role, HDR was under direct contract with the Design Build Team (DBT) while having a duty of care to the Department. The IQF was responsible for verifying and documenting all quality related data including design, inspection, testing, geotechnical investigations, environmental activities, maintenance of traffic, survey verification and a computer database of materials testing results.

At the completion of the project, HDR certified that the design and constructed work is in conformance with the Contract, Design, and Construction Documents and all materials incorporated into the work were accepted for use according to the provisions of the Contract, Design, and Construction Documents.

OUTREACH AND INCLUSION EFFORTS

HDR participated in several outreach events while part of the DBT team, including two that were held prior to selection.

PROJECT CHALLENGES

The largest challenge faced by HDR was the fact that we were under contract with the contractor but owed a responsibility to the Department and needed to remain completely independent. HDR addressed this challenge through proactive management and the concentrated effort to stay independent.



NORFOLK SOUTHERN, BRIDGE B-154.16, GRAND RIVER BRIDGE LAKE COUNTY, PAINESVILLE, OH

Lead Designer

**Bid Construction
Costs:** \$26,000,000

**Owner's Contact
Information:**
Norfolk Southern
Corporation
Howard Swanson
404-527-2529
howard.swanson@
nscorp.com

Project No.: B-154.16

Dates of Design:
Feb. 2012 - June 2016

**Dates of
Construction:**
NA

**Percentage of Work
Performed:** 100% of
design services self-
performed

Project Schedule:
Start of Construction:
NA
Original Completion:
NA
Projected Completion:
NA

PROJECT DESCRIPTION

HDR was responsible for providing professional engineering services for design and plan preparation for the proposed off-line replacement of the subject bridge. The new bridge will be replaced on an adjacent alignment that is south of the existing bridge. The existing structure will remain in service during the construction of the new bridge. Due to the bridge being an off line replacement, HDR designed a new track alignment of both the east and west track approaches as approved by the NS Design and Construction group, including three modified grade crossings. The track will transition back into the existing alignment at the curves up and down station of the bridge. HDR conducted a field survey with in-house professional surveyors certified in Ohio and familiar with railroad structural requirements. The field team performed a geotechnical investigation of the site that will include soil borings located near the proposed substructure locations. A hydrologic and hydraulics study of Grand River was performed to ensure the proposed bridge meet current AREMA, NS, and FEMA standards. HDR also handled all the necessary permitting with various Federal, state and local agencies.

PROJECT CHALLENGES

Challenges to this project included minimizing the impact to the Grand River with new bridge foundations, as well as coordination between ODOT, Lake County, the City of Painesville and multiple utility and public agencies regarding track realignment and grade crossings replacements.



ODOT 130001, SR-58 GRADE SEPARATION LORAIN COUNTY, WELLINGTON, OH

Independent Quality Firm

Bid Construction

Costs: \$12,300,000

Owner's Contact Information:

Ohio Department of Transportation
Robert Shenal, PE
419-207-7054
robert.shenal@dot.ohio.gov

Project No.: 130001

Dates of Design:
2002

Dates of Construction:
NA

Percentage of Work Performed: 60% of design services self-performed

Project Schedule:

Start of Construction:
NA

Original Completion:
NA

Projected Completion:
NA



PROJECT DESCRIPTION

TranSystems provided design of a grade separation to remove the at-grade crossing located on Route 58 in the Village of Wellington. A temporary rail runaround was required to maintain rail traffic during the construction of the rail bridge. Design also included rail design for the runaround, rail structure, roadway design, drainage design (including storm sewers, a pump station, and a detention pond), retaining walls with aesthetic treatments, lighting, traffic control, maintenance of traffic and post storm water best management practices.

Public involvement was a major component of this project and TranSystems solicited feedback from community leaders along with open house public meetings regarding different aspects of the project.

TranSystems' experience on this complex structure, roadway, and rail project translates to a comprehensive understanding of the various railroad and utility specifications related to OC3.

OUTREACH AND INCLUSION EFFORTS

As part of its lead design efforts, TranSystems facilitated several meetings with local businesses and communities to review the alternatives and evaluate options for minimizing impacts. The team met ODOT goals for DBE involvement.

PROJECT CHALLENGES

The project required coordination of multiple utility conflicts, railroad review and coordination of the temporary rail and final bridge location, maintenance of railway services, and addressing potential ground water issues during construction. These challenges and solutions relate specifically to the current project in the following ways:

- » **Tracks and Bridge:** Railroad Design of Temporary and Final tracks alignment, Railroad Bridge Design
- » **Roadway:** New alignment through the Village, drainage design, retaining walls with aesthetic treatments, lighting, traffic control, MOT and post stormwater management best practices.
- » **Utilities:** Conflicts and relocation, utilities and track signals along the railroad corridor.
- » **Community Outreach:** Project was sensitive to the community, including addressing physical and visual impacts to the community.

ODOT 143000, SR 823 PORTSMOUTH BYPASS DESIGN-BUILD CUYAHOGA COUNTY, PORTSMOUTH, OH

Independent Quality Firm

Bid Construction

Costs: \$776,000,000

Owner's Contact

Information:

Ohio Department of
Transportation
Tom Barnitz, PE,
741-774-8877
tom.barnitz@dot.state.
oh.us

Project No.: 143000

Dates of Design:

2001-2008
(preliminary
engineering)
2015 P3 Project
(Design/Build,
Finance, Operate,
Maintain)

Dates of Construction:

NA

Percentage of Work

Performed: 25%
design services self
performed

Project Schedule:

Start of Construction:

NA

Projected Completion:

NA

PROJECT DESCRIPTION

Building upon our successful involvement in the feasibility study for the Portsmouth Bypass, TranSystems was selected by ODOT in 2001 to complete the environmental phase and preliminary engineering phases of the project under ODOT's Preliminary Development Process. The project is a 16-mile, four-lane divided, limited-access freeway from US 23 north of Lucasville to US 52 near Sciotoville.

TranSystems was a major sub consultant to the prime designer and responsible for designing 25% of the project which included approximately five miles of roadway and eight bridges, including three complex structures over NS rail lines.

TranSystems collaborated with HDR, who served in the IQF role for the project. Team members worked through quality assurance processes similar to that which will be used on the OC3 project.

OUTREACH AND INCLUSION EFFORTS

As a subconsultant to the lead designer on this project, TranSystems subcontracted out work to DBE PRIME AE, which contributed to the overall achievement of the project's diversity goals.

PROJECT CHALLENGES

TranSystems provided comprehensive design solutions to project challenges involving stakeholders, similar to those that will be involved in the OC3 project. These include public utility companies and Norfolk Southern Railroad. As such, TranSystems maintains the requisite knowledge to perform the quality assurance role on the OC3 project.

As a major subconsultant collaborating with an IQF, TranSystems understands the importance of the IQF role in the design process and has learned the value of implementing a quality management plan to ensure

the design meets contract document requirements. Further, TranSystems understands the importance of the establishment and adherence to design review timeframes and tracking all comments until they are resolved.



DIVERSITY & INCLUSION OPPORTUNITY COMMITTEE

CLEVELAND, OHIO

Diversity and Outreach

Bid Construction

Costs: NA

Owner's Contact Information:

Ohio Department of Transportation,
Jim Barna, PE
614-466-8990
Jim.Barna@dot.state.oh.us

Project No.: NA

Dates of Design: NA

Dates of Construction:
NA

Percentage of Work Performed: 100%

Project Schedule:
Start of Construction:
NA
Original Completion:
NA
Projected Completion:
NA

PROJECT DESCRIPTION

June Taylor originated and presented the idea of establishing the Opportunity Corridor Inclusion Advisory Committee to ODOT Headquarters. Once the idea was approved, June formulated the structure, recommended the chairperson, community leaders, centralized communication coordinator and sub-committee membership.

Once established, the committee's goals, to this day, include maintaining effective communications with the local community, as well as updating ODOT on issues pertaining to neighborhood development, the high unemployment rate of the neighborhood residents, the dearth of job training initiatives, minority contractor development and sourcing.

As a non-paid community liaison to ODOT, June's role helped to define community challenges, as well as help ODOT District 12 better understand the east side neighborhoods affected by The Opportunity Corridor. Working alongside Key ODOT Central Office personnel, June introduced the ODOT team to key community leaders including: Mr. Norman Edwards, President, Black Contractor's Union; Mr. Andrew Jackson, President, Elson's International; and Mr. Bernie Moreno, President, The Bernie Moreno Companies.

Through conversations with these key stakeholders, ODOT began to understand the challenges and the plight of residents within the Opportunity Corridor neighborhoods (Buckeye, Central, Fairfax, Kinsman, Slavic Village and University Circle) comprised of Wards 4, 5, 6, 9 and 12.

ODOT FEDERAL WAIVER ASSISTANCE CLEVELAND, OHIO

Diversity and Outreach Project

Bid Construction

Costs: NA

Owner's Contact Information:

Jim Barna, PE
614-466-8990
Jim.Barna@dot.state.oh.us

Project No.: NA

Dates of Design: NA

Dates of Construction:
NA

Percentage of Work Performed: 100%

Project Schedule:

Start of Construction:
NA

Original Completion:
NA

Projected Completion:
NA

PROJECT DESCRIPTION

In the spring of 2013, ODOT began contemplating asking for a waiver from the Federal Department of Transportation and alerted the community of their plan through a series of community town hall and outreach meetings. June volunteered to assist ODOT to select the town hall locations, which included Cleveland State University (CSU) and the Langston Hughes Center. Both of these locations allowed ODOT maximum exposure in the community, resulting in over 300 Cleveland community residents attending the CSU town hall and approximately 200 residents and a standing-room only crowd at the Langston Hughes Center. Furthermore, June Taylor recommended a series of meetings with local ministers and religious leaders. This proved helpful because the ministers have aggressively communicated ODOT's intentions to improve community relations to the members of their respective church communities, most of which are Cleveland residents.

At the town hall meetings, introductions provided by Messrs. Edwards, Jackson and Moreno allowed the ODOT team to hear frank and brutally candid comments from the community about the Opportunity road construction, lack of employment opportunities for residents and racial insensitivity to the plight of the neighborhood residents. The waiver request was submitted to the Ohio Division Administrator for The Federal Highway Administration in 2016.

June suggested that ODOT establish the OJT (On-the-Job) Taskforce to take a closer look at how to use OJT funding within Opportunity Corridor. The objective of OJT funds is to make certain that residents in the affected wards are being contacted and included in training opportunities as a part of the construction work occurring in the Opportunity Corridor wards. As a result of the U.S. Department of Transportation failing to award ODOT the waiver, ODOT needed to demonstrate the existence of DBE disparity throughout Ohio. An RFP to conduct a statewide Disparity Study was issued in 2014. In February 2015, the firm BBC Research and Consulting was selected and June proved instrumental in planning a series of statewide public meetings to ensure the consultants were reaching out to the right individuals to capture the full data needed to conduct the study. June now assists the disparity team to identify barriers to obtaining data and analyze firms best suited to provide insight and information that can be helpful to the survey process.

Part I

Evaluation Forms

I. EVALUATION FORMS

Per the Request for Qualifications sections 2.5.9 and 2.5.10, Trumbull-Great Lakes-Ruhlin, a Joint Venture has listed projects that are similar and relevant to the Opportunity Corridor – Project 3 on Form B. As such, nine of the 10 projects were designed and/or constructed for ODOT and therefore do not require C-95 or CES forms to be provided. No evaluation forms are available for the non-ODOT projects listed on Form B.

Part J

Liquidated Damages and/or Penalties

J. LIQUIDATED DAMAGES AND/OR PENALTIES

Joint Venture team member, The Great Lakes Construction Co., has liquidated damages currently during the submission of this Statement of Qualifications document on ODOT project 130151 which is in District 12. The Great Lakes Construction Co. is currently in discussions with District 12 personnel on these charges and both parties are confident that at the final completion of the project that these liquidated damages will be removed.

No other team members have any liquidated damages and/or penalties to report for the listed past projects.



Trumbull-Great Lakes-Ruhlin
a joint venture

In association with: HDR, GPD, and Transystems