

REDACTED COPY



RESPONSE TO THE REQUEST FOR PROPOSALS TO DESIGN AND CONSTRUCT THE

I-65 NORTHWEST INDIANA

MAJOR MOVES 2020 EXPANSION PROJECT

SUBMITTED BY: THE WALSH DESIGN-BUILD TEAM
1260 EAST SUMMIT STREET
CROWN POINT, IN 46307

PERSONNEL RESUMES,
SAMPLE PLANS,
UTILITY CONFLICT MATRIX,
AND PRELIMINARY PROJECT
BASELINE SCHEDULE



TECHNICAL PROPOSAL
VOLUME 2A APPENDICES



Exhibit E

SUMMARY AND ORDER OF PROPOSAL CONTENTS

| Technical Proposal – Volumes 1 and 2 | | |
|--|---|-----------------------------|
| Technical Proposal Component | Form (if any) | ITP Section Cross-Reference |
| Volume 1 | | |
| A. Executive Summary | | |
| Executive Summary (Exclude price information) | No forms are provided | Exhibit B, Section 3.1 |
| B. Proposer Information, Certifications and Documents | | |
| Proposal Letter | Form A | Exhibit B, Section 3.2.1 |
| Authorization Documents | No forms are provided | Exhibit B, Section 3.2.1 |
| Identification of Proposer and Equity Members | Form B-1 | Exhibit B, Section 3.2.2 |
| Information About Proposer Organization | Form B-2 | Exhibit B, Section 3.2.2 |
| Information About Major Participants and Identified Contractors | Form B-3 | Exhibit B, Section 3.2.2 |
| Letter accepting joint and several liability, if applicable | No forms are provided | Exhibit B, Section 3.2.2 |
| Responsible Proposer and Major Participant Questionnaire | Form C | Exhibit B, Section 3.2.3 |
| Industrial Safety Record for Proposer, Equity Members and Major Participants | Form D (as applicable) | Exhibit B, Section 3.2.4 |
| Personnel Work Assignment Form and Commitment of Availability | Form E | Exhibit B, Section 3.2.5 |
| Letter(s) Regarding Pre-Proposal Submittals | No forms are provided | Exhibit B, Section 3.2.6 |
| Non-Collusion Affidavit | Form F | Exhibit B, Section 3.2.7 |
| DBE Certification | Form G No forms are provided for the DBE Performance Plan or Job Training Plan | Exhibit B, Section 3.2.8 |
| Surety/Financial Institution Information | No forms are provided | Exhibit C, Section 2.1 |

Technical Proposal – Volumes 1 and 2

| Technical Proposal Component | Form (if any) | ITP Section Cross-Reference |
|---|--|-----------------------------|
| Conflict of Interest Disclosure | Form H | Exhibit B, Section 3.2.9 |
| Certification regarding Buy America | Form R | Exhibit B, Section 3.2.10 |
| Certification regarding Equal Employment Opportunity | Form S | Exhibit B, Section 3.2.11 |
| Use of Contract Funds for Lobbying Certification | Form T | Exhibit B, Section 3.2.12 |
| Debarment and Suspension Certification | Form U | Exhibit B, Section 3.2.13 |
| Insurance | No forms are provided | Exhibit B, Section 3.2.14 |
| Confidential Contents Index | No forms are provided | Exhibit B, Section 3.2.15 |
| C. Proposal Security (Proposal Bond) | | |
| Proposal Security | Form J (if in the form of a bond); no forms provided for certified check | Exhibit C, Section 2.2 |
| D. Proposal | | |
| Stipend Agreement | Form O | Exhibit B, Section 3.3 |
| Volume 2 | | |
| E. Omitted | Form K | |
| F. Preliminary Performance Plans | | |
| Preliminary Project Management Plan | No forms are provided | Exhibit B, Section 5.1 |
| Preliminary Project Baseline Schedule for Design and Construction | No forms are provided | Exhibit B, Section 5.1.2 |
| Completion Deadlines | Form L | Exhibit B, Section 5.1.2 |
| Preliminary Design-Build Plan | No forms are provided | Exhibit B, Section 5.2 |
| G. Volume 1 Appendices | | |
| Copies of Organizational Documents | No forms are provided | Exhibit B, Section 3.2.2 |

| Technical Proposal – Volumes 1 and 2 | | |
|--|-----------------------|---------------------------------|
| Technical Proposal Component | Form (if any) | ITP Section Cross-Reference |
| Proposer Teaming Agreement or Key Terms | No forms are provided | <u>Exhibit B, Section 3.2.2</u> |
| Executed Contracts or Term Sheets/Heads of Terms | No forms are provided | <u>Exhibit B, Section 3.2.2</u> |
| H. Volume 2 Appendices | | |
| Key Personnel Resumes | No forms are provided | <u>Exhibit B, Section 3.2.5</u> |
| Technical/Design Drawings, Graphs and Data | No forms are provided | <u>Exhibit B, Section 2.0</u> |

| Price Proposal – Volume 3 | | |
|---|---------------|-------------------------------|
| Proposers shall follow the order of the Price Proposal Checklist in their submissions. A referenced copy of this document shall be submitted with the Price Proposal. | | |
| Price Proposal Component | Form (if any) | ITP Section Cross-Reference |
| Proposal Price Form | <u>Form I</u> | <u>Exhibit C, Section 2.0</u> |
| Summary Cost Table Form | <u>Form M</u> | <u>Exhibit C, Section 2.0</u> |



Personnel Resumes

| | |
|--|---|
| | Project Manager: Marc Arena |
| | Construction Manager: Joe Kisowski |
| | Construction Superintendent: Paul Bitters, CHST |
| | Lead Engineer/Design Manager: Toby Randolph, P.E., PTOE |
| | Lead Drainage Engineer: Janette Fulkerson, P.E. |
| | Lead Utilities Engineer: Holliston Huhn, P.E. |
| | Lead Maintenance of Traffic Engineer: Chris Watts, P.E. |
| | Lead Roadway Engineer: Tom Heustis, P.E. |
| | Lead Pavement/Geotechnical Engineer: Mike Wigger, P.E. |
| | Lead Signing/Traffic Engineer: Sham Malu, P.E., PTOE |
| | Lead Lighting Engineer: Rick Hensley, P.E. |
| | Erosion and Sediment Control Manager: Jonathan Siminski, CPESC |
| | Design Quality Manager: Tariq Masud, P.E., CQE |
| | Maintenance of Traffic Manager: Chad Conwell, TCS |
| | Certified INDOT Utility Coordinator: Mike Kehle, STS |
| | Kankakee River Bridge Design Lead Engineer: Matt Kohut, P.E. |
| | Certified Worksite Traffic Supervisor/Incident Management Liaison: Joe Henrys, TCS |
| | Environmental Compliance Manager: Dan Miller |
| | Construction Quality Manager: Luke Wilson |
| | Senior Safety Manager: John Coye, CHST, STS |
| | DBE Compliance Manager/Diversity Coordinator: Brenda Wolf |

| | |
|--|--|
| | Public Information Coordinator: Erin Pipkin, APR |
| | Project Controls Manager: Matt Martin |
| | Design-Build Coordinator: Junell Richert, LEED GA |
| | Roadway Superintendent: Dave Misirly |
| | Project Scheduler: Ron Wozniak |
| | Permits Manager: Thomas Warrner, CESSWI |
| | Deputy Safety Manager: Gerald Hancock |
| | Pavement Technical Advisor: Gerry Huber |

- Sample Public Involvement Materials
- Sample Safety Materials
- Sample Quality Materials
- Sample DBE Materials
- Utility Conflict Matrix
- Preliminary Project Baseline Schedule

TECHNICAL PROPOSAL

VOLUME 2A APPENDICES

Personnel Resumes, Sample Plans, Utility Conflict Matrix,
and Preliminary Project Baseline Schedule



PERSONNEL RESUMES





MARC ARENA
PROJECT MANAGER



Years of Experience:

20 Years with Walsh
23 Years' Relevant Experience

Education:

B.S., Construction Engineering,
Southern Illinois University

RESPONSIBILITY ON
I-65 NORTHWEST INDIANA

For the Project, Marc will serve as the **Project Manager** responsible for oversight and management of all work. He will lead the design-build team and is responsible for overall Project compliance, safety, and quality. Marc will have full responsibility for Project delivery and will be the single point of contact in all matters on behalf of the Walsh DBT. He will be readily available to execute instructions and directions as needed from INDOT.

BENEFITS TO INDOT

- + Senior Project Manager for Walsh's Indiana Office with a focus on urban, high-traffic, Northwest Indiana INDOT transportation projects
- + Experience serving similar roles on various design-build projects throughout Indiana
- + Achieved early completion on the US 30/I-65 Design-Build in Merrillville, Indiana
- + Experience with urban corridors requiring significant maintenance of traffic and innovative construction methods
- + Experience working with proposed Walsh DBT members

Marc has been with Walsh for over 20 years working almost exclusively on INDOT projects in Northwest Indiana. As a Senior Project Manager for Walsh, Marc has complete responsibility for a project from bidding through the completion of construction. He is responsible for successfully delivering projects on schedule and within budget, while exceeding the owner's expectations. Marc will bring extensive experience to his role of Project Manager including the delivery of over 40 projects throughout Indiana, with 24 of those for INDOT, and the local contracting community on complex, high-profile projects. His project history represents a wide range of high-profile projects including the US 30/I-65 Design-Build and the I-65/I-80 Interchange Modification, where he managed expedited project schedules and paving operations all within high traffic areas.

Project Highlights

I-65/SR 26 DESIGN-BUILD; LAFAYETTE, IN; \$82.8M; INDOT

Senior Project Manager. Marc provides executive oversight for this project and responsible for the overall project performance. During the pursuit, he provided oversight of the project team and the design followed by handoff to the project's design-build team. The project includes the reconstruction of eight miles of I-65 in Lafayette, Indiana and requires bridge widening, deck overlay, and added travel lanes. It is similar to the I-65 Northwest Indiana project in that it adds new outside shoulders, provides additional travel lanes, and includes bridge construction over a river.

US 30/I-65 DESIGN-BUILD; MERRILLVILLE, IN; \$30M; INDOT

Construction Manager. Marc was the Construction Manager responsible for all self-performed work for the rehabilitation of over one mile of US 30 and nearly 2.5 miles of I-65 in Lake County, Indiana. The project included a complete interchange modification whereby the traditional cloverleaf configuration was improved by eliminating two exit loops and constructing extra-wide off ramps to accommodate the increasing volume of interstate traffic onto the US 30 corridor. The project completed early earning the maximum early completion bonus.

I-65/I-80 INTERCHANGE MODIFICATION; GARY, IN; \$50.2M; INDOT

Project Manager. Marc was the Project Manager for this project completed in just 18 months that included interchange reconstruction including two miles of MSE wall, and five new bridges. One of these bridges was, at the time of construction, the country's longest post-tensioned concrete bridge with a length

of 250 feet. Marc led the innovative re-design of a rail and cable system for the MSE wall to improve safety and minimize maintenance. For two of the most heavily traveled highways in Indiana running through the interchange, continual maintenance of temporary traffic lanes was required. Meetings were held every other week with INDOT, fire services, state and local police, medical emergency, and services/utilities to discuss all upcoming major tasks, lane changes, lane closures, and other related issues that could potentially impact response time.

I-80 INTERCHANGE MODIFICATION; GARY, IN; \$100M; INDOT

Senior Project Manager. Marc was responsible to oversee all construction, project scheduling, subcontractor coordination, construction submittals, material procurement, shop drawing review, and self-performed work and survey crews. The project required the complete reconstruction of three miles of I-80/94, lane widening, new interchange ramps to improve traffic flow in Northwest Indiana, bridge work for five bridges, significant MSE wall construction, and concrete paving.

US 31 - MARSHALL COUNTY; PLYMOUTH, IN; \$30.8M; INDOT

Senior Project Manager. Marc led the construction team and was responsible for overall compliance, safety, quality, and community relations. The project was successfully delivered and consisted of an approximate 3-mile stretch of new PCCP highway along the new US 31 alignment. Under this contract, a 1-mile portion of US 6 was reconstructed and expanded to a 4-lane highway to accommodate traffic on and off the new US 31 alignment. The project also included six bridges; 690,000 cubic yards of excavation; and 160,000 square yards of QC/QA PCCP. Marc also provided oversight of all construction activities, project scheduling, submittal development, material procurement, and subcontractor management.

I-65 AND 61ST AVENUE DESIGN-BUILD; LAKE COUNTY, IN; \$33.5M; INDOT

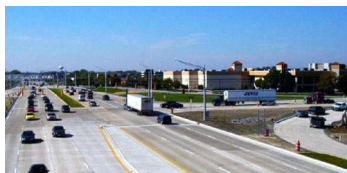
Assistant Project Manager. This project called for the design-build of I-65 in Lake County, Indiana. The construction for the new concrete highway included improvements such as added travel lanes, bridge construction, signing, and lighting. Marc assisted with construction activity oversight, project scheduling, subcontractor coordination, construction submittals, material procurement, shop drawing review, and self-performed work.

I-65 OVER 109TH STREET; CROWN POINT, IN; \$8.4M; INDOT

Project Manager. For this project, Marc led all construction, project scheduling, subcontractor coordination, construction submittals, material procurement, shop drawing review, and self-performed work and survey crews. The project involved new interchange construction, bridge widening, signage, and lights on I-65 over 109th Street and over Main Beaver Dam Ditch. The project scope also called for the installation of a bike path expansion and extension under I-65. The interchange stretches approximately 1,000 feet to either side of I-65 and a left and right turn lane were added to access the new I-65 ramps. The diamond interchange features traffic signals to access or exit the ramps. Approximately 0.42 miles of 109th Street was fully replaced with concrete pavement. The new interchange relieves congestion and improves access for local residents and provides major economic benefits to both Crown Point and Winfield, Indiana.



I-65/SR 26 Design-Build



US 30/I-65 Design-Build



I-65/I-80 Interchange
Modification



US 31 - Marshall County



JOE KISLOWSKI
CONSTRUCTION MANAGER



Years of Experience:
19 Years with Walsh
26 Years' Relevant Experience

Education:
B.S., Civil Construction,
Michigan Technological University

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Joe will serve as the **Construction Manager** responsible for the oversight of Project superintendents and all field staff while working closely with INDOT's project engineer to facilitate owner involvement in field operations and provide a transparent construction process. He will be available 24 hours per day, seven days a week should INDOT need to address a Project issue immediately.

BENEFITS TO INDOT

- + Project Manager for Walsh's Indiana Office with experience overseeing construction activities for INDOT projects, including for the LaPorte district
- + Experience managing construction activities for Northwest Indiana projects
- + Achieved early completion on the US 30/I-65 Design-Build in Merrillville, Indiana
- + Experience managing innovative construction methods
- + Experience working with proposed Walsh DBT members

Joe brings 26 years of construction industry experience, the past 19 with Walsh. His experience represents a wide range of projects where he managed expedited project schedules; worked in and over environmentally sensitive areas; maintained close coordination with utility firms, INDOT, and provider owners; and managed urban and greenfield construction. Joe's experience includes projects throughout Northwest Indiana such as the US 30/I-65 Design-Build in Merrillville, Indiana, and the Hoosier Heartland project in Delphi, Indiana.

Project Highlights

**HOOSIER HEARTLAND - SR 25/BRIDGE SEGMENTS B, C, AND D;
DELPHI, IN; \$62M; INDOT**

Project Manager. Joe was responsible for overall construction management planning, scheduling, and cost management for this new road and bridge construction project. He was also responsible for maintaining close coordination with INDOT and local utility representatives to ensure the project's critical, intermediate completion date was met while delivering a safe, successful project. Prior to the start of construction activities, Joe successfully coordinated efforts with United States Army Core of Engineers (USACE), The Indiana Department of Environmental Management, and local regulatory agencies for the permitting and approval of temporary creek crossings at several water course locations throughout the 6-mile project corridor. These efforts included procuring hydraulic engineering calculations to address "backwater" concerns as well as strategically locating the crossings to minimize construction activity impacts to environmentally sensitive areas with firm project commitments integral with "greenfield" infrastructure developments.

SR 55 PCCP OVERLAY; CROWN POINT, IN; \$5M; INDOT

Project Manager. Joe was responsible for construction activity oversight for nine miles of 4-inch-thick PCCP overlay on SR 55 from SR 2 to US 231 in Crown Point, Indiana. He ensured overall project compliance, safety, and quality. The project required milling removal of existing asphalt surface, full and partial depth patching of resulting course, and machine placement of synthetic-fiber-enhanced, unreinforced concrete. All work was performed while maintaining one lane of continuous traffic for local residents and business owners.

I-80/94 DRAINAGE AND FLOOD PROTECTION; GARY, IN; \$6.5M; INDOT

Project Manager. This project required drainage ditch correction; flood protection; 124,000 square feet of sheet pile wall with concrete facing; cast-in-place reinforced concrete utility crossings; six gatewell structures; and miscellaneous site access improvements. Joe was involved in all stages of the project development from bid preparation to the execution of work. He served in an integral role in the redesign and constructability of floodwall system components to accommodate various existing utilities that could not be relocated. During pre-construction planning meetings, Joe worked closely with project superintendents and work crews to implement the use of temporary earthen berms within geotextile enclosures to divert drainage waters around proposed concrete gatewell construction areas, and to separate the construction areas from adjacent natural wetlands protected by both federal and state jurisdictions.

**LITTLE CALUMET RIVER FLOOD PROTECTION STAGE 8; MUNSTER, IN; \$14M;
UNITED STATES ARMY CORPS OF ENGINEERS (USACE)**

Project Manager. Joe managed this project which included providing the necessary facilities, plant, labor, transportation, materials, and equipment to construct a levee and floodwall protection system. It also included access ramps, roads, a pedestrian bridge, gatewell structures, outlet improvements, drainage ditches, riprap for erosion control, and a recreational trail. Joe worked closely with utility representatives during the successful installation of nearly two miles of steel sheet piling located around, above, and adjacent to numerous live utilities. A pre-construction site survey revealed that a concrete junction chamber previously operated by the Hammond Sanitary District (HSD) would be in direct conflict with the proposed flood protection sheet pile wall alignment. Joe coordinated meetings between the HSD and USACE and it was determined the junction chamber could not be abandoned. The proposed wall alignment was modified slightly and the junction chamber location was unchanged. The USACE gave the project special recognition and gratitude to recognize Walsh's extensive coordination efforts with local residents initially opposing project construction.

US 30/I-65 DESIGN-BUILD; MERRILLVILLE, IN; \$30M; INDOT

Assistant Project Manager. Joe was the Assistant Project Manager responsible for the oversight of all self-performed work for the rehabilitation of over one mile of US 30 and nearly 2.5 miles of I-65 in Lake County, Indiana. The project included a complete interchange modification whereby the traditional cloverleaf configuration was improved by eliminating two exit loops and constructing extra-wide off ramps to accommodate the increasing volume of interstate traffic onto the US 30 corridor. The project completed early earning the maximum early completion bonus.

**BLUE CHIP HOTEL AND PUBLIC AREA EXPANSION DESIGN-BUILD; MICHIGAN CITY, IN;
\$100M; CAERUS HOSPITALITY PARTNERS (FORMERLY BOYD GAMING)**

Project Manager As a Project Manager for this fast-track project, Joe oversaw construction activities for the Blue Chip Hotel and Public Area Expansion. He coordinated the re-design efforts with the owner's engineers, and local utility representatives upon discovering an existing sanitary line not accounted for in the building design. He scheduled and coordinated utility contractor work crews throughout the project from start to finish.



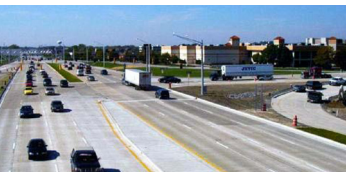
Hoosier Heartland



SR 55 PCCP Overlay



Little Calumet River Flood
Protection Stage 8



US 30/I-65 Design-Build



PAUL BITTERS, CHST
CONSTRUCTION SUPERINTENDENT



Years of Experience:

18 Years with Walsh
30 Years' Relevant Experience

Education:

Washburne Trade School,
Union Carpenter Apprenticeship

Certifications/Registrations:

Construction Health and Safety Technician

RESPONSIBILITY ON
I-65 NORTHWEST INDIANA

For the Project, Paul will serve as the **Construction Superintendent** supervising field activities, managing subcontractor coordination, scheduling construction activities, and assisting with the maintenance of the finished schedule. He will also provide constructability reviews during design.

BENEFITS TO INDOT

- + Served as Senior Project Superintendent on the Ohio River Bridges East End Crossing P3 and the Downtown Crossing Design-Build projects
- + Experience managing field activities under an accelerated schedule
- + Experience working on large-scale, INDOT transportation projects in Northwest Indiana
- + Experience with urban corridors requiring significant maintenance of traffic and innovative construction methods
- + Achieved early completion on the US 30/I-65 Design-Build in Merrillville, Indiana
- + Experience working with proposed Walsh DBT members

Paul has 30 years of roadway construction experience in addition to constructing various types of bridge structures and retaining walls. As a Senior Project Superintendent for Walsh, Paul has day-to-day responsibility for all aspects of construction work and work crews. He is responsible for scheduling construction activities, overseeing subcontractor coordination, and assisting with the maintenance of the finished construction schedule. Most recently, Paul served as the Senior Project Superintendent on the both the Ohio River Bridges Downtown Crossing Design-Build and currently serves the same role on the East End Crossing P3. Each project was constructed under an expedited schedule while extensive efforts were made to minimize impacts to the traveling public. Upon completion of his responsibilities, he will be readily available to fulfill his role for commencement of construction for the Project.

Project Highlights

OHIO RIVER BRIDGES EAST END CROSSING P3;
UTICA, IN/PROSPECT, KY; \$763M; INDOT/IFA

Senior Project Superintendent. Paul provides oversight of the project's cable-stayed bridge construction activities and plan review to ensure safe and efficient construction of this large-scale, high-profile project extending I-265 from Utica, Indiana to I-71 in Prospect, Kentucky. The project features construction of a new 2,510-foot-long, cable-stay bridge over the Ohio River and a 1,680-foot-long, twin-bore tunnel to carry the Gene Snyder Freeway under a historic and protected property. Included in the overall project is 35 years of operation and maintenance of the cable-stay bridge and approaches. In addition to the bridge and tunnel, the project includes 19 additional bridges along with associated roadways and improvements, and other related infrastructure work.

OHIO RIVER BRIDGES DOWNTOWN CROSSING DESIGN-BUILD;
JEFFERSONVILLE, IN/LOUISVILLE, KY; \$894M; KYTC

Senior Project Superintendent. Paul served as the Senior Project Superintendent for the project's main-span, cable-stay bridge over the Ohio River. Construction included a new I-65 northbound structure, which is a 2,114-foot-long, multi-tower, cable-stay bridge with an additional 1,058-foot-long north approach structure. Paul provided oversight of construction activities and plan reviews to ensure safe and efficient construction of the large-scale, high-profile project. The project team minimized impacts to the public with an optimized project schedule

that reduced maintenance of traffic phases and the overall project duration to achieve substantial completion 18 months ahead of the RFP specified deadline.

INNERBELT CCG1 BRIDGE DESIGN-BUILD; CLEVELAND, OH; \$293M; ODOT

Senior Project Superintendent. Paul served as a Senior Project Superintendent for this project, the largest (at the time of award) design-build contract for the Ohio Department of Transportation. In this role, he was responsible for construction activities for the main viaduct structure, which featured a steel delta frame construction; and the rehabilitation, widening/reconstruction of 16 other bridges and new roadways for local roads to the industrial area below the viaduct. He worked closely with the design-build project manager to provide integration and coordination throughout the project in addition to working closely with the owner's project engineer to facilitate owner involvement in field operations and a transparent construction process.

The bridge included massive, steel delta frames founded on large H-piles driven 160 feet into rock, as well as 66-inch drilled shafts with rock sockets for the river span. Bridge piers consist of twin-stem hollow piers with architectural treatments.

HOOSIER HEARTLAND - SR 25/BRIDGE SEGMENTS B, C, AND D; DELPHI, IN; \$62M; INDOT

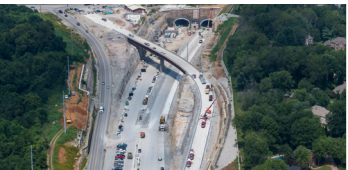
Construction Superintendent. For this project, Paul served as the Construction Superintendent responsible for overseeing construction activities and field crews in addition to reviewing plans. The project included new road and bridge construction on SR 25 in Carroll County, Indiana. Work consisted of 1.1 million cubic yards of embankment; 114,000 square yards of 9.5-inch PCCP; 10,000 square yards of pavement removal; cofferdams for bridge construction; 6,000 linear feet of piling; 3,600 cubic yards of substructure concrete; 1,600 cubic yards of footing concrete; 4,500 cubic yards of superstructure concrete; 9,000 linear feet of concrete beams; 85,000 square feet of MSE walls; drainage; landscaping; and guardrail.

I-80 INTERCHANGE MODIFICATION; GARY, IN; \$100M; INDOT

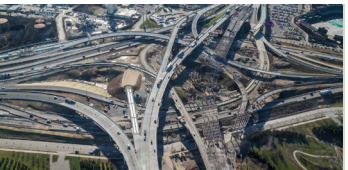
Construction Superintendent. Paul was responsible for construction activities for the complete reconstruction of three miles of I-80/94, lane widening, and the addition of new interchange ramps to improve traffic flow in Northwest Indiana. In this role, Paul supervised construction crews, managed construction activities, and provided subcontractor coordination.

US 30/I-65 DESIGN-BUILD; MERRILLVILLE, IN; \$30M; INDOT

Construction Superintendent. Paul was the Construction Superintendent responsible for construction activities to rehabilitate over one mile of US 30 and nearly 2.5 miles of I-65 in Lake County, Indiana. The project included a complete interchange modification whereby the traditional cloverleaf configuration was improved by eliminating two exit loops and constructing extra-wide off ramps to accommodate the increasing volume of interstate traffic onto the US 30 corridor. The project completed early earning the maximum early completion bonus.



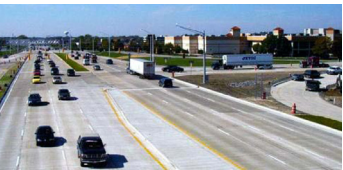
Ohio River Bridges
East End Crossing P3



Ohio River Bridges Downtown
Crossing Design-Build



Innerbelt CCG1 Bridge Design-
Build



US 30/I-65 Design-Build



TOBY RANDOLPH, P.E., PTOE
LEAD ENGINEER/DESIGN MANAGER



Years of Experience:

8 Years with Parsons
17 Years' Relevant Experience

Education:

B.S., Civil Engineering,
University of Evansville

Registrations/Certifications:

Professional Engineer: IN, OH, MN; Professional Traffic
Operations Engineer; Indiana Institute of Transportation
Engineers Member

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Toby will serve as the **Lead Engineer/Design Manager** responsible for managing all work performed by the design team. He will certify all Released for Construction Documents and ensure conformance to the Project TP and the PPA. Toby will also provide timely flow of design information and will approve final design. He will actively participate in design task force meetings, progress meetings with INDOT, and design/construction coordination meetings.

BENEFITS TO INDOT

- Served in similar roles on large-scale INDOT transportation projects
- Fast-track design experience
- Experience with complex interstate widening and rehabilitation projects
- Designed complex maintenance of traffic for various urban and rural interstate projects
- Experience working with proposed Walsh DBT members

Toby is a senior project manager based in Indianapolis with more than 17 years of transportation experience including roadway design; construction sequencing; complex maintenance of traffic design; and storm sewer, sign, and pavement marking design for interstates and local streets, with both urban and rural sections. Toby's experience involving traffic impact studies and analyses, which include trip generation and distribution, design feasibility, traffic modeling, design, and signal timing, make him an asset to any team. Additionally, Toby has performed construction inspections of roadway paving for numerous federal, INDOT, and local projects throughout the Indianapolis area.

Toby most recently served as the project manager for the Group 2 South Projects 9 and 27 of the Expressway Program in Doha, Qatar. These projects included converting local arterial roads to expressways and were also fast-track projects with completion of the final design scheduled within one year. Toby will bring proven technical knowledge, sound engineering judgment, and managerial leadership to the Project to ensure it is kept under budget and on schedule.

Project Highlights

**I-465 NORTHEAST CORRIDOR ADDED TRAVEL LANES;
INDIANAPOLIS, IN; \$567M; INDOT**

Project Manager. Parsons was part of the team selected for the reconstruction and added travel lanes on I-465 in Indianapolis. The project involved adding travel lanes to approximately eight miles of I-465 and over two miles of I-69. This included reconfiguration of one system and three service interchanges. The project was the largest project undertaken by INDOT, at the time of construction, and was divided into four sections. As the Project Manager, Toby was responsible for Stage 1 plans for three miles of Section 1, including the Keystone Avenue Interchange. Parsons completed the final design of the Keystone Avenue mainline and interchange, including the I-465 bridges over Keystone Avenue. Parsons also served as the corridor discipline lead for traffic, lighting, noise analysis, traffic management, and drainage works. The \$30 million Keystone Avenue interchange included complex construction sequencing, maintenance of traffic design, and complex interchange design. Work also included implementing measures to reduce right-of-way impacts using retaining walls, curbed shoulders, and strategic guardrail placement.

**GROUP 2 SOUTH PROJECTS 9 AND 27 OF THE EXPRESSWAY PROGRAM;
DOHA, QATAR; \$1.8B; ASHGHAL (PUBLIC WORKS AUTHORITY)**

Project Manager. Toby served as the Project Manager for roadway and bridge design and all corridor disciplines, including the traffic analysis, temporary traffic management, signing and pavement markings, hydraulics, right-of-way engineering design, utility corridor design, lighting, landscape, artscape, geotechnical engineering, and surveying. The Qatar Public Works Authority (PWA) selected Parsons to design and supervise the construction of the Group 2 South Projects 9 and 27 of the Expressway Program. These projects involve the upgrade and construction of 10.5 miles of local arterial roadways to a free-flowing expressway with seven new interchanges, both 2 and 3 levels. The interchange types included single-point urban interchanges and a partial cloverleaf.

**TH 61 HASTINGS BRIDGE DESIGN-BUILD;
HASTINGS, MN; \$120M; MNDOT**

Lead Geometrics Engineer. Toby led a team of roadway engineers to perform final design for geometric design, retaining wall layout, grading, and final plan development for this project to replace the existing TH 61 Hastings Bridge with an innovative 545-foot, freestanding, tied-arch bridge over the Mississippi River. The project replaced the existing bridge to allow the river crossing to accommodate four traffic lanes matching the current TH 61 configuration on both approaches. A functional pedestrian/bicycle trail over the river was also added. The project included bridge approach work through historic downtown Hastings to the south and an access road to a Mississippi River marina to the north. Adhering to the project's strict aesthetic concepts including monuments, pedestrian trails, and decorative facades, was critical as this bridge and project limits had great historical importance to the community.

**US 50 NORTH VERNON BYPASS (PHASES 1 AND 2);
NORTH VERNON, IN; \$40.3M; INDOT**

Project Manager. Parsons was selected to provide engineering design services for the construction of the US 50 North Vernon Bypass, a new eight-mile bypass around the north side of North Vernon to reduce traffic congestion and improve safety. For the final design of Phase 1 and the Stage 1 design of Phase 2, Toby served as Project Manager responsible for oversight of roadway and bridge design and all corridor disciplines. This included environmental services, traffic analysis, the transportation management plan, signing and pavement markings, hydraulics, right-of-way engineering services, and surveying. Construction is complete on Phase 1 of the project and Phase 2 is currently under construction. The western portion (Phase 1) is a 4.5-mile bypass from existing US 50, connecting to SR 7, and terminating at a tee intersection with SR 3. The eastern portion (Phase 2) is a 3.5-mile bypass from the intersection with SR 3 to just west of the Deer Creek Road intersection with the existing US 50. The project also consisted of preliminary engineering including planning level alternative developments for the entire US 50 corridor, environmental studies, and development of an environmental assessment. Even though not constructed, the project included spot improvements design including multiple categorical exclusions and final design to enhance safety and relieve traffic congestion along existing US 50 from US 31 to the new North Vernon bypass route.



I-465 Northeast Corridor
Added Travel Lanes



Group 2 South Projects of the
Qatar Expressway Program



TH 61 Hastings Bridge
Design-Build



US 50 North Vernon Bypass
(Phases 1 and 2)



JANETTE FULKERSON, P.E.
LEAD DRAINAGE ENGINEER



Years of Experience:

1.5 Years with Parsons
33 Years' Relevant Experience

Education:

B.S., Civil Engineering,
Purdue University

Registrations/Certifications:

Professional Engineer: IN, OH, MI, IL

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Janette will serve as the **Lead Drainage Engineer** responsible to co-ordinate work and oversee hydraulic design personnel for drainage design and will ensure design is in accordance with the PPA, governmental approvals, and applicable laws. She will provide culvert inspection reports for review and approval by INDOT and will attend all drainage design reviews and seal design reports, plans, and specifications relating to drainage.

BENEFITS TO INDOT

- Served similar roles on the I-65 Design-Build contracts at Franklin and Southport, Indiana
- Fast-track design experience
- Experience with complex interstate widening and rehabilitation projects
- Experience providing oversight of design firm hydraulic teams and subconsultant hydraulic teams
- Experience working with proposed Walsh DBT members

Janette is the drainage department head and project manager for Parsons' Indianapolis office. She has over 30 years of experience in transportation design with conventional and alternative project delivery procurements. Her responsibilities include successful coordination and communication between governmental agencies and transportation designers, supervision of hydraulic personnel, and administration of project deliverables. Her design expertise includes structure sizing and geometrics, HEC-RAS hydraulic analysis, HY8 culvert analysis, stream stability evaluation and countermeasure design, structural steel design, prestressed and reinforced concrete design, rehabilitation of earth-filled concrete arches, design of shallow and deep foundations including drilled shaft foundations, and integral and semi-integral bents. She is also proficient in the design of earth retaining structures such as cantilever retaining walls and MSE retaining systems.

Project Highlights

**I-65 ADDED TRAVEL LANES DESIGN-BUILD (FRANKLIN);
JOHNSON COUNTY, IN; \$84M; INDOT**

Lead Drainage Engineer. This \$84 million design-build contract reconstructs 11 miles of I-65 just south of Indianapolis. The project includes the full reconstruction of I-65 and the addition of a lane in each direction to alleviate congestion. As the Lead Drainage Engineer, Janette supervised Parson's hydraulic team while coordinating with the subconsultant's hydraulic team. Her responsibilities included staffing and executing design tasks for roadway drainage and stormwater detention. Design work included hydraulic analysis for 40 cross culverts and median roadside drainage and stormwater detention for state and local jurisdiction. The drainage design is complete for this project and Janette will be fully available and committed to perform her role as the I-65 Northwest Indiana Major Moves Lead Drainage Engineer.

**I-65 ADDED TRAVEL LANES DESIGN-BUILD (SOUTHPORT);
JOHNSON/MARION COUNTIES, IN; \$35.9M; INDOT**

Lead Drainage Engineer. This \$34.9 million design-build contract reconstructed 5.82 miles of I-65 just south of Indianapolis. The project includes the full reconstruction of I-65 and the addition of a lane in each direction to alleviate congestion. As the Lead Drainage Engineer, Janette supervised Parson's hydraulic team. Her responsibilities included staffing and executing design tasks for

roadway drainage and stormwater detention. Design work included median roadside drainage and stormwater detention for state and local jurisdiction.

I-65 OVER LITTLE CALUMET RIVER FEASIBILITY REPORT; GARY, IN; \$4M; INDOT

Hydraulic Supervising Engineer. This project included preparing alternatives analysis for remediation of a 14-foot diameter corrugated metal pipe located under more than 20 feet of fill which experienced settlement and deformation. The alternatives analysis included hydraulic analyses for different options (slip lining with an added capacity culvert, replacement, and spin cast liner). The feasibility report included evaluation for each alternative's geotechnical impact, maintenance of traffic impacts, environmental impacts, and right-of-way impacts.

**SR 23 OVER ST. JOSEPH RIVER BRIDGE REHABILITATION;
SOUTH BEND, IN; \$4M; INDOT**

Hydraulic Supervising Engineer. This project required scour analysis for the proposed bridge deck replacement project. Built in 1962 and reconstructed in 1994, the bridge is composed of a four-span steel girder superstructure founded on steel-encased concrete piles. The out-to-out bridge floor is 531 feet and the out-to-out coping width is approximately 88 feet. There is also a separate ramp bridge that spans the northwest river bank which was also included in the scour analysis. The 27-foot and 4-inch-wide curved ramp bridge is composed of three 29-foot and 9-inch spans with a reinforced concrete girder superstructure founded on steel-encased concrete piles. The river piers were originally constructed utilizing a foundation seal. The embedded length of piling below the Q100 scour elevation was slightly greater than INDOT's requirement of 10 feet. With no pile driving records available to confirm the length of shell piling driving into granular material, the structure was classified as scour critical and scour countermeasures were provided.

**US 231 OVER IROQUOIS RIVER BRIDGE REHABILITATION;
RENSSELAER, IN; \$1.1M; INDOT**

Hydraulic Supervising Engineer. This project required scour analysis for the proposed superstructure replacement project. Built in 1941 and reconstructed in 1977, the bridge is composed of a new three-span prestressed concrete I-beam superstructure founded on existing spread footings in rock. The out-to-out bridge floor is approximately 114 feet and the out-to-out coping width is approximately 53 feet. The scour analysis provided a theoretical Q100 scour elevation assuming erodible material. However, since the spread footings are keyed into rock, the structure is not classified scour critical and countermeasures were not required.

SR 75 ROAD RECONSTRUCTION, ADVANCE, IN; \$3.5M; INDOT

Hydraulic Supervising Engineer. This project includes approximately one mile of full-depth pavement reconstruction for an urban section of roadway through the Town of Advance in Boone County, Indiana. A new storm sewer will be constructed with a single outfall to an existing drainage ditch. Stormwater detention will be provided for the additional impervious areas added to the project. The project is designed in accordance with INDOT standards and includes over 4,000 linear feet of Type 2 storm sewer pipe, 100 inlets, and 42 manholes.



I-65 over Little Calumet River
Feasibility Report



SR 23 Over St. Joseph River Bridge
Rehabilitation



US 231 Over Iroquois River Bridge
Rehabilitation



HOLLISTON HUHN, P.E.
LEAD UTILITIES ENGINEER



Years of Experience:

3 Years with Parsons
8 Years' Relevant Experience

Education:

B.S., Civil Engineering,
Purdue University

Registrations/Certifications:

Professional Engineer: IN;
Certified INDOT Utility Coordinator

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Holliston will serve as the **Lead Utilities Engineer** responsible for all utility design units to ensure design is in accordance with the PPA, governmental approvals, and applicable laws, and that utility conflicts do not delay work. Holliston will be responsible for utility-related design reports, plans, and specifications. She will also work with the Certified INDOT Utility Coordinator to schedule and facilitate utility meetings including the authorized INDOT Representative.

BENEFITS TO INDOT

- Experience with the process of design-build utility coordination
- Coordinated 43 utilities on I-69 Added Travel Lanes in Hamilton and Madison Counties in Indiana
- Experience developing and maintaining utility conflict matrices for large-scale projects
- Experience in the development of utility schedules
- Experience working with proposed Walsh DBT members

Holliston has over eight years of civil engineering experience and is located in Parsons' Indianapolis office. Her diverse background, which includes roadway, sanitary, water, gas, site, and drainage, as well as preliminary engineering and feasibility studies, gives her a unique perspective when approaching utility coordination. This background allows her the insight and knowledge for how project components function together and how partnering with utilities yields a smooth project delivery.

Holliston's knowledge of allowances and restrictions when working around utilities during design and construction will prove beneficial. To implement effective utility coordination, Holliston maintains open lines of communication with utilities; creates a comprehensive and detailed utility conflict matrix; works with the project team to minimize impacts; develops a clear and concise utility schedule; works with utilities to ensure that all utility concerns are addressed; and forges strong partnerships between the design-build team, owner, and utility firms.

Project Highlights

I-69 INTERSTATE EXPANSION - PROJECTS A, B, AND C (INDOT MAJOR MOVES 2020); HAMILTON/MADISON COUNTIES, IN; \$85M; INDOT

Utility Coordinator. Holliston was responsible for coordinating multiple utilities within the 10.5-mile corridor during preliminary design for this design-build project. Her tasks included providing initial notice, verification, and preparation of contract documents; creation of the matrix outlining utility locations; identifying potential utility conflicts; examination of potential design alternatives to avoid utility relocations within the corridor; and hosting a utility workshop to facilitate collaboration between the impacted utilities and design-build team.

SR 64 PAVEMENT REPLACEMENT; PRINCETON, IN; \$12.5M; INDOT

Utility Coordinator. This project replaced the pavement and widened the SR 64 roadway corridor from 1.29 miles east of the junction with SR 65 to US 41. The western portion of the project was largely rural, while the eastern portion was suburban and commercially developed. Each section posed its own unique challenge for roadway design and utility coordination. Utilities paralleled the roadway for the entire project length becoming increasingly dense at the eastern end. In the rural section, wetlands also restricted the overall footprint. Early coordina-

tion was critical on this project to ensure that the appropriate amount of additional right-of-way was purchased and that early restriction notifications were implemented to allow the corridor to be threaded through while avoiding utility impacts as much as possible.

SR 66 INTERSECTION IMPROVEMENT; REO, IN; \$1.5M; INDOT

Utility Coordinator. The purpose of this project was to increase the safety of the intersection of SR 66 and CR 275 W by replacing a two-way stop with a roundabout. The design for this project was greatly restricted by right-of-way and grading limitations. In addition to these obstacles, buried and overhead utilities were present in all four quadrants of the intersection. As Utility Coordinator, Holliston actively worked with the design team and all the utilities present to develop design adjustments and avoid impacts which reduced project costs and construction duration.

US 50 ENVIRONMENTAL MITIGATION; JACKSON/JEFFERSON/JENNINGS/SCOTT COUNTIES; \$535K; INDOT

Utility Coordinator. Holliston was the Utility Coordinator for six separate mitigation sites located across four different counties. This project operated under an accelerated schedule and required utility coordination to be completed within six months. Holliston worked closely with the utilities present to ensure no conflicts. This included coordination with Duke Energy concerning an overhead electric line which cut through the middle of a mitigation site that was to have a variety of trees and shrubs planted. By understanding Duke Energy's guidelines and gaining knowledge that the mitigation area needed to be maintained as much as possible, Holliston developed a modified plantings list that was allowable under the overhead lines; therefore, maintaining the full site for wetland mitigation.

I-65 ADDED TRAVEL LANES DESIGN-BUILD; JOHNSON/MARION COUNTIES; \$35.9M; INDOT

Co-Utility Coordinator. This project spanned from the Main Street Interchange to the Southport Road Interchange in Johnson and Marion Counties in Indiana. During final design for the 3.5-mile design-build corridor, Holliston shared responsibility for the coordination of 16 utilities. Prior to final design, several utilities were identified as requiring relocation; however, through the use of SUE and further coordination with utilities, the contractor, and INDOT, only the gas facilities required relocation to be paid for by INDOT. The water company alone had originally identified three locations that would require relocation at an estimated cost of \$1.66 million. All relocations were eliminated saving INDOT the entire \$1.66 million. Conflicts were also avoided by eliminating a guardrail post on top of the underground utilities and double facing the guardrail, saving INDOT additional project costs.



I-69 Interstate Expansion - Projects A, B, and C (INDOT Major Moves 2020)



SR 64 Pavement Replacement



SR 66 Intersection Improvement



US 50 Environmental Mitigation



CHRIS WATTS, P.E.

LEAD MAINTENANCE OF TRAFFIC (MOT) ENGINEER



Years of Experience:

3 Years with Parsons
16 Years' Relevant Experience

Education:

B.S., Civil Engineering, University of Illinois at Urbana-Champaign

Registrations/Certifications:

Professional Engineer: IN, IL, MO, MN

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

For the Project, Chris will serve as the **Lead MOT Engineer** responsible to coordinate the work on MOT design. He will attend all design reviews regarding MOT design and seal MOT design reports, plans, and specifications. His MOT design will focus on minimizing construction, rehabilitation, and maintenance durations while minimizing impacts to the traveling public. Chris will also ensure that design for haul routes and access is in accordance with the PPA requirements, governmental approvals, and applicable laws.

BENEFITS TO INDOT

- + Experience serving similar roles on large-scale INDOT transportation projects
- + Extensive design-build experience
- + Experience with complex interstate widening and rehabilitation projects
- + Performed complex maintenance of traffic design for various interstate projects
- + Experience working with proposed Walsh DBT members

Chris is a project manager and lead engineer based out of Parsons' Indianapolis office, and has 16 years of experience in transportation engineering and design. His areas of expertise include design-build delivery, roadway geometric design, transportation engineering, maintenance of traffic design, hydraulic design, and site development. His experience also includes interstate widening projects, roadway realignments, intersection/interchange improvements, and bridge replacements. He has demonstrated skills in successfully managing projects with a track record of on-time completion while within budget.

Chris most recently served as the lead roadway engineer for INDOT's I-65 Franklin Design-Build project which included 11 miles of added travel lanes in the median of the existing I-65. His responsibilities included horizontal and vertical geometric design of these added travel lanes, roadside safety design, plan production, internal discipline coordination, and client/owner communication. Chris was also responsible for constant coordination with maintenance of traffic (MOT) design to ensure optimized MOT and roadway plans were optimized. He also guided plan submittals through an internal QA/QC procedure to ensure adherence to the project's quality requirements.

Project Highlights

I-65 ADDED TRAVEL LANES DESIGN-BUILD (FRANKLIN); JOHNSON COUNTY, IN; \$84M; INDOT

Roadway Lead Engineer. This 11-mile-long, design-build project was part of INDOT's Major Moves 2020 program that invested \$200 million in highway reconstruction and added travel lanes. The project spanned a section of I-65 from Main Street in Greenwood to SR 44 in Franklin, Indiana and included pavement reconstruction with added travel lanes in each direction. I-65 is a heavily traveled route south of Indianapolis. A thorough MOT plan was developed to minimize impacts to the traveling public. Six bridges were either rehabilitated or replaced and two additional bridges were overlays. Signal modernization at the Main Street interchange was also upgraded. As the Roadway Lead Engineer, Chris was responsible for the roadway and geometric design for the middle and north sections of the project requiring close coordination between internal disciplines, as well as project partners. He was also responsible for detailed review of MOT strategies, and ensuring optimal and in sync roadway and MOT design to realize the fullest value.

NORTHWEST CORRIDOR DESIGN-BUILD; COBB/CHEROKEE COUNTIES, GA; \$599M; GDOT

Roadway Lead/Segment Manager. Parsons served as lead designer to Walsh (dba Archer Western) for the largest transportation project in Georgia's history. The \$599 million, design-build-finance, urban freeway project included 29.7 miles of reversible managed toll lanes along I-75 and I-575 in Cobb and Cherokee counties in metropolitan Atlanta. The scope of work included earthwork, roadway, asphalt pavement, pavement widening/overlay, grading, drainage, retaining walls and noise walls, interchanges, 39 bridges, intelligent transportation systems (ITS), construction staging, utilities, landscaping, aesthetics, lighting, and tolling construction. Chris was the Roadway Lead/Segment Manager for Segment D, which included all of the work along I-575. In this role, Chris was responsible for all aspects of design, including horizontal and vertical geometric design, superelevation, gore warping, sight distance calculations, and plan production. He coordinated with the other project disciplines, and worked daily with the MOT designers to provide constructability reviews and adjust designs to add value to the project. Chris also led the weekly design coordination meetings to ensure project changes were communicated to team members and to identify and mitigate any design issues early.

ROUTE 364 PHASE III DESIGN-BUILD; ST. CHARLES COUNTY, MO; \$118M; MODOT

Roadway Lead Engineer. Parsons served as the lead designer for this joint venture contract to design and construct the new Route 364 Phase 3 project in St. Charles County, Missouri. As the lead designer for the \$118.2 million project, Parsons designed a 9-mile, four-lane divided freeway that connects Route 94 from Mid Rivers Mall Drive to I-64. The project includes cloverleaf, half-diamond, partial folded diamond, and single-point interchanges in addition to 17 bridges. Chris was the Roadway Lead Engineer responsible for directing design staff in geometric and detail design tasks associated with the freeway and interchanges. He also led weekly design coordination meetings with the design team to coordinate issues between disciplines and was responsible for guiding plan submittals through quality control audits. One of Chris's main tasks was to coordinate roadway design with MOT strategies, and continually look for ways to build portions of the project while limiting impacts to the state staff, construction workers, and the traveling public.

THE NEW I-64 DESIGN-BUILD; ST. LOUIS, MO; \$535M; MODOT

Roadway Lead Engineer. MoDOT's first design-build project involved the design and reconstruction of 12 miles of I-64 through the main east-west corridor in St. Louis County and the city of St. Louis. The contract was for the "Parkway Section" of this \$535 million urban freeway reconstruction, including three interchanges (two single-point urban interchanges and one diamond interchange); 12 bridges; 30 retaining walls; one roundabout; two bike/pedestrian underpasses; and one bike/pedestrian overpass. As Lead Roadway Engineer, Chris was responsible for the geometric design of vertical and horizontal alignments for I-64, associated interchanges, ramps, and crossroads; superelevation design of I-64, associated ramps, and crossroads; plan preparation; and value engineering of roadway components. He provided design and plan preparation coordination with members of other disciplines. Chris also provided design coordination with MoDOT, the contractor, and the lead design firm, including the active participation in weekly task force meetings. The Parkway Section of I-64 is an important corridor in the City of St. Louis, and MOT was paramount. Chris's responsibilities also included regular coordination with the MOT designers to adjust designs and look for ways to build portions of the project better, faster, and safer.



I-65 Added Travel Lanes Design-Build (Franklin)



Northwest Corridor Design-Build



Route 364 Phase III Design-Build



The New I-64 Design-Build



TOM HEUSTIS, P.E.
LEAD ROADWAY ENGINEER



Years of Experience:

6 Years with Parsons
6 Years’ Relevant Experience

Education:

B.S., Civil Engineering,
Purdue University

Registrations/Certifications:

Professional Engineer: IN, NY

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Tom will serve as the **Lead Roadway Engineer** responsible for the coordination of roadway design and sealing roadway design reports, plans, and specifications. He will ensure the additional travel lane, shoulder widths, clear zones, medians, and additional roadway elements are in accordance with the PPA, governmental approvals, and applicable laws.

BENEFITS TO INDOT

- + Experience serving similar roles on large-scale INDOT transportation projects
- + Fast-track design experience
- + Experience with recent interstate widening and rehabilitation projects such as the I-65 Franklin and I-69 projects Hamilton County, Indiana
- + Knowledge and familiarity with current INDOT standards and design practices
- + Experience working with proposed Walsh DBT members

Tom is located in Parsons’ Indianapolis office with more than six years of highway design and transportation planning experience including complex geometric layout of interchanges; maintenance of traffic and construction sequencing; alternatives layout and selection; detailed quantity take-offs and cost estimating; 3D InRoads model production; and traffic design. His experience ranges from conceptual to final design of urban and rural interstate and major arterial projects in several states in the Midwest and Northeast, primarily on projects in Indiana and New York. He has served as a project engineer and task lead on several projects, most recently on the I-81 Viaduct Project in Syracuse, New York, where he led the planning and alternative analysis of a major environmental impact statement. His experience within Indiana includes the US 50 Bypass in North Vernon; the I-465 Keystone Interchange on the northeast side Indianapolis; and the I-65/I-70 South Split in Downtown Indianapolis. This versatile design knowledge, combined with his experience and familiarity with design-build projects makes Tom a well-suited candidate for the Lead Roadway Engineer position for the Project.

Project Highlights

**US 50 NORTH VERNON BYPASS (PHASES 1 AND 2);
NORTH VERNON, IN; \$40.3M; INDOT**

Lead Roadway Engineer. Parsons was selected to provide engineering design services for construction of the US 50 North Vernon Bypass, a new 8-mile bypass around the north side of North Vernon to reduce traffic congestion and improve safety. Tom served on both portions of the bypass; first as the Lead Roadway Engineer through final design of the West Bypass, and as a member of the design team through Stage 1 of the East Bypass. He was responsible for design of roadway elements and coordination with other project disciplines, including the structural design, environmental services, traffic analysis, hydraulics, right-of-way engineering services, and surveying. The Bypass project also consisted of preliminary engineering and required planning-level alternative developments for the entire US 50 corridor, environmental studies, and development of an environmental assessment. Even though not constructed, Tom led the design for several spot improvements included in the original project scope to enhance safety and relieve traffic congestion along existing US 50 from U.S. 31 to the new North Vernon bypass route. These improvements included intersection improvements, added travel lanes, and bridge replacements.

I-465 NORTHEAST CORRIDOR ADDED TRAVEL LANES; INDIANAPOLIS, IN; \$567M; INDOT

Roadway Design Engineer. Parsons was part of the team selected for the reconstruction and added travel lanes on I-465 in Indianapolis which involved adding travel lanes to approximately eight miles of I-465 and over two miles of I-69. The project was the largest project undertaken by INDOT, during the time of construction, and was divided into four sections. Parsons was responsible for Stage 1 plans for three miles of Section 1, including the Keystone Avenue Interchange; and completed the final design of the Keystone Avenue mainline and interchange, including the I-465 bridges over Keystone Avenue. The \$30 million Keystone Avenue interchange included complex construction sequencing, maintenance of traffic design, and complex interchange design. Work also included implementing measures to reduce right-of-way impacts using retaining walls, curbed shoulders, and strategic guardrail placement. As the Roadway Design Engineer, Tom developed the geometric ramp designs and connections to mainline, detailed intersection layouts at both the ramp terminals and 96th Street, and infield layout for drainage design. His work also included creating a 3D model to accurately calculate earthwork and construction limit areas for the complex interchange design.

I-65/I-70 SOUTH SPLIT; INDIANAPOLIS, IN; \$12.4M; INDOT

Roadway Design Engineer. This fast-track emergency project fixed several areas on the south portion of I-65/I-70, the “South Split,” with deficient vertical clearance causing numerous collisions with trucks. INDOT requested an accelerated delivery and Parsons completed the design in less than eight weeks. Tom and the design team developed a solution to lower the I-65/I-70 roadway instead of raising overhead bridges, resulting in a savings of \$7.6 million. His primary focus was on the detailed design of the southbound lanes, including geometric layout and drainage design to accommodate the lowered highway and limit the amount of grading required outside of the existing roadway footprint. Maintenance of traffic was a major component of the project since the South Split is one of the busiest interchanges in Indiana. A detailed traffic management plan was developed to mitigate interchange closures. Tom led the design for the interstate closure prior to the construction closure, creating a plan to funnel traffic to nearby exits and assess the need for temporary capacity improvements on ramps and city streets. The project completed early with less than 1% in change orders.

I-81 VIADUCT REPLACEMENT; SYRACUSE, NY; \$1-2B (ESTIMATED); NYSDOT

Lead Roadway Engineer. For this on-going project, Parsons was selected to study options for the replacement of the 1-mile-long viaduct bridge in downtown Syracuse as part of an environmental study. Tom served as the Lead Roadway Engineer during the two-year scoping, alternative analysis, and preliminary engineering phase of the project, before his relocation back to Indiana. He led a group of roadway engineers in conceptual layout of the four main alternatives: viaduct replacement, street-level boulevard, tunnel, and depressed highway. Each required a preliminary investigation into the impacts to the city street grid, historical properties, building acquisitions, and the economic vitality to the City of Syracuse. Tom worked closely with various disciplines including bridge design, environmental services, landscape architecture, traffic analysis, and traffic modeling. He ensured communication between the groups occurred frequently on this large-scale project and regularly participated in public and stakeholder meetings, project update meetings with the client and major subconsultants, and weekly team update meetings.



US 50 North Vernon Bypass
(Phases 1 and 2)



I-465 Northeast Corridor Added
Travel Lanes



I-65/I-70 South Split



I-81 Viaduct Replacement



MIKE WIGGER, P.E.

LEAD PAVEMENT AND GEOTECHNICAL ENGINEER



Years of Experience:

12 Years with Earth Exploration
16 Years' Relevant Experience

Education:

M.S., Civil Engineering,
Purdue University

Registrations/Certifications:

Professional Engineer: IN, WI, OH,
Commonwealth of Kentucky, MI, IL

RESPONSIBILITY ON
I-65 NORTHWEST INDIANA

For the Project, Mike will serve as the **Lead Pavement and Geotechnical Engineer** responsible for geotechnical work adjacent to existing infrastructure within the existing right-of-way and the required pavement design coordination. He will address specific geotechnical needs associated with the Project, and perform surface explorations, investigations, testing, and analyses. He will prepare pavement designs for mainline, ramps, and shoulders required on the Project all in accordance with the PPA requirements, governmental approvals, and applicable laws. Mike will prepare the Walsh DBT's Geotechnical Design Report to address the Project's geotechnical work. He will also sign and seal final pavement design reports to submit for INDOT review and approval.

BENEFITS TO INDOT

- Experience preparing pavement and geotechnical design reports
- Led ORB geotechnical investigations and quality control for Walsh
- Experience working with proposed Walsh DBT members

Mike is Earth Exploration's technical staff lead and vice president/principal engineer. He is licensed in six states and is responsible to provide technical support of personnel and manage special projects. His work focuses on public-funded projects with geotechnical involvement ranging from bridge foundations, landslides and slide corrections, earth retention systems, instrumentation, roadway subgrade considerations, and other infrastructure improvements. This work also includes geotechnical design and quality-control review of the aforementioned elements including shallow and deep foundations, dams, MSE retention systems, and various temporary earth retention systems.

Mike's experience includes the role of geotechnical engineer of record for Walsh for Section 3 (Indiana Approach) of the Ohio River Bridge Downtown Crossing Design-Build, which included over 15 bridge replacements with phase-line constraints and new pavement. In addition, he provided geotechnical quality control review of Section 6 (Indiana Approach) of the East End Crossing. With Mike's leadership, geotechnical issues were communicated effectively, addressed efficiently, and were predicted with regard to actual conditions exposed during construction. As construction challenges arose, Mike and his team responded quickly with cost-effective solutions while maintaining a level of expectation consistent with INDOT's requirements. Mike and his team also completed large geotechnical evaluations for new construction, such as I-69 Sections 2 through 5, and several more recent interstate added travel lanes projects.

With regard to pavement design, Mike has managed the geotechnical engineering efforts for several roadway improvements projects funded by local and state agencies. His responsibilities have included the implementation and continued advancement of the MEPDG design philosophy since INDOT first required its use in 2009. Prior to that, he was the lead pavement designer for Earth Exploration using the Darwin 3.1 AASHTO software. Recognized by INDOT in 2013 as being a leader in the pavement design service sector, Mike was contacted by INDOT to assist in completing in-house designs.

Project Highlights

I-69 PAVEMENT IMPROVEMENTS; GRANT COUNTY, IN; INDOT

Geotechnical and Pavement Design Engineer of Record. This project was to originally include concrete pavement restoration from the north side of twin bridges over SR 18 to 5.6 mi north of SR 18. Earth Exploration performed an extensive investigation into the history of the existing pavement. The pavement distress primarily included faulting of the joints and settlement of many of the panels, particularly

in the northbound lanes. Those panels typically included mid-slab and longitudinal cracking, and rocking of those panels was observed even under lightly loaded vehicles. At some locations, evidence of pumping of water and possibly subbase material was observed at the surface. Ultimately, the subgrade conditions were determined to likely be the root of the original distresses and the need for such frequent early HMA overlays. This project demonstrates the importance of understanding a project's history and of the pavement so that a deeper understanding of the conditions can be gained.

I-65 OVER 109TH STREET; CROWN POINT, IN; INDOT

Geotechnical Engineer of Record. This project (located within the limits of the I-65 Added Travel Lanes project) was one of the first Major Moves projects that INDOT completed with Walsh as the Lead Contractor. Mike was Earth Exploration's geotechnical lead and worked with the design consultant and INDOT to provide geotechnical engineering services. The project included construction of a new interchange featuring new ramps and acceleration lanes on I-65, new culverts (both for drainage purposes and a future pedestrian trail); widening of existing bridges along I-65; reconstruction of 109th Avenue (about 1,200 feet) including new sewers; and MSE retaining wall construction. In order to limit right-of-way and environmental impacts to accommodate a new ramp, a portion of an adjacent pond was filled utilizing multi-purpose sheet pile (for the cofferdam) that was left in place as a form for reinforced earth construction to support MSE wall construction. Mike prepared the geotechnical scope and fee proposals and managed geotechnical field activities, analyses, and reporting. He also designed and prepared plans and specifications for the sheet pile-faced MSE retention system across the pond.

I-65 AND I-69 ADDED TRAVEL LANES; BOONE/MARION/HAMILTON/MADISON/JOHNSON COUNTIES, IN; INDOT

Geotechnical Engineer of Record. These projects collectively consisted of widening over 50 miles of I-65 and I-69 through portions of various counties in Indiana. The nature of these projects was such that the field and laboratory work along with completion of the geotechnical engineering report required significant capacity and adaptation to a fast-paced environment while maintaining high quality and satisfying INDOT's geotechnical and pavement design expectations. Geotechnical considerations included new foundation elements for several bridge and culvert replacements, MSE fill, and high-plasticity, high-moisture content pavement subgrade soils. Earth Exploration also worked closely with INDOT's pavement designers as part of the exploratory pavement efforts.

I-65 PAVEMENT SUBGRADE EVALUATION; LAKE COUNTY, IN; INDOT

Geotechnical Consultant. In 2012 and 2013, INDOT desired to evaluate the pavement conditions along I-65 in Lake County from near US 231 to near US 30 due to premature distresses that had occurred in the pavement and to form the basis for making improvements. As part of this consideration and in light of the type of pavement distresses observed, Earth Exploration completed an evaluation of the subbase and subgrade conditions. The pavement section was constructed new and included 14 inches of Portland cement concrete (PCC) and over 9 inches of subbase. The PCC pavement was constructed with an 18-foot transverse joint spacing with doweled joints. Based on observations, the distress primarily included faulting of the joints and settlement of isolated panels, particularly in the southbound lanes. In addition, corner cracking and transverse cracking was observed at some locations. At the time of Earth Explorations' field activities, rocking of some of the panels was observed under truck loading at faulted locations. Since then, INDOT completed a concrete restoration project. This portion of I-65 is in the limits of the Project. Experience gained in the pavement (and subgrade) conditions will be utilized for the Project to assist the team in pavement design.



109th Avenue/I-65 Interchange



I-65 and I-69
Added Travel Lanes



I-65 Pavement
Subgrade Evaluation



SHAM MALU, P.E., PTOE
LEAD SIGNING/TRAFFIC ENGINEER



Years of Experience:

9 Years with Parsons
13 Years' Relevant Experience

Education:

M.S., Civil Engineering, Clemson University; B.S., Civil Engineering, Shivaji University, India

Registrations/Certifications:

Professional Engineer: IN, TX; Professional Traffic Operations Engineer

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

For the Project, Sham will serve as the **Lead Signing/Traffic Engineer** responsible for traffic signal systems and pavement marking. He will supervise plan production, coordinate traffic design, and will ensure all release for construction documents for traffic design conform to the requirements of the PPA, governmental approvals, and applicable laws. He will seal design reports, plans, and specifications for traffic design. Signing plans will be accordance with the Indiana Design Manual and Indiana MUTCD.

BENEFITS TO INDOT

- + Experience providing signing/traffic design on projects such as the I-65 Franklin Design-Build, Accelerate I-465, and 465/69 Northeast in Indiana
- + Involved in major interstate and arterial projects across Indiana, Michigan, Illinois, and Texas
- + Country-wide experience in signing, traffic analysis and traffic signals
- + Experience working with proposed Walsh DBT members

As a lead engineer based in the Parsons' Indianapolis office, Sham has 13 years of roadway signing design and traffic analysis experience on major interstate and arterial projects. He has been involved in a variety of complex interstate projects and brings a track record of meeting schedules on large-scale projects including I-65 Franklin Design-Build, Accelerate I-465, and I-465 Northeast Added Travel Lanes, where he served in a similar role. As the Lead Engineer for Signing/Traffic for the Project, Sham will use his experience as an Engineer of Record and in the design of signing, pavement markings, traffic analysis, and lighting in addition to extensive experience using software packages such as HCS, Synchro, GuidSign, Corsim, Vissim, Sidra, Microstation, Autocad, InRoads, and Autoturn.

Project Highlights

I-65 ADDED TRAVEL LANES DESIGN-BUILD (FRANKLIN); JOHNSON COUNTY, IN; \$84M; INDOT

Lead Signing/Traffic Engineer. Sham was involved in the preparation of signing, lighting, signal design, and pavement marking plans for the I-65 Design-Build project in Johnson and Marion Counties. He worked on the existing sign inventory, proposed sign layout, pavement markings, guide signs, lighting photo-metrics, voltage drop calculations, lighting layouts, and details.

I-69 INTERSTATE EXPANSION - PROJECTS A, B, AND C (INDOT MAJOR MOVES 2020); HAMILTON/MADISON COUNTIES, IN; \$85M; INDOT

Lead Signing/Traffic Engineer. Sham was involved in the preparation of signing and pavement marking plans for the I-69 Hamilton County project. He worked on the existing sign inventory, proposed sign layout, pavement markings, and the guide sign. He also designed the complex signing design required for the Directional Crossover Directional Interchange (DCDI) at the I-69/Campus Parkway interchange.

I-65/I-70 SOUTH SPLIT; INDIANAPOLIS, IN; \$12M; INDOT

Lead Signing/Traffic Engineer. Sham was involved in the preparation of roadway signing plans, maintenance of traffic signing, and the interstate lane closure analysis for the I-65/I-70 pavement reconstruction project. He prepared the existing sign inventory, proposed sign layout, pavement markings and the guide sign details. He also worked on the signing for the maintenance of traffic plans. I-65/I-70 was fully closed in downtown Indianapolis and the guide signs on I-65,

I-465 loop, I-70, I-69, and I-74 were modified to inform the drivers about the full closure. Sham was responsible for the inventory of these guide signs and prepared the plans displaying the modified message.

US 50 NORTH VERNON BYPASS (PHASES 1 AND 2); NORTH VERNON, IN; \$40.3M; INDOT

Lead Signing/Traffic Engineer. Sham was involved in the preparation of roadway signing plans, signal design plans, lighting design, and traffic analysis for the US 50 East Bypass project. He worked on the existing sign inventory, proposed sign layout, pavement markings, and the guide sign design. He was also involved in preparing the signing for the maintenance of traffic plan sheets. He prepared the signal plans for the intersections of US 50 at SR 3 and US 50 at Buckeye Street and was involved in the storage length analysis and detour cost analysis for the intersections and the detour routes.

I-465 WEST LEG RECONSTRUCTION; INDIANAPOLIS, IN; \$420M; INDOT

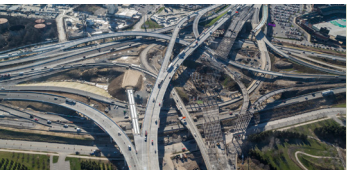
Lead Signing/Traffic Engineer. As the Engineer of Record for Signing/Lighting/Traffic, Sham was involved in the design, plan preparation, cost estimates, and quality assurance for signing, pavement marking, and lighting along I-465. The project required the design of complex lighting at I-70 and the I-465 interchange. The interchange is located near the Indianapolis International Airport and pole heights must be in compliance with the Federal Aviation Administration guidelines. Several combinations of full-cutoff luminaires and mounting heights were analyzed to achieve the correct and most efficient illuminance criteria. The design also required close coordination with other disciplines such as roadway, drainage, ITS, and traffic.

OHIO RIVER BRIDGES EAST END CROSSING P3 AND DOWNTOWN CROSSING DESIGN-BUILD; KY AREA; \$1.65 BILLION (COMBINED) INDOT/INDIANA FINANCE AUTHORITY/KYTC

Lead Lighting Engineer/Reviewer. For the Ohio River Bridge East End Crossing P3 project, Parsons provided technical oversight services, including design review, construction management, and construction engineering and inspection for INDOT's first P3 construction project. The five-year contract covers the final design and construction oversight of the East End Crossing and final commissioning and opening to traffic. As a Lead Lighting Engineer/Reviewer, Sham was responsible for the review of the proposed lighting for all segments of the East End Crossing. He was involved in checking the lighting photo-metrics, lighting layout, pole locations, and voltage drop calculations. He also reviewed the conformity of the contractor plans with the technical provisions and the standard specifications. The review also involved coordination with other disciplines such as ITS, traffic signing and drainage. Coordination with the Kentucky Transportation Cabinet for Section 4 (Kentucky Approach) of the Downtown Crossing was also required for this project.

I-465 NORTHEAST CORRIDOR ADDED TRAVEL LANES; INDIANAPOLIS, IN; \$567M; INDOT

Lead Lighting Engineer. Sham was involved in the lighting design for the 465/69 northeast leg in Indianapolis, Indiana. The project comprises four major interchanges along I-465 and I-69. In this role, Sham was responsible for design, plan preparation, cost estimates, and quality assurance for lighting. His additional responsibilities included maintaining close coordination of lighting elements with other disciplines such as roadway, drainage, ITS, and traffic.



Ohio River Bridges Downtown Crossing Design-Build



Ohio River Bridges East End Crossing P3



I-465 Northeast Corridor Added Travel Lanes



SR 532 Corridor Improvements



RICK HENSLEY, P.E.
LEAD LIGHTING ENGINEER

PARSONS

Years of Experience:

1.5 Years with Parsons
31 Years' Relevant Experience

Education:

B.S. Civil Engineering,
Purdue University

Registrations/Certifications:

Professional Engineer: IN, OH, IL, TX

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Rick will serve as the **Lead Lighting Engineer** responsible for lighting design per the Indiana Design Manual criteria where work impacts existing lighting or other modifications are necessary to meet the requirements of the TP. He will seal design reports, plans, and specifications specific to lighting design.

BENEFITS TO INDOT

- Experience providing discipline leadership on both the Ohio River Bridges Downtown Crossing Design-Build and the TXDOT SH183 Design-Build
- 31 years' experience serving similar role on large, fast track projects
- State-wide experience in lighting, traffic signal systems, and signing
- Experience working with various light sources
- Experience in completing service costs analysis for luminaire modernization
- Experience working with proposed Walsh DBT members

Rick has 31 years of experience working on large multi-phase interstate fast-track projects, design-build projects, conventional and high mast poles, ornamental lighting, sign lighting, underpass lighting, decorative street lighting with GFI receptacles, and parking lot lighting for a variety of clients across multiple states. He has worked with various light sources available including LED, their typical applications, and benefits and detractions associated with their use. Rick is based out of the Parsons' Indianapolis office. Rick will use his experience as an Engineer of Record for lighting system design in combination with extensive experience using VISUAL 2012 and AGi-32 lighting design software as the Lead Lighting Engineer for the Project.

Project Highlights

SH 183 MANAGED LANES; DALLAS, TX; \$800M; TXDOT

Lead Lighting Engineer. This design-build project included seven segments and over 27 miles of continuous freeway lighting along general purpose lanes, managed lanes, frontage roads, ramps, and cross street intersections. Design requires heavy coordination with other discipline leads and segment managers over an aggressive schedule. Design features include high mast and conventional light poles of various mounting heights, underpass lighting, safety lighting, and the integration of proposed LED luminaires into the existing HPS luminaires and pole system.

**OHIO RIVER BRIDGES DOWNTOWN CROSSING DESIGN-BUILD;
KY AREA; \$894M; KYTC**

Lead Lighting Engineer. Rick was the Roadway Lighting Discipline Lead for Indiana approach work (Section 3 - \$175 million) for the reconstruction of the I-65 corridor as part of the overall project. The I-65 lane widening and realignment includes widths varying from 11 to 14 lanes to accommodate the new cable-stay bridge over the Ohio River. The new bridge carries six lanes of northbound traffic while the existing bridge was converted to carry six lanes of southbound traffic. The project required extensive coordination across in-house disciplines, as well as with the lead consultant, a variety of subconsultants, the prime contractor (Walsh), the lighting and traffic subcontractor, KYTC's design-build review team, local agencies, and FAA contacts. The Indiana side alone consisted of 20 new bridges and nearly 40 retaining walls. The project design schedule with eight buildable-unit packages included 32 submittals within a 17-month period. Lighting design components consisted of high mast tower lighting; conventional pole lighting including various mounting heights and luminaire wattages; and underpass lighting

at four cross streets in a congested urban environment. Lighting coverage was required to be maintained throughout construction including six stages. Unique lighting challenges included special details associated with MSE retaining walls; light intrusion and trespass analysis; and presentation related to three historic districts adjacent to the corridor; sensitive design involving historic pylons along US 31 and the Clark Memorial Bridge crossing the Ohio River; special aesthetic up-lighting of historic pylons; inclusion of aesthetic sconce lighting on new monuments being constructed along the Court Avenue, 6th Street, and 10th Street crossings of the corridor; and coordination of FAA permit details for all light poles, sign structures, signal poles, ITS structures, and temporary cranes.

WEST 146TH STREET IMPROVEMENTS; HAMILTON COUNTY, IN; \$20M; INDOT

Lead Lighting Engineer. For this project, Rick was responsible for preparation of lighting plans for a new roundabout intersection at 146th Street and Ditch Road using LED luminaires. This effort included photometric calculations for various luminaires to provide performance comparisons to LED sourced fixtures. Design included eight poles at 30-foot mounting heights to satisfy INDOT design criteria. Voltage drop calculations, pay items, and quantities were also provided to the roadway team for inclusion in the overall plan set.

US 31 RECONSTRUCTION AND UPGRADE; HAMILTON COUNTY, IN; \$499M; INDOT

Project Engineer. Rick was responsible for the design of roadway/street lighting installations at 14 new roundabouts and a major urban directional interchange on Indianapolis' north side as part of this major corridor improvement project. Some of the roundabouts included multiple "stacked" roundabouts to create a unique urban interchange, with as many as four consecutive "stacked" roundabouts in succession. Design analysis included comparison of conventional poles and luminaires versus ornamental poles and luminaires of a lower mounting height at the roundabouts, underpass lighting, and high mast tower lighting at the I-465 and US 31 interchange. Cost estimates were prepared to facilitate the decision making process for INDOT and the Local Public Agency. Rick also prepared sign design plans for the four consecutive "stacked" roundabout interchange at 136th Street.

96TH STREET AND CUMBERLAND ROAD ROUNDABOUT; FISHERS, IN; \$2M; INDOT

Project Engineer. Rick was responsible for lighting design for this single-lane roundabout in a suburban community. The design utilized conventional poles and 250-watt metal-halide luminaires. Visual design software was used to assure satisfaction of design criteria.

WALNUT STREET AND RIGGIN ROAD ROUNDABOUT; MUNCIE, IN; \$1.3M; INDOT

Project Engineer. Rick was the Project Engineer for this federally funded reconstruction of an existing four-way, stop-controlled intersection as a single-lane roundabout. The project was unique in that the existing intersection is located between two stations of Delaware County Regional Airport's Medium Intensity Approach Light System and the flight path of Runway 32 is directly over the intersection. Rick's design responsibilities included a full-cutoff lighting design with ornamental poles, photometric analysis of several luminaire options, utility coordination, and construction document and cost estimate preparation.



Ohio River Bridges Downtown
Crossing Design-Build



West 146TH Street
Improvements



US 31 Reconstruction
and Upgrade



Walnut Street and
Riggins Road Roundabout



JONATHAN SIMINSKI, CPESC
EROSION AND SEDIMENT CONTROL MANAGER



Years of Experience:

7 Years with Walsh
7 Years' Relevant Experience

Education:

B.S., Construction Management,
Purdue University

Registrations/Certifications: Certified Professional in Erosion and Sediment Control (CPESC); Storm Water Manager Certification Training (INDOT); KEPSC for Roadway Inspectors 6-Hour Course (University of Kentucky); Draft Stormwater Certification Training (INDOT); 401/404 Permitting 8-Hour Course (Kentucky Society of Professional Engineers); RedVector Courses: Basics of Water Resources - Wetland Basics Course, Basic Erosion and Sediment Control, Erosion and Sediment Control - An Overview, Stormwater Discharges from Construction Activities, Open Channel Hydraulics I: Introduction and Energy Balance, Basics of Water Resources - Groundwater Contamination, Air Quality - U.S. Air Trends; OSHA 30-Hour

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Jonathan will serve as the **Erosion and Sediment Control Manager** responsible for the installation, inspection, maintenance, and removal of all required stormwater management measures and the implementation of the Walsh DBT's Stormwater Quality Control Plan. He will oversee stormwater runoff to minimize sediment damage to water quality and aquatic habitats while ensuring all erosion control measures are in full compliance with Project permitting requirements and specifications.

BENEFITS TO INDOT

- + Experience managing environmental compliance and sediment control on high-profile projects
- + Experience developing and maintaining the project-specific Erosion Control Plan for the Ohio River Bridges East End Crossing P3

Jonathan, a Certified Professional in Erosion and Sediment Control, brings experience managing erosion control teams, landscape subcontractors, and emergency spill response firms, should they be required, on the ORB East End Crossing P3 Project. This experience provides him the knowledge and construction management expertise to fulfill his role on the Project. His large-scale, high-profile project experience will prove beneficial to the Project. His experience obtaining necessary permits and implementing effective environmental measures to minimize impacts to environmentally sensitive areas is directly applicable to his role as the Stormwater Quality Manager. Jonathan also brings experience developing and maintaining erosion control plans and ensuring compliance with 401/404 Clean Water Acts.

Project Highlights

OHIO RIVER BRIDGES EAST END CROSSING P3; UTICA, IN/PROSPECT, KY; \$763M; INDOT/IFA Erosion and Sediment Control Manager/Environmental Compliance Manager. This project involves construction of a 2,510-foot main span, twin tower cable-stayed bridge and twin tunnels. Jonathan is responsible for daily inspections; inspections after each .5-inch rain event; and updates to the project-specific Erosion Control Plan, as needed, while managing two Erosion Control Managers. In this role, he ensures the team is compliant with 401/404 permits; ensures compliance with the most current version of the project's Stormwater Pollution Prevention Plan (SWPPP); leads monthly walkthroughs with owner officials; provides oversight of eagle monitoring to maintain compliance with Fish and Wildlife Permit/Eagle Take Permit; and provides oversight of wellhead protection areas. He develops monthly and quarterly environmental compliance reports; performs monthly walkthroughs with IDEM in Section 6 (Indiana Approach); develops plans to mitigate potential spills; coordinates clean up operations with subcontractor, Safety Kleen; and manages SWPPP updates.

BENEFITS TO INDOT

- + Experience providing oversight of erosion control staff; permitting; and fish, wildlife, and wellhead protection areas
- + Experience working with proposed Walsh DBT members

Jonathan is also responsible for the overall development and implementation of the water filtration system where water is pumped through a steel manifold holding flocculent socks. Water mixes with the flocculent in the manifold before entering a 30-cubic-yard dumpster. Polymer is pumped directly into the dumpster. Water then works its way over the baffles and weirs. The flocculent and polymer agitate with the sediment water in the dumpster prior to being pumped into a detention pond. Through a series of pipes buried underneath the haul road, water is pumped from the dumpster into the basin. A second pipe was installed as an emergency measure should severe flooding occur. Basins are separated into three separate basins that feed into each other. Once the first basin is filled, the water gravity feeds into the second basin. Once the second basin is filled, the water gravity feeds into the third basin. Once water enters into the third basin, the water gravity feeds through a 12-inch PVC pipe into a stream. The project team also installed a corrugated PVC pipe to manage the water level of the third basin. Water from the detention basin then leaves the site through a stream. The basin is then cleaned out as needed. This system allows the sediment in the water to drop out prior to water entering the stream and exiting the site.

In addition to overseeing stormwater quality, erosion and sediment control, and environmental compliance, Jonathan managed the project's landscape subcontractor as well as the schedule in regards to the implementation of temporary and permanent BMPs. He also managed coordination with a tree clearing subcontractor, performed daily MOT inspections, coordinated with the project's pond liner subcontractor for wellhead protection areas, and performed utility locates each month for Section 4 (Kentucky Approach).

WALSH INDIANA REGIONAL OFFICE; CROWN POINT, IN

Project Engineer/Estimator. For Walsh's Indiana office, Jonathan served as a Project Engineer/Estimator for various INDOT and design-build projects. This experience includes the successful pursuit of projects such as the \$88 million I-465/I-70 Sam Jones Expressway to reconstruct I-465 on the west side and the reconfiguration of the Sam Jones Expressway and I-70 interchanges. The new I-70 interchange design increased capacity while improving travel times. Jonathan was responsible for the preparation and refinement of the base estimate while providing critical thinking to identify, develop, and price innovative means of construction and provide a competitive advantage to Walsh while enhancing schedule efficiency.



ORB East End Crossing P3 Filtration System

I-465/I-70 Sam Jones Expressway



TARIQ MASUD, P.E., CQE
DESIGN QUALITY MANAGER



Years of Experience:

15 Years with Parsons
21 Years' Relevant Experience

Education:

M.S., University of Wisconsin; MPA, Quaid-i-Azam University; BSE, Civil Engineering, University of Engineering and Technology, Lahore

Registrations/Certifications:

Professional Engineer: MI, Alberta Canada; Certified Manager of Quality and Organizational Excellence (ASQ); Certified Quality Engineer (ASQ); Certified Quality Auditor (ASQ); Lead Auditor (with RABQSA); Lead Auditor (with IRCA), Certified Purchasing Manager Accredited Purchasing Professional (NAPM)

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

For the Project, Tariq will serve as the **Design Quality Manager** responsible for design QA/QC for all design work that is performed on the Project, including any design changes during construction and the production of Record Drawings. He will provide a certification with each design submittal that all necessary design QC checks have been completed and that any design changes resulting from such checks are incorporated into the submittal. During the Project, Tariq will also implement ISO 9000 criteria.

BENEFITS TO INDOT

- Significant experience developing Quality Management Plans for similar complex design-build projects
- Served in similar role on numerous design-build projects across the Midwest
- Hands on experience implementing ISO 9000 requirements
- Experience working with proposed Walsh DBT members

Tariq has over 21 years of experience on traditional and design-build projects, as well as in the corporate role for quality assurance (QA) projects. To manage design QA, Tariq coordinates the Parsons QA auditing program for the design team and represents Parsons in the external quality audits that are performed by the regulatory and certification agencies. From the Parsons' Chicago office, he provides training for Parsons procedures and supports the dedicated project personnel where necessary. Tariq is also responsible for auditing and assessing procedures and compliance to Parsons' QA program. He is responsible to review and approve the project management plans, and manage and facilitate the design project procedures for updates, reviews, training and revision control.

Tariq is also actively involved with the development and direction of project proposals, including technical writing and editing, analyzing the RFP requirements, and ensuring project descriptions align with proposal requirements.

Project Highlights

TH 61 HASTINGS BRIDGE DESIGN-BUILD; HASTINGS, MN; \$120M; MNDOT

Design Quality Manager. Parsons was the prime consultant for this project. Tariq was responsible for design quality and performed quality assurance and surveillance audits on all design submittals and design processes. In addition, he performed independent auditor construction audits for the project. His responsibilities included interfacing with multiple disciplines and attending technical meetings to ensure comments resolution. This \$120 million project includes design services for a new bridge and approach roadway carrying Trunk Highway 61 over the Mississippi River in Hastings, Minnesota. The innovative design features the longest free-standing arch in North America, utilizing a steel box arch rib with a post-tensioned concrete tie girder and a network hanger system. In addition to the bridge, this project includes four lanes of roadway to remove current traffic bottlenecks.

ROUTE 364 PHASE III DESIGN-BUILD; ST. LOUIS, MO; \$118M; MODOT

Design Quality Manager. Tariq was responsible for design quality assurance and performed QA and surveillance audits on all design submittals and design processes, and issued design certifications for design packages issued for construction. He was involved with design coordination and attended task force

meetings to interface with multiple disciplines for resolution of design issues. This project is under construction. Tariq currently provides as-needed design support including RFIs, construction and client-advised changes, contractor submittals, and certifying that design quality is maintained. This \$78.1 million project included design services for Phase II of the new Route 364 project in St. Charles County, Missouri. The project consisted of approximately 3.2 miles of upgrades between Harvester Road and Mid Rivers Mall Drive. The project relocated existing roadways and utilities, as well as constructed a new roadway with expanded capacity for traffic operations and safety. Parsons, the prime design consultant, was responsible for the design and construction of eight bridges, five interchanges, MSE walls, earthwork, grading, drainage, and utilities for site development.

KCICON (KANSAS CITY INTER-CONNECTOR) DESIGN-BUILD; KANSAS CITY, MO; \$232M; MODOT

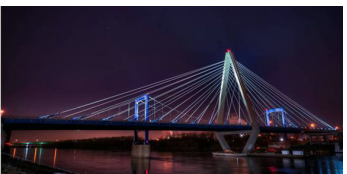
Design Quality Assurance Manager. Tariq was responsible for the development and implementation of the design quality plan and procedures, as well as performing quality assurance and surveillance audits on all design submittals and design processes. This \$232 million project included the design and construction of a landmark bridge over the Missouri River and reconstruction of over four miles of I-29/35. The new bridge is nearly 138 feet wide and approximately 1,700 feet long, including the approach spans. The suspended portion of the bridge consists of a composite steel and concrete, asymmetrical cable-stayed system with a main span of 550 feet and a side span of 451.5 feet. The single diamond-shaped pylon rises over 300 feet above the water, creating a natural gateway between the communities of North Kansas City and Kansas City. The aesthetic lighting features a kinetic lighting system with light-emitting diode panels mounted to the edge girders. This allows an infinite number of lighting shows across the length of the bridge, from simple, one-color panels to complex color-changing events.

THE NEW I-64 DESIGN-BUILD; ST. LOUIS, MO; \$535M; MODOT

Design Quality Assurance Manager. Tariq was responsible for the development and implementation of the design quality plan and procedures, as well as performing quality assurance and surveillance audits on all design submittals and design processes. He also served as the document controller of all quality records. After the active design was complete, Tariq provided QA support for the Engineering Services during construction. This included providing QA oversight and assistance to the contractors and Parsons's designers with clarifications, RFIs, interpretations, identification of errors, omissions or conflicts, and for contractor-initiated design changes, as well as owner directed changes. This \$535 million project is considered one of Parsons' landmark projects, and involved rebuilding and upgrading all pavements, bridges, and interchanges between Spoede Road and Kingshighway Boulevard in the city of St. Louis, Missouri. The project includes a new high-quality, interstate-to-interstate connection between I-64 and I-170; added extra lanes, reconstruction of 38 bridges, 11 interchanges, and extensive retaining wall construction. Parsons' new design improves traffic flow, eliminates short and tight entrance/exit ramps and merges; and adds dedicated exit lanes. The project also involved enhancing safety with wider shoulders. Parsons won several quality awards for this project, including USA Project of the Year Award. The project was also considered successful as the highway was reopened before its scheduled completion date despite over 60 owner-initiated changes.



TH 61 Hastings Bridge Design-Build



KCICON Design-Build



The New I-64 Design-Build



US 90 Bridge over Biloxi Bay Design-Build



CHAD CONWELL, TCS
MAINTENANCE OF TRAFFIC (MOT) MANAGER



| | | |
|--|--|---|
| Years of Experience: 4 Years with Walsh 10 Years' Relevant Experience | Education: B.S., Building Construction Management, Purdue University | Registrations/Certifications: Certified Traffic Control Supervisor by the American Traffic Safety Service Association |
|--|--|---|

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

For the Project, Chad will serve as the **MOT Manager** responsible for implementing traffic management strategies and providing supervision of the Certified Worksite Traffic Supervisor's duties to supervise and monitor the installation and maintenance of all traffic control devices. He will be responsible to communicate the Transportation Management Plan to the Public Information Coordinator for all MOT work prior to the implementation of any MOT phase/phase change. Chad will also coordinate all traffic impacts with INDOT's PIP Manager and TMP team, provide an MOT report to INDOT with each change in traffic phasing, and will be available during construction until Final Acceptance.

BENEFITS TO INDOT

- + 10 years' experience working in traffic control
- + Significant experience developing and implementing Traffic Management Plans for urban, complex highway projects
- + Has worked with INDOT previously along with the P3 contract type
- + Experience working with proposed Walsh DBT members

With over 10 years of traffic control experience, Chad is well-suited to serve as the MOT Manager for the Project. He has worked on a variety of traffic control projects and operations ranging from interstate closures to city street closures and has maintained coordination with INDOT, local agencies, and residents for traffic control items and mitigate the disruption to the local communities. Chad's experience planning, implementing, and monitoring the installation of traffic control and lane restrictions, as well as supervising field staff and implementing effective and open communication with owners is demonstrated in his role of the MOT Manager on the \$763 million Ohio River Bridge East End Crossing P3. In this role he combines his experience with his commitment to a zero-tolerance safety culture to manage a work zone that is safe for the both the traveling public and work force.

Project Highlights

OHIO RIVER BRIDGES EAST END CROSSING P3; UTICA, IN/PROSPECT, KY; \$763M; INDOT/IFA Maintenance of Traffic Manager. This large-scale, high-profile project extends from I-265 from Utica, Indiana to I-71 in Prospect, Kentucky. The project features construction of a new 2,510-foot-long, cable-stay bridge over the Ohio River and a 1,680-foot-long, twin-bore tunnel to carry the Gene Snyder Freeway under a historic and protected property. Chad was responsible for all traffic control operations for the project. Additionally, he was responsible for the development of a traffic management plan, an access and mobility plan, and coordinating all construction activities with the public and public entities. He also worked directly with INDOT heavy haul for restrictions and permitting of oversize loads through the project while working with INDOT/IFA on optimizing any traffic configuration that was in place.

US 31 - HOWARD COUNTY; KOKOMO, IN; \$40M; INDOT Assistant Project Manager. Chad served as an Assistant Project Manager on multiple contracts on this stretch of new roadway being constructed around the City of Kokomo. The project consisted of PCCP pavement, two bridges over US 31, MSE walls, drainage structures, and embankment. Chad was responsible for the project's traffic control and coordinated with subcontractors to ensure proper planning and procedures were implemented. US 31 required multiple phases and

multiple traffic movements to complete. During the project, Chad also worked as a member of the project team to ensure, budget control, construction schedules, and project commitments were met and deliver a high-quality project.

CTA BLUE LINE TIE REPLACEMENT; CHICAGO, IL; \$130M; CHICAGO TRANSIT AUTHORITY.

Traffic Control Engineer. The project consisted of removal and replacement of ties and track during periodic shutdowns of traffic lanes and train lines. Nightly closures of multiple lanes of I-90 were required to facilitate work between the northbound and southbound lanes. Chad coordinated lane closures to ensure correct and effective implementation and maintained setup and removal in approved time frames. He worked with IDOT and the CTA to communicate traffic control operations required to facilitate the work and communicated effective solutions should any traffic operations occur to construction crews.

CITY OF CHICAGO WATERLINE REPAIRS; CHICAGO, IL; \$20M; CITY OF CHICAGO WATER WORKS Project Engineer. The project consisted of localized city street closures to facilitate the repair and/or replacement of waterlines throughout the city. This work was not only scheduled work but also emergency works such as water line breaks. This work allowed for a vast array of traffic control situations and experience in an urban environment and included single and multi-lane closures, full street closures, detour routes, and engineered phased work. This work also included local community closures for parades, festivals, and farmers markets.



Ohio River Bridges
East End Crossing P3



US 31 - Howard County



CTA Blue Line
Tie Replacement



MIKE KEHLE, STS
CERTIFIED INDOT UTILITY COORDINATOR



Years of Experience:

16 Years with Walsh
16 Years' Relevant Experience

Education:

Construction Engineering and Management Technologies, Purdue University - North Central Campus

Registrations/Certifications:

Certified Utility Coordinator (INDOT); BCSP - Safety Trained Supervisor

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

For the Project, Mike will serve as the **Certified INDOT Utility Coordinator** responsible for completing the utility coordination process following the Indiana Design Manual Chapter 104, 105 IAC 13, and the INDOT Utility Accommodation Policy. He will identify all utility conflicts on the Project and be responsible for development and maintenance of the Utility Conflict Matrix. Mike will also be responsible for oversight of construction/connection of new utility services, the scheduling and facilitating of utility meetings, and ensuring that all utility concerns are addressed for the Project.

BENEFITS TO INDOT

- Experience serving similar roles on high-traffic, Indiana transportation projects
- Experience coordinating with multiple utility owners to identify utility conflicts and address all utility concerns
- Experience serving similar roles on design-build and drainage/flood protection projects in Northwest Indiana
- Experience working with proposed Walsh DBT members

Mike, a Certified INDOT Utility Coordinator, has been with Walsh for 16 years working almost exclusively on projects in Northwest Indiana. As a Project Manager, Mike is responsible for successfully delivering projects on schedule and within budget, while exceeding the owner's expectations. Mike will bring extensive utility coordination experience from serving in similar roles on transportation projects such as the I-65/SR 25 Design-Build and drainage and flood protection projects including the I-80/94 Drainage and Flood Protection project.

Project Highlights

I-65/SR 26 DESIGN-BUILD; LAFAYETTE, IN; \$82.8M; INDOT

Project Manager. For this project, Mike oversees construction operations for the design-build team including extensive maintenance of traffic, earthwork, drainage, and roadway subgrade. He successfully managed coordination with Duke Energy and the design team to temporarily relocate power lines to facilitate SR 26 bridge construction. Mike also participates, as needed, in design-build reviews and project planning and oversees scheduling, subcontractor management, submittal development, material procurement, and cost forecasting. The project includes the reconstruction of eight miles of I-65 in Lafayette, Indiana, and requires bridge widening, deck overlay, and added travel lanes.

SR 2 AND I-65 INTERCHANGE MODIFICATIONS; LOWELL, IN; \$11.1; INDOT

Project Manager. Mike served as the primary contact to INDOT for this project and oversaw all construction activities. He coordinated progress meetings for all utility relocations with INDOT; worked with Apply Valley for sanitary line relocation; worked with AT&T for fiber optic relocation; and coordinated work with NIPSCO for power line relocation. He managed daily utility relocation reports completed by project engineers for submittal to INDOT. In this role, Mike also developed the project schedule, maintained the project budget, coordinated materials, developed and implemented work plans; and provided technical assistance to field crews. The project included interchange modifications on SR 2 in Lake County, Indiana, and required over 57,000 cubic yards of common excavation; 94,000 square yards of 10-inch concrete paving; pipe; signage; landscaping; and traffic control.

I-80/94 DRAINAGE AND FLOOD PROTECTION; GARY, IN; \$6.5M; INDOT

Assistant Project Manager. This project required drainage ditch correction, flood

protection, 124,000 square feet of sheet pile wall with concrete facing, cast-in-place reinforced concrete utility crossings, six gatewell structures, and miscellaneous site access improvements. Mike worked with proposed Construction Manager, Joe Kislowksi, in the redesign and constructability of floodwall system components to accommodate various existing utilities that could not be relocated. In order to provide a continuous line of flood protection, contract documents stated that the existing ground below a 12-inch, high-pressure gas line needed to be excavated and replaced with a select, impervious fill (clay) material. Compacting the specified material directly below a live gas line to meet project requirements presented several challenges. Mike coordinated joint meetings for all utilities prior to beginning work; worked closely with Wolverine Pipe to relocate an as-built pipe/wall crossing within the project; and worked with NIPSCO to temporarily shut down an overhead line during sheet pile driving operations.

LITTLE CALUMET RIVER FLOOD PROTECTION STAGE 8; MUNSTER, IN; \$14M; UNITED STATES ARMY CORPS OF ENGINEERS (USACE)

Assistant Project Manager. Mike worked with proposed Construction Manager, Joe Kislowksi, in the coordination of utility representatives during the successful installation of nearly two miles of steel sheet piling located around, above, and adjacent to numerous live utilities. A pre-construction site survey revealed that a concrete junction chamber previously operated by the Hammond Sanitary District (HSD) would be in direct conflict with the proposed flood protection sheet pile wall alignment. Mike helped to coordinate meetings between the HSD and USACE where the team learned that the junction chamber could not be abandoned. The proposed wall alignment was modified slightly and the junction chamber location was unchanged. The USACE gave the project special recognition and gratitude to recognize Walsh's extensive coordination efforts with local residents initially opposing project construction. The project also included providing all necessary facilities, plants, labor, transportation, materials, and equipment to construct a levee and floodwall protection system. It also included access ramps, roads, one pedestrian bridge, gatewell structures, outlet improvements, drainage ditches, riprap for erosion control, and a recreational trail. Mike worked with the City of Hammond to coordinate pump station shutdowns and pipe tie-ins on several large diameter pipes and with NIPSCO to temporarily de-energize and hold power lines while driving sheet pile.

I-65/I-80 INTERCHANGE MODIFICATION; GARY, IN; \$50.2M; INDOT

Project Engineer. Mike was a Project Engineer for this project completed in just 18 months and included reconstruction of 18 miles of roadway, two miles of MSE wall, and five new bridges. One of these bridges was, at the time of construction, the country's longest single-span concrete bridge with a length of 250 feet. Meetings were held every other week with INDOT, fire services, State and local police, medical emergency, and services and utilities to discuss all upcoming major tasks, lane changes, lane closures and any other related issue that could impact response time. The project also included the re-design of a rail and cable system for MSE wall to improve safety and minimize maintenance. The system was inspected daily and was included in the weekly site safety inspection to ensure it's integrity. Continual maintenance of temporary traffic lanes were required of two of the most heavily traveled highways in Indiana through the interchange.



I-65/SR 26 Design-Build



SR 2 and I-65 Interchange Modifications



Little Calumet River Flood Protection Stage 8



I-65/I-80 Interchange Modification



MATT KOHUT, P.E.

KANKAKEE RIVER BRIDGE DESIGN LEAD ENGINEER



| Years of Experience: | Education: | Registrations/Certifications: |
|---|---|---|
| 6 Years with Parsons 14 Years' Relevant Experience | B.S., Civil Engineering, Purdue University | Professional Engineer: IN, OH, KY; INDOT/FHWA Certified Team Leader (Complex Bridges); FHWA/NHI, Safety Inspection of In-Service Bridges; FHWA/NHI, Fracture Critical Inspection Techniques for Steel Bridges |

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

During the Project, Matt will serve as the **Kankakee River Bridge Design Lead Engineer** to provide oversight/coordination of design work on the Kankakee River Bridge. He will be responsible for releasing design documents for construction, review all construction documents related to the bridge, and for certifying that all released-for-construction documents, including both design documents and construction documents, conform to TP and PPA requirements. Matt will also provide support during construction for any design changes and the completion of Record Drawings.

BENEFITS TO INDOT

- + Experience serving similar role on design-build projects
- + Knowledge of bridge design requirements over large rivers
- + Experience working with current INDOT standards and design practices
- + Experience managing bridge design on large-scale INDOT transportation projects
- + Experience working with proposed Walsh DBT members

Matt is located in the Parsons' Indianapolis office and brings 14 years of bridge experience in design, inspection, and management and will successfully fulfill this role due to his extensive background in delivering successful design-build and design-bid-build projects. He has served in management and leadership roles for design teams on numerous projects across Indiana, ranging from bridge rehabilitations to large river bridge replacements. Matt served as the bridge design manager for the I-65 Southport Added Travel Lane Design-Build project. His role included staffing and executing design tasks for the bridges, along with retaining wall and noise wall design. Matt recently served as bridge design manager for I-69 over Black Ankle Creek, a design-build contract, that included two new 1,970-foot-long structures on poor soils. Matt's role on the I-69 project is identical to the role he will be performing on this Project. He is fully aware of the coordination required between Walsh and INDOT while maintaining compliance with the TP and PPA and is ready to effectively deliver this Project.

Project Highlights

I-69 OVER BLACK ANKLE CREEK - SECTION 4 DESIGN-BUILD; GREENE COUNTY, IN; \$135.9M; INDOT

Bridge Design Manager. Parsons, as lead designer, was selected to design and construct the new interstate alignment of I-69 via a design-build delivery. Parsons designed a 2.7 mile, 4-lane divided freeway from Taylor Ridge Road to CR 750E in Greene County, Indiana, including twin, 1,970-foot-long bridges over Black Ankle Creek and CR 600E. I-69 is an important state and national corridor, and this contract is the second to last section of I-69 connecting Evansville to Bloomington. Parsons' innovative redesign of preliminary plans helped the contractor reduce the overall construction costs to obtain the winning bid. Matt managed the bridge design and plan production and was responsible for coordinating with the contractor throughout the design-build process to ensure INDOT and contractor requirements were met. His additional responsibilities included review of shop drawings and certifying released for construction documents to ensure each met all contract document requirements.

Project challenges included various environmental and geotechnical constraints. The Black Ankle Creek valley has poor soils and multiple wetlands within the project footprint. Geotechnical improvements, such as wick drains and high strength geotextiles (HSGT) were required to place the 60 to 80 feet of fill. Six layers of the HSGT were

needed on the west side of the bridge and two layers were needed on the east side of the bridge. Special instrumentation such as piezometers, inclinometers, and settlement plates were used to monitor settlement. The wetlands surrounding the roadway and bridge also needed protection and environmental features such as spill containment basins were used. The bridge's substructure design was also a challenging component during this project. The top of rock elevation varied up to 50 feet from one side of the footing to the other. The weak soil and varying rock layer produced a complex foundation design to support the large seismic loads required to support the structure.

US 52 EASTBOUND OVER WABASH RIVER BRIDGE REPLACEMENT; LAFAYETTE, IN; \$13.3M; INDOT

Bridge Design Manager. As the Bridge Design Manager, Matt oversaw the bridge design, plan production, and contract documents for the bridge spanning the Wabash River. As an alternative bid project, design plans were developed for both steel and concrete superstructure design alternates. The project required Parsons to perform a bridge condition inspection. This included the evaluation of observed defects and preparation of a bridge inspection report for the deck truss bridge carrying eastbound US 52 over the Wabash River in Tippecanoe County, Indiana. After the bridge inspection, Parsons provided design services for the bridge replacement of the eastbound structure. The project addresses the complete replacement of the existing eastbound structure with a new 7-span, 960-foot-long bridge.

US 50 NORTH VERNON BYPASS (PHASES 1 AND 2); NORTH VERNON, IN; \$40.3M; INDOT

Bridge Design Manager. As the Bridge Design Manager, Matt oversaw the bridge design, plan production, and contract documents for the bridge spanning the Muscatatuck River in North Vernon, Indiana. The design included drilled shaft substructures and a hybrid bulb tee superstructure. He also coordinated with and oversaw two subconsultants working on the other two project structures and while ensuring quality was maintained on these bridges as well. Parsons was selected to provide engineering design services for this new roadway which will bypass the City of North Vernon, Indiana. This eastern half of the bypass will provide a connection from the western half of the bypass currently under construction back to the existing US 50 on the east side of North Vernon. The objective for completing this project is to improve traffic operation in and around North Vernon and increase accessibility to existing and potential growth areas.

I-69 NEW INTERSTATE SECTIONS 2 AND 3; PIKE/DAVIESS/GREEN COUNTIES, IN; \$120M; INDOT

Structures Senior Engineer. Parsons was part of the team selected for the proposed I-69 new interstate for Sections 2 and 3 from Oakland City to Crane, Indiana. This project included the addition of 55 miles of a new 4-lane interstate from SR 64 to US 231 in Gibson, Pike, Daviess, and Greene Counties. The project was part of the national corridors for mobility across the United States. Sections 2 and 3 were divided into 13 contracting segments including both design-build procurement and conventional design-bid-build procurement. Parsons was responsible for the design and plan production of three segments which includes Segment 4 in Section 2 and Segments 12 and 13 in Section 3. Matt was the Structures Senior Engineer responsible for developing cost saving concepts for the structures. He oversaw and fully designed three bridges in the design-bid-build portion, which included a grade separation. Matt also prepared cost estimates, developed special provisions, and helped drive the contracts to letting. For the design-build procurement portion, he ran preliminary design and structure sizing calculations for the 22 bridges to assure accurate information was provided for the design-build teams.



I-69 over Black Ankle Creek
Section 4 Design-Build



US 52 Eastbound over
Wabash River Bridge
Replacement



US 50 North Vernon
Bypass (Phases 1 and 2)



SR 356 over I-69



JOE HENRYS, TCS

CERTIFIED WORKSITE TRAFFIC SUPERVISOR (CWTS)/
INCIDENT MANAGEMENT LIAISON



Years of Experience:

9 Years with Walsh
9 Years' Relevant Experience

Education:

B.S. Building Construction Management,
Purdue University; A.S, Civil Engineering,
Purdue University

Registrations/Certifications:

Certified Traffic Control Supervisor/
Technician

RESPONSIBILITY ON
I-65 NORTHWEST INDIANA

For the Project, Joe will serve as the **CWTS/Incident Management Liaison** to support the MOT Manager and will be responsible to monitor daily MOT activities and supervise the installation traffic control devices. He will be authorized to direct traffic changes to ensure safe and continuous traffic flow and direct traffic operations should an incident occur. Joe will also submit weekly reports of device inspections, will be readily available and on-site within an half-hour of notification throughout construction, and will participate in the Incident Management Task Force as the Walsh DBT's Incident Management Liaison.

BENEFITS TO INDOT

- Experience focused on urban, high-traffic, INDOT transportation projects
- Experience serving similar roles on the I-65/SR 26 Design-Build and the I-80 Interchange Modification
- Experience with urban corridors requiring significant MOT and innovative construction methods
- Experience working with proposed Walsh DBT members

Joe is a Certified Traffic Control Supervisor as certified by the American Traffic Safety Service Association. He brings experience managing MOT operations on a number of projects for INDOT including the \$100 million I-80 Interchange Modification project where he directed all traffic switches and closures in a high-traffic area in Northwest Indiana. He also serves a similar role on the \$82.8 million I-65/SR 26 Design-Build where he coordinates with INDOT/Traffic Management Center (TMC) and the Indiana State Police (ISP) for all MOT operations. This experience provides him the knowledge to successfully supervise and monitor the installation and maintenance of traffic control devices, direct traffic changes to ensure safe and continuous traffic flow, maintain coordination with INDOT, and develop and implement project-specific MOT plans for construction operations on large-scale, traffic-intense, Indiana projects.

Project Highlights

I-65/SR 26 DESIGN-BUILD; LAFAYETTE, IN; \$82.8M; INDOT

Assistant Project Manager. Joe assists with construction oversight including extensive MOT operations, bridges, and soundwalls for the design-build team in addition to earthwork, drainage, and roadway subgrade. Specific to MOT, Joe conducts monthly incident management meetings with first responders for INDOT/TMC; ensures all MOT devices are in proper working order on a daily basis; coordinates night lane closures and rolling slow downs with INDOT/TMC and the ISP; works with INDOT to ensure traffic signals are not affecting traffic on adjacent roads such as SR 26 and SR 25; coordinates with the design-build team's MOT subcontractor for layout, placement, and removal; coordinates with INDOT/TMC to ensure proper messaging for project message boards; and coordinates with the ISP. Joe also developed the project's MOT plan for construction operations. In this role, Joe also participates in design-build reviews and project planning and is responsible for scheduling, subcontractor management, submittal development, and material procurement. The project includes the reconstruction of eight miles of I-65 in Lafayette, Indiana, and requires bridge widening, deck overlay, and added travel lanes.

ROUTE 641; TERRE HAUTE, IN; \$32M; INDOT

Traffic Control Supervisor/Assistant Project Manager. Joe supervised traffic for this project, which included new road and bridge construction on SR 641 in Vigo County, Indiana, and required road grading for 2.6 miles. The project reduced traffic congestion, enhanced safety, and diverted truck traffic. Joe was

responsible for ensuring traffic control met the Manual of Uniform Traffic Control Devices (MUTCD) standards; directing traffic changes and closures to ensure continuous traffic flow and a safe work environment; and inspecting all traffic control devices daily.

I-80 INTERCHANGE MODIFICATION; GARY, IN; \$100M; INDOT

Traffic Supervisor/Project Engineer. This project included complete reconstruction of the I-65/I-80 Interchange including eight ramps to improve traffic flow and provide enhanced safety for both entrance and exit configurations, five new bridges, and MSE wall construction. During the project, Joe coordinated with subcontractors; managed material orders and layout; and worked closely with INDOT to confirm quantities throughout the project. As a Traffic Supervisor, he ensured all traffic control met the MUTCD standards; directed traffic changes and closures to ensure continuous traffic flow and a safe work environment; and inspected all traffic control devices daily.

US 52 RECONSTRUCTION; LAFAYETTE, IN; \$13M; INDOT

Traffic Control Supervisor/Project Engineer. This project consisted of the complete reconstruction of two miles of existing roadway. Construction included four bridge rehabilitations over both Norfolk Southern and CSX railroad properties. As the onsite Traffic Control Supervisor, Joe ensured all traffic control met the MUTCD standards; directed traffic changes and closures to ensure continuous safe and traffic flow; and inspected all traffic control devices daily. His duties also included subcontractor coordination and ordering project materials in addition to managing field personal, incoming and outgoing revenue, and survey/layout. Joe also worked closely with INDOT to confirm quantities and the project schedule.

US 31 - MARSHALL COUNTY; PLYMOUTH, IN; \$30.8M; INDOT

Traffic Control Supervisor/Project Engineer. Joe was responsible for subcontractor coordination and ordering project materials as well as managing field personal and survey/layout. It was his duty to ensure all traffic control met the MUTCD standards; to direct traffic changes and closures to ensure continuous safe and traffic flow; and inspect all traffic control devices daily. The project consisted of rehabilitation for the 1-mile-long US 6 and new construction for three miles of New US 31.

BLUE CHIP HOTEL AND PUBLIC AREA EXPANSION DESIGN-BUILD; MICHIGAN CITY, IN; \$100M; CAERUS HOSPITALITY PARTNERS (FORMERLY BOYD GAMING)

Project Engineer. As a Project Engineer for this fast-track, design-build project, Joe assisted with construction activity oversight for the Blue Chip Hotel and Public Area Expansion — the seventh project done by Walsh at the Blue Chip Casino. He was responsible for subcontractor coordination, material procurement, and coordinating with the owner to review design choices for all hotel doors and hardware. The project involved the construction of a new 22-story, 300-room luxury hotel. Work required multiple contract types, including design-build with Walsh providing general contractor and construction management services.



I-65/SR 26 Design-Build



I-80 Interchange Modification



US 52 Reconstruction



US 31 - Marshall County



DAN MILLER
ENVIRONMENTAL COMPLIANCE MANAGER



| Years of Experience: | Education: | Registrations/Certifications: |
|---|---|--|
| 3 Years with Parsons 14 Years' Relevant Experience | B.S., Marine Biology, Florida Atlantic University | INDOT NEPA/CE Certified; USACE Regulatory IV Training; USACE Certified Wetland Delineator; NHI Design/Implementation of Sediment and Erosion Control FHWA-NHI-142054 |

RESPONSIBILITY ON I-65 NORTHWEST INDIANA

For the Project, Dan will serve as the **Environmental Compliance Manager** responsible for monitoring, documenting, and reporting environmental compliance for the Project. He will ensure compliance with all Project standards, environmental commitments, and conditions of environmental approvals. He will be the primary liaison to INDOT for all environmental issues with the authority to stop or redirect construction work as needed to ensure environmental compliance.

BENEFITS TO INDOT

- Prepared environmental documents for over 150 INDOT projects and reviewed over 50 INDOT/LPA projects prepared by consultants
- Experience managing the NEPA process on large-scale INDOT transportation projects
- Experience performing wetland delineations, water determinations, ecological site evaluations, and coordinating with various resource agencies
- Experience securing permits from state, local, and federal regulatory agencies
- Experience working with proposed Walsh DBT members

Dan has over 13 years of experience conducting environmental studies and eight years of experience working on and reviewing transportation projects at the federal, state, and local levels. He has experience preparing and reviewing NEPA documentation and Waters of the U.S. Determination Reports; conducting wetland delineations, waters determinations, and ecological site evaluations; securing permits from state, local, and federal regulatory agencies; and managing all other aspects of the NEPA process. Dan is located in the Parsons' Indianapolis office and has served as the primary contact during design, construction, and post-construction as a subject matter expert and as a task manager to maintain compliance with state, local, and federal laws. He has also managed the compliance of mitigation sites through maintenance and coordination with regulatory agencies and reviewed environmental documents for over 50 INDOT and LPA projects prepared by consultants. He is a U.S. Army Corps of Engineers' certified wetland delineator and has acted as the INDOT's Crawfordsville District Environmental Manager and Erosion and Sediment Control Specialist, as well as an INDOT Ecology and Waterway Permitting Specialist.

Project Highlights

US 50 NORTH VERNON BYPASS (PHASES 1 AND 2); NORTH VERNON, IN; \$40.3M; INDOT
Environmental Manager. Parsons was selected to provide environmental management and preliminary engineering design services for the construction of the US 50 North Vernon Bypass, a new northern bypass for the city of North Vernon. Dan is responsible for managing the environmental process from 2014 to the present. He completed an Additional Information (AI) document (June 2014) to the Environmental Assessment and a CE-4 (February 2016) for the acquisition of a quarry to mitigate for drinking water impacts. He also prepared and obtained two Rule 5 permits. Dan managed the stream design (three sites) and wetland (four sites) mitigation required to compensate for impacts to approximately eight acres of wetland impacts and approximately 1,617 linear feet of stream impacts. He assisted with the preparation of the Individual Section 404 permit, and reviewed the NEPA documentation required for wetland and stream mitigation sites.

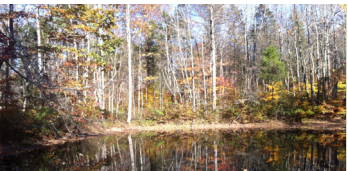
I-69 INTERSTATE EXPANSION - PROJECTS A, B, AND C (INDOT MAJOR MOVES 2020); HAMILTON/MADISON COUNTIES, IN; \$85M; INDOT
Environmental Manager. Parsons was awarded the I-69 Interstate Expansion projects, part of the Major Moves 2020 initiative. The projects include added travel lanes from 106th Street to 0.5 mile east of SR 13 (Project A); an inter-

change modification at Exit 210 (Project B); and added travel lanes from 0.5 mile east of SR 13 to 0.5 mile north of SR 38 (Project C). Dan was responsible for managing the environmental process; completing the required NEPA documentation (two CE-3s and a CE-4); conducting required ecological surveys, including Waters of the U.S. and Waters of the State (which included the delineation of 200 wetlands and 23 streams); obtaining permits (Section 404 RGP, Section 401 IP, and 2 Construction in a Floodway permits); and mitigation (credits obtained from the Central Indiana Mitigation Bank). Noise analysis was required and conducted throughout the project, and a Section 4(f) de minimis finding was required due to impacts to two trails.

STATE STREET REDEVELOPMENT PROJECT; WEST LAFAYETTE, IN; \$120M; CITY OF WEST LAFAYETTE AND PURDUE UNIVERSITY
Environmental Manager. Parsons provided engineering design, environmental management, and procurement services for the State Street Redevelopment Project. This is a joint project between the City of West Lafayette and Purdue University to develop State Street from US 231 to Tapawingo Drive. It also includes conversion of one-way roadways and improvements to the perimeter parkway. Dan managed the environmental process, including preparing the required environmental documentation (Locally Funded Environmental Assessment), conducting the required ecological surveys including wetland investigations, and obtaining all permits (404 RGP and 401 IP) for all components associated with this P3 project.

SR 46 HISTORIC BRIDGE PROJECT OVER BIRCH CREEK; \$1.6M; CLAY COUNTY, IN; INDOT
Environmental Manager. The NRHP-eligible (Non-Select) Birch Creek bridge was deteriorated and in need of replacement. Early on in the project development process, Parsons identified that preliminary plans for the structure required substantial approach work that would result in more than 300 linear feet of impact to jurisdictional streams and, therefore, require an Individual 404 permit from the USACE and compensatory mitigation. Parsons worked with the District and the INDOT designer to identify a design approach that would reduce the impact and allow the bridge replacement to stay on schedule. Dan was responsible for managing the NEPA process, including the Indiana Historic Bridge Programmatic Agreement (PA) Project Development Process (PDP), and completing the environmental documentation (CE-4) for the project.

INDOT EAST DISTRICT ENVIRONMENTAL ON-CALL SERVICES; \$750K; VARIOUS COUNTIES, IN; INDOT
Environmental Manager. Parsons was selected by INDOT's East District (Fort Wayne, Greenfield, and Seymour Districts) to provide environmental services for this Environmental On-Call. To date, Parsons has received 22 assignments providing various levels of environmental services, including NEPA documentation, Waters of the U.S. Determination Reports, and mitigation alternative analyses. Dan has managed the environmental needs on all contracts received from the On-Call, assigning each task to the appropriate personnel within Parsons' Indianapolis Office, while still conducting some of the ecological surveys and completing the required NEPA documentation on several projects. Dan has worked with the district project managers and environmental staff to deliver environmental services requested for each project.



US 50 North Vernon Bypass (Phases 1 and 2)



I-69 Interstate Expansion Projects A, B, and C (INDOT Major Moves 2020)



State Street Redevelopment Project



INDOT East District Environmental On-Call Services



LUKE WILSON
CONSTRUCTION QUALITY MANAGER



| | | |
|--|-------------------------------------|---|
| Years of Experience: | Education: | Registrations/Certifications: |
| 3 Years with Walsh 16 Years' Relevant Experience | B.S., Geology, DePauw University | ICC Reinforced Concrete Special Inspector; ACI Field Level 1 Superpave Plant Technologist (KYTC); Certified Asphalt Technician (INDOT); PTI Level 1 Bonded Field Specialist; ASBI Grouting Certificate Holder; Radiation Safety Officer; F-Number Measurement |

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Luke will serve as the **Construction Quality Manager** responsible for oversight of construction QA/QC including inspections and documentation of the Walsh DBT's work activities and all material sampling, testing, and reporting, as required, in accordance with Project specifications. He will lead construction quality though QC, constructability, and risk management reviews prior to the release of all deliverables and ensure implementation of the Project-specific Quality Management Plan.

BENEFITS TO INDOT

- + Experience serving quality management roles on the Ohio River Bridges East End Crossing P3 and the Milton-Madison Design-Build
- + In-depth knowledge of INDOT quality requirements
- + Experience maintaining project-specific Quality Management Plans
- + Experience working with proposed Walsh DBT members

As a quality control manager for Walsh, Luke's 16-year background in construction materials testing, inspection, and quality management has provided him with extensive knowledge of construction materials, associated specialized testing, and project management skills on a wide variety of projects including transportation, power, commercial, aviation (runways/taxiways), automotive manufacturing, healthcare, education, and wastewater treatment.

Luke's project experience includes serving the role of Quality Control Manager for large-scale, high-profile Indiana projects including the \$763 million Ohio River Bridges East End Crossing P3 and the \$110 million Milton-Madison Design-Build project. This first hand knowledge managing Walsh's quality management program will prove beneficial to ensure implementation of the four key principals of Walsh's quality management program: meeting INDOT requirements, doing it "Right the First Time", checking and documenting results, and continuous quality improvement.

Project Highlights

OHIO RIVER BRIDGES EAST END CROSSING P3; \$763M; IFA/INDOT

Quality Control Manager. As Quality Control Manager, Luke communicated quality control information to operations, subcontractors, and the owner. He built a high-caliber team of inspectors, managers, and administrative staff and instructed staff in quality control procedures. In addition, Luke participated in the development of project specifications and created and implemented inspection and testing criteria and procedures. He verified that delivered materials, purchased components, in-process samples, and finished products met established testing and inspection standards. Luke was in constant contact with operations regarding quality guidelines, testing procedures, or ways to eliminate deficiencies.

The project includes the financing, design, construction, and 35 years of operation and maintenance for a 2,510-foot main span, twin tower cable-stay bridge across the Ohio River that will link Louisville, Kentucky to Southern Indiana. The project also includes a twin bore tunnel on the Kentucky approach of approximately 1,680 feet in length and 19 additional bridges, as well as associated roadway improvements and other related infrastructure work.

MILTON-MADISON BRIDGE DESIGN-BUILD; \$110M; INDOT

Quality Control Manager. Luke implemented the on-site materials testing laboratory on this design-build project for the Indiana Department of Transportation. He managed the team of independent quality control inspectors that provided support to the state agency. Key areas of quality included fabrication and testing of specialty reinforcing steel pull-out equipment during pier rehabilitation, concrete and soils testing, and high-strength grout testing. The project used innovative construction methods including a truss slide that enabled the team to greatly reduce bridge closures during construction from an anticipated 365-day closure to just 10 days, minimizing impacts to the public. To keep with the historic character of the area, the new steel truss bridge is similar to the existing bridge and features a 5-foot pedestrian sidewalk.

FORT KNOX DESIGN-BUILD, UNITED STATES ARMY CORPS OF ENGINEERS

Quality Control Manager. Luke managed the quality team to verify materials, purchased components, and ensured finished products met required testing and inspection standards. The Fort Knox Design-Build, the single-largest fixed price design-build contract issued by the United States Army Corps of Engineers during time of construction, served as a Human Resource Center for Excellence. The scope included providing a new headquarters complex consisting of administrative facilities to house directorates of the U.S. Army Human Resources Command, U.S. Army Accessions Command, and U.S. Army Cadet Command.

PATRIOT ENGINEERING AND ENVIRONMENTAL.

Project Manager. Luke was responsible for daily oversight of quality aspects for over 30 diverse projects, as well as 20 staff members and associated equipment. In this role he provided project status reports to project teams, management, subcontractors, customers, and owners for project milestones; reviewed civil design, engineering, and construction technical documentation to ensure testing plan and onsite activities were compliance with applicable government or industrial codes, standards, and requirements; and supervised client and subcontractor work to ensure quality and conformance to specifications.



Ohio River Bridges
East End Crossing P3



Milton-Madison Bridge
Design-Build



JOHN COYE, CHST, STS
SENIOR SAFETY MANAGER



Years of Experience:

10 Years with Walsh
20 Years' Relevant Experience

Education:

B.S., Criminal Justice,
College of DuPage;
Criminal Justice,
Trident College

Registrations/Certifications:

Construction Health and Safety Technician; Safety Trained
Supervisor - Level 5 Certification for U.S. Army Corps of
Engineers; 130-Hour Construction Safety and Health;
Training Supervisor - OSHA 500/501

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

During the Project, John will serve as the **Senior Safety Manager** responsible for public and employee safety. He will ensure that all safety measures are in full compliance with local, state, federal, and Walsh safety rules and regulations to maintain a safe environment for pedestrians, the traveling public, public involvement participants, work crews, subcontractors, and INDOT. He will perform safety inspections, training and enforcement, plan development, new employee orientation, and oversee employee training. He will develop the Walsh DBT's Safety and Health Plan to guide the team in maintaining a safe work environment throughout design and construction.

BENEFITS TO INDOT

- + Experience managing construction safety in urban areas including motorist and workforce safety
- + Experience developing and implementing emergency response programs
- + Experience working with proposed Walsh DBT members

As a Senior Safety Manager with Walsh, John is responsible for the implementation and management of a rigorous safety program that upholds Walsh's goal of zero accidents and injuries. He is experienced in overseeing safety operations for heavy civil work performed by Walsh's Indiana region and is responsible for providing safety training; continually observing jobsites; facilitating/managing safety committee meetings regarding staff safety; preventing utility damage; and maintaining full compliance with owner requirements.

Project Highlights

**OHIO RIVER BRIDGES EAST END CROSSING P3;
UTICA, IN/PROSPECT, KY; \$763M; INDOT/IFA**

Regional Safety Manager. For this P3 project, John provides safety oversight for construction of the 2,510-foot main span, twin-tower, cable-stayed bridge and twin tunnels. He is responsible for ensuring all work is performed in accordance with Walsh safety policies and procedures as part of an effective safety program to minimize and/or eliminate personal injuries and property damage. He oversees regular safety meetings with project personnel, safety inspections, and maintenance of OSHA logs and regulatory compliance documentation.

**OHIO RIVER BRIDGES DOWNTOWN CROSSING DESIGN-BUILD;
JEFFERSONVILLE, IN/LOUISVILLE, KY; \$894M; KYTC**

Regional Safety Manager. Walsh leads the design-build team for this project that connects Kentucky and Indiana. The project includes roadway reconfiguration; rebuilding 45 structures, including the Kennedy Interchange in downtown Louisville; building a new cable-stayed I-65 bridge; repairing the existing bridge crossing; and constructing a new segment of northbound I-65 on the Indiana side of the project. John provides overall safety oversight ensuring that all work was performed in accordance to Walsh safety policies and procedures as part of an effective safety program to minimize and/or eliminate personal injuries and property damage. He oversees regular safety meetings with project personnel, safety inspections, and maintenance OSHA logs and regulatory compliance documentation.

HOOSIER HEARTLAND - SR 25/BRIDGE SEGMENTS B, C, AND D; DELPHI, IN; \$62M; INDOT

Regional Safety Manager. John was the Safety Manager for new road and bridge construction on SR 25 in Carroll County, Indiana. The project includes 1.1 million cubic yards of embankment, PCCP, pavement removal, cofferdams for bridge construction, piling, substructure concrete, footing concrete, superstructure concrete, concrete beams, MSE walls, drainage, landscaping, and guardrail. John provided safety oversight to ensure all work was performed in accordance with Walsh safety policies and procedures as part of an effective safety program to minimize and/or eliminate personal injuries and property damage. He conducted regular safety meetings with project personnel, performed safety inspections, and maintained OSHA logs and regulatory compliance documentation. Walsh was selected for the 2011 Contractor Superior Safe Performance award for exemplary performance and commitment to safety exhibited on the project.

I-294 RECONSTRUCTION; CRESTWOOD, IL; \$90M; ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Safety Manager. This project required roadway removal, widening, and reconstruction of the southbound lanes in addition to maintenance of traffic, noise wall construction, bridge rehabilitation, and deck construction. During the project, John provided safety oversight ensuring that all work was performed in accordance with Walsh safety policies and procedures as part of an effective safety program to minimize and/or eliminate personal injuries and property damage. He conducted regular safety meetings with project personnel, performed safety inspections, and maintained OSHA logs and regulatory compliance documentation.

**GRAND AND STATE REDLINE STATION RECONSTRUCTION; CHICAGO, IL;
\$37M; CHICAGO DEPARTMENT OF TRANSPORTATION**

Safety Manager. This project included reconstruction of the Redline Subway Station, adjacent roadways, a new mezzanine, station platform, and elevators located in the heart of downtown Chicago. As the Safety Manager, John was responsible for the development and implementation of employee safety programs, emergency response programs, and subcontractor safety orientation/meetings as well as managing public and workforce safety throughout the project's urban environment during construction.

MARKHAM EAST TO I-394; CRESTWOOD, IL; \$120M; ILLINOIS STATE HIGHWAY TOLLWAY AUTHORITY

Safety Manager. This project included reconstruction of the I-80 Bridge over the Markham Yard Railroads, reconstruction of three miles of I-80/294 requiring concrete pavement, four mainline bridge structures, and 15 retaining walls. John was responsible for the implementation of all aspects of Walsh's safety program to ensure full compliance during bridge erection. He performed daily field inspections and safety assessments while maintaining open communication with management and field personnel and provided training to ensure compliance with both OSHA and Walsh's corporate training matrix. John also served as the Utility Damage Prevention Manager and created and implemented the Utility Damage Prevention Plan.



Ohio River Bridges
East End Crossing P3



Ohio River Bridges Downtown
Crossing Design-Build



Hoosier Heartland



I-294 Reconstruction



BRENDA WOLF

DBE COMPLIANCE MANAGER/DIVERSITY COORDINATOR



Years of Experience:

11 Years with Walsh
20 Years' Relevant Experience

Education:

A.S., Sawyer College of Business

RESPONSIBILITY ON
I-65 NORTHWEST INDIANA

For the Project, Brenda will serve as the **DBE Compliance Manager/Diversity Coordinator** responsible for meeting and/or exceeding the minority and female workforce goals for the Project. Brenda will continue to lead efforts to implement, monitor, and promote DBE participation, project diversity, and ensure the development and maintenance of the Walsh DBT's involvement within the community to support equal employment opportunities. She will communicate and coordinate with INDOT on DBE participation and compliance efforts throughout the life of the Project.

BENEFITS TO INDOT

- Walsh's Indiana Regional DBE Coordinator/EEO Officer
- Led DBE efforts on multiple Indiana projects that exceed the owner's established DBE goals
- Experience leading 10 public outreach events for the Ohio River Bridges East End Crossing P3
- Experience managing DBE coordination on large-scale design-build projects
- Experience working with proposed Walsh DBT members

Brenda is the Indiana Regional DBE Coordinator/EEO Officer for Walsh, responsible for all EEO training within the region and ensuring all jobsites are compliant with jobsite postings. She assists management to attain and maintain a diverse workforce while conducting internal onsite audits to ensure full compliance. Brenda is responsible for communicating with the Human Resources Department regarding investigations, training and audits, and assists in seeking out DBE firms for Walsh projects to help meet the DBE goals. As part of this effort, she works side by side with firms to introduce them to the DBE certification process. Her efforts continue throughout the construction process, overseeing DBE subcontracts to ensure the goals are met or exceeded and follows EEO/AA best practices and implements the U.S. DOL's "16 Steps". Her most recent experience includes serving as the DBE Coordinator for the \$763 million Ohio River Bridges East End Crossing P3 project where she provided all on-site EEO training and oversight to maintain complete DBE/EEO compliance throughout the project in addition to providing a DBE leadership role for 10 outreach events.

Project Highlights

OHIO RIVER BRIDGES EAST END CROSSING P3;
UTICA, IN/PROSPECT, KY; \$763M; INDOT/IFA

DBE Coordinator. Brenda led 10 outreach events and participated in various community outreach programs hosted by community groups such as the Louisville Urban League. For the project, Brenda worked closely with project management staff to coordinate and implement the project plan and promote DBE participation, workforce diversity, and business opportunities for the citizens of Southern Indiana and Louisville. In this role, she was also responsible for all on-site EEO training and ensuring the jobsite was compliant with jobsite postings. She assisted management to attain and maintain a diverse workforce; conducted internal onsite audits to ensure compliance; maintained communication with the Department regarding investigations, training, and audits; and oversaw DBE subcontracts to ensure the 9.23% DBE goal was met. The project includes a new six-lane cable stay bridge crossing the Ohio River with a main span of 1,200 feet; a 1,680-foot tunnel on the Kentucky side of the river; new and reconstructed interchanges; and 22 standard bridge structures. The new East End Bridge will be located an estimated 10 miles from downtown Louisville, connecting the Gene Snyder Freeway to the Lee Hamilton Highway.

MILTON-MADISON BRIDGE DESIGN-BUILD; MADISON, IN; \$104M; INDOT

DBE Coordinator/EEO Officer. During procurement, Brenda assisted the estimating staff with the solicitation and inclusion of DBE firms in the bidding process by serving as a single point of contact for their individual questions regarding the project and how to achieve DBE firm involvement. During the project, she assisted management to attain and maintain a diverse workforce while conducting internal onsite audits to assure compliance. Brenda was also responsible for overseeing DBE subcontracts to ensure project goals were met. With the project near completion, Walsh was able to achieve a 4% DBE goal exceeding the established 3% goal. The Milton-Madison design-build bridge replaced the 81-year-old US 421 Ohio River Bridge between Madison, Indiana and Milton, Kentucky. The contract originally planned for a 365-day closure. Walsh used innovative bidding, design, and construction methods to allow just a 10-day bridge closure during construction.

I-65/SR 26 DESIGN-BUILD; LAFAYETTE, IN; \$82.8M; INDOT

DBE Coordinator/EEO Officer. The I-65/SR 26 Design-Build contract includes reconstruction of eight miles of I-65 in Lafayette, Indiana, and requires additional travel lanes, bridge deck overlays, and bridge reconstruction and widening. Brenda assists management to attain and maintain a diverse workforce while conducting internal onsite audits to assure compliance. She is also responsible for overseeing DBE subcontracts to ensure project goals are met.

I-465 FROM AIRPORT EXPRESSWAY TO SOUTH OF I-74 (PART OF ACCELERATE I-465 PROGRAM);
INDIANAPOLIS, IN; \$133M; INDOT

DBE Coordinator/EEO Officer. During this project, Brenda was the DBE Coordinator/EEO Officer responsible for assisting management to attain and maintain a diverse workforce while conducting internal onsite audits to ensure compliance. Brenda was also responsible to oversee subcontracts to ensure the MBE/WBE goals were met. Walsh achieved an overall 14% MBE/WBE participation exceeding the established 12% participation goal. As part of the Accelerate I-465 Program, this contract involved added travel lanes, interchange modifications, and bridge replacement on I-465 from Airport Expressway to south of I-74 in Indianapolis, Indiana.

I-69 WHITE RIVER TO CSX; WASHINGTON, IN; \$99M; INDOT

DBE Coordinator/EEO Officer. Brenda served the role of DBE Coordinator/EEO Officer on this project, assisting management to attain and maintain a diverse workforce while conducting internal onsite audits to assure compliance. Brenda continually reviewed DBE subcontracts to ensure project goals were met. Walsh achieved 7% DBE participation exceeding the established goal of 6%. The project consisted of a 10-mile section of the new I-69 Interstate through southern Indiana. Construction includes 26 bridges and 4 million cubic yards of earthwork.



Ohio River Bridges
East End Crossing P3



Milton-Madison Bridge
Design-Build



I-65/SR 26 Design-Build



I-465 From Airport Expressway
to South of I-74



ERIN PIPKIN, APR
PUBLIC INFORMATION COORDINATOR

BORSHOFF

Years of Experience:

12 Years with Borshoff
17 Years' Relevant Experience

Education:

B.A., Public Relations,
Franklin College

Registrations/Certifications:

Accredited in Public Relations,
Public Relations Society of America

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Erin will serve as the **Public Information Coordinator** and will be the direct point of contact for INDOT regarding events during construction affecting the public and shall assist with the implementation of the Public Information Plan. She will serve as a liaison and provide support for media and public involvement activities to the INDOT LaPorte District Information Director and will maintain coordination with Project staff including traffic management staff. Erin will be readily available to INDOT, as necessary, in addition to being readily available during any critical construction activities.

BENEFITS TO INDOT

- Engaged in multiple public information events for Indiana projects
- Experience leading public outreach for reconstruction of a significant Indiana highway: The New US 31 Plymouth to South Bend project
- Experience developing maps, charts, graphs, and other visual images
- Experience working with proposed Walsh DBT members

Erin brings 17 years of experience developing and implementing PI strategies. Upon joining Borshoff, she created and leads the firm's Infrastructure Practice Group. During her tenure at Borshoff, Erin has led public outreach efforts for a dozen transportation, planning, and wastewater management projects for INDOT, the City of Indianapolis, and the City of Evansville. She is a member of Borshoff's crisis team, handling communications campaigns for a variety of clients. She frequently presents public outreach concepts at local and regional conferences, including Purdue's Road School, the Indiana Economic Development Annual Meeting, and the Indiana Water Environment Association. Erin has served in roles similar to her role on this Project on the New US 31 in Hamilton County, Project 421 in Madison, and the Evansville Water and Sewer Utility project where she oversaw production of maps as well as diagrams and other visual images.

Project Highlights

**THE NEW US 31 PLYMOUTH TO SOUTH BEND;
PLYMOUTH/SOUTH BEND, IN; \$221M; INDOT**

Public Outreach Director. Borshoff's work began immediately after the FHWA issued its Record of Decision, and continued throughout design and construction. Outreach for this project included a project website, 38 printed and electronic newsletters, nine public meetings, hundreds of phone calls and emails from residents, both groundbreaking and ribbon cutting ceremonies, a community advisory committee, several small-group presentations, and collateral development. Erin served as the Public Outreach Director and day-to-day contact and, in the last two years, worked closely with Matt Deitchley in the LaPorte District on proactive and reactive outreach.

PROJECT 421; MADISON, IN; MADISON, INDIANA; \$12M; INDOT

Public Outreach Director. Project 421 is an INDOT study for a half-mile section of US 421 through Madison, Indiana, that approaches the Milton-Madison Bridge spanning the Ohio River between Madison and Milton, Kentucky. The goal of Project 421 is to select a route that best addresses the safety concerns, mobility challenges, and economic development needs of Madison. A final alternative should be selected by the end of 2016, with design continuing through 2018. As the Public Outreach Director, Borshoff manages all content for the project website, plans and hosts public meetings, facilitates meetings with the community advisory committee, plans stakeholder meetings, and produces all collateral materials.

THE NEW US 31 HAMILTON COUNTY; CARMEL/WESTFIELD, IN; \$350M; INDOT

Public Outreach Director. The New US 31 Hamilton County project upgrades US 31 to freeway standards from I-465 at the Marion-Hamilton County line, through Carmel and Westfield to State Road 38. Upgrading the 13 miles of existing highway between I-465 and SR 38 to Federal freeway standards is, in terms of dollars, the largest and most aggressive road project ever attempted in Hamilton County. Borshoff began work on the project in when the Final Environmental Impact Statement was finalized and FHWA issued its Record of Decision. The corridor opened in December 2015, although construction is scheduled to continue through summer 2016. Outreach for this project includes a project website, electronic newsletters, SMS text messaging, public meetings, hundreds of phone calls and emails from residents, both groundbreaking and ribbon cutting ceremonies, a Community Advisory Committee, several small-group presentations, and collateral development. As the Public Outreach Director, Erin provides senior oversight, managing special events, providing counsel on hot-button issues, developing e-newsletters, and answering resident calls.

RENEW EVANSVILLE; EVANSVILLE, IN; \$729M; EVANSVILLE WATER & SEWER UTILITY (EWSU)

Public Relations Director. Renew Evansville is EWSU's 24.5-year plan to improve the city's sewer system and ensure compliance with the Clean Water Act of 1972. This major capital campaign will include upgrades to existing infrastructure, construction of new infrastructure, sustainable and "green" infrastructure solutions, and improvements to the utility's operations and maintenance. Borshoff began working with EWSU in 2011 to support the public involvement plan for Renew Evansville, and manages all public relations for the Utility. While the Utility developed its Integrated Overflow Control Plan, Borshoff manages the project website, public meetings, virtual meetings, emails from residents, news conferences and media relations, a citizens advisory committee, several small-group presentations, and collateral development.

465/69 NORTHEAST; INDIANAPOLIS, INDIANA; \$15M; INDOT

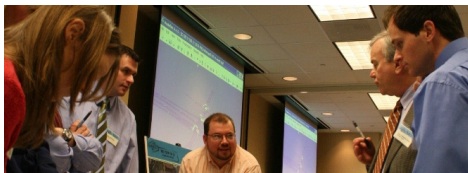
Public Outreach Director. The goal of INDOT's 465/69 Northeast project was to improve safety and increase mobility on I-465 and I-69 in northeastern Marion County, Indiana. It included mainline pavement widening and replacement, several overpasses, and two complete interchange reconstructions (Keystone Avenue and Allisonville Road). The added travel lanes and interchange improvement project was part the Major Moves road construction program. Borshoff began public outreach services in 2008, and continued in until late 2013. Outreach included a project website, INDOT's first SMS text messaging program, electronic newsletters, public meetings, hundreds of phone calls and emails from residents, outreach in support of noise abatement studies, special events, a community advisory committee, several small-group presentations, and collateral development.

INDOT'S OFFICE OF COMMUNICATIONS; LAPORTE, IN; INDOT

Communications Specialist/Special Project Manager. Erin joined INDOT as a communications specialist immediately after graduating college, following three internships with the agency. As a Communications Specialist she was responsible for all public inquiries, special events, and media relations activities – including on-air television and radio interviews – for the Fort Wayne, Greenfield, and LaPorte districts. In 2000, she assumed the role of Special Projects Manager, adding internal communications, INDOT's annual report, and statewide special events planning to her existing workload.



The New US 31 Plymouth
to South Bend



The New US 31
Hamilton County



Renew Evansville



MATT MARTIN
PROJECT CONTROLS MANAGER



Years of Experience:
15 Years with Walsh
19 Years' Relevant Experience

Education:
Education: B.S., Civil Engineering,
University of Evansville

RESPONSIBILITY ON
I-65 NORTHWEST INDIANA

For the Project, Matt will serve as the **Project Controls Manager** responsible to supervise on-site teams, Project scheduling, and logistics and equipment operations. This includes management of project timelines, development of progress reports for owner meetings, and coordination/supervision of contractors. He will also monitor materials and equipment installed by contractors, enforce quality control, and ensure compliance while meeting safety standards and contract requirements.

BENEFITS TO INDOT

- + Experience providing oversight of scheduling, logistics, and document control on large-scale projects including the Ohio River Bridges East End Crossing P3
- + Experience with alternative delivery transportation projects including design-build and P3
- + Experience working with proposed Walsh DBT members

Matt serves as a Project Manager for Walsh with 19 years of industry experience including projects along the I-65 corridor. He currently manages project control responsibilities, including oversight of scheduling, logistics, and document control on the high-profile, \$763 million Ohio River Bridges East End Crossing P3. Upon completion of his responsibilities, Matt will be readily available to fulfill his role for commencement of construction for the Project.

Project Highlights

OHIO RIVER BRIDGES EAST END CROSSING P3;
UTICA, IN/PROSPECT, KY; \$763M; INDOT/IFA

Project Manager. Matt manages project controls for this high-profile project extending I-265 from Utica, Indiana to I-71 in Prospect, Kentucky. The project features construction of a new 2,510-foot-long, cable-stay bridge over the Ohio River and a 1,680-foot-long, twin-bore tunnel to carry the Gene Snyder Freeway under a historic and protected property. Included in the overall project is 35 years of operation and maintenance of the cable-stay bridge and approaches. In addition to the bridge and tunnel, the project includes 19 additional bridges along with associated roadways and improvements, and other related infrastructure work.

I-465/I-70 DESIGN-BUILD; INDIANAPOLIS, IN; \$71M; INDOT

Assistant Project Manager. This project required four-phase reconstruction of the interchange between I-465 and I-70 in Indianapolis. It included concrete paving, a total of 19 bridges, and site work. During the project, Matt's duties included coordination with the railroad for flagmen scheduling and providing submittals to the railroad for approval to work next to/over the tracks. He also managed the MSE wall and bridge crews, tracked production, and oversaw all material orders.

US 62 AT FULTON AVENUE; EVANSVILLE, IN; \$32M; INDOT

Assistant Project Manager. Matt was responsible for managing project control operations for this new interchange with added travel lanes on SR 62 at Fulton Avenue in Vanderburgh County, Indiana. It included .5 mile construction of two, three-lane bridges over Fulton Avenue to replace a stoplight in addition to a westbound off-ramp from SR 62 to Fulton. Work began with the demolition of six buildings and warehouses to make way for the new ramps and roadway. The

project completed one month ahead of schedule. For the project, Matt's duties included coordination with all local water/sewer/gas and electric utilities and resolution of any utility conflicts. He was also responsible for oversight of all day-to-day activities, schedule, costs, and subcontractor coordination.

I-70 FAST-TRACK; INDIANAPOLIS, IN; \$47M; INDOT

Assistant Project Manager. The I-70 Fast Track Project expanded infrastructure by realigning and lowering a section of I-70 adjacent to the Indianapolis International Airport. It also included the construction of the new I-70/Six-Points Road Interchange with connecting ramps to the new airport interchange. For the project, Matt was responsible for managing all pipe crews/subcontractors, overseeing production reports, and ordering materials.

CANNELTON HYDROELECTRIC; HAWESVILLE, KY; \$200M; AMERICAN MUNICIPAL POWER, INC.

Project Manager. During this project, Matt was responsible for all day-to-day activities, owner communication, pay applications, submittals, RFIs, costs, and change orders. The Cannelton Hydroelectric Project is located on the Kentucky side (left abutment) of the existing U.S. Army Corps of Engineers Cannelton Locks and Dam facility on the Ohio River. The site is located approximately ten miles southeast of Tell City, Indiana, and 25 miles northeast of Owensboro, Kentucky. The project diverts water from the existing locks and dam through a powerhouse to generate an average annual output of approximately 390 GWh. The powerhouse houses three horizontal, bulb-type turbine and generating units with an estimated total rated capacity of 84 MW. The maximum gross head at this plant is approximately 25 feet.

I-70 AT INDIANAPOLIS AIRPORT BRIDGE; INDIANAPOLIS, IN; \$24M; INDIANAPOLIS AIRPORT

Assistant Project Manager. This project was one of the many renovations to the new Indianapolis Airport. Walsh Construction was responsible for the new elevated roadway bridge which runs parallel to the terminal drop off for all passengers. The bridge itself is supported by structural columns and is 1,800 linear feet long and 94 feet wide. The bridge deck is a hybrid of concrete, fiber-reinforced plastic forming, and reinforcing elements that are easy to construct, economical, and durable. For the project, Matt was responsible for managing all pipe crews/subcontractors, overseeing production reports, and ordering materials.



Ohio River Bridges
East End Crossing P3



US 62 at Fulton Avenue



I-70 Fast-Track



I-70 at Indianapolis
Airport Bridge



JUNELL RICHERT, LEED® GA
DESIGN-BUILD COORDINATOR



Years of Experience:

14 Years with Walsh
14 Years' Relevant Experience

Education:

B.S., Construction Management
and Engineering Technologies,
Purdue University

Registrations/Certifications:

LEED Green Associate

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

During the Project, Junell will serve as the **Design-Build Coordinator** where she will continue to assist in managing the design process; support, understand, and advise the design team to ensure all requirements for design development are met; ensure the design process is in full compliance with current standards; maintain consistency for the overall team; and ensure the design maintains a high-level of quality.

BENEFITS TO INDOT

- + Experience managing the coordination and providing oversight of multiple design firms
- + Served as the Design-Build Coordinator for the I-65/SR 26 Design-Build in Lafayette, Indiana
- + Experience coordinating MOT operations on design-build projects
- + Experience assisting in public outreach meetings
- + Experience working with proposed Walsh DBT members

Junell has 14 years of experience in highway and bridge construction including planning, implementing, and monitoring complex maintenance of traffic scenarios. She currently serves as the Design-Build Coordinator for Walsh's Indiana office where she oversees design development and maintains team integration between design and construction. Junell has additional experience estimating on major heavy/civil projects throughout the state to ensure that most cost effective construction methods and materials. This well-rounded background provides her the knowledge to effectively coordinate between disciplines, the designer, and the contractor and oversee the design to maintain an on-time schedule while communicating with safety, design, and construction staff to eliminate health and safety risks in the design during construction.

Project Highlights

I-65/SR 26 DESIGN-BUILD; LAFAYETTE, IN; \$82.8M; INDOT

Design-Build Coordinator. The I-65/SR 26 Design-Build contract includes reconstruction of eight miles of I-65 in Lafayette, Indiana, and requires additional travel lanes, bridge deck overlays, and bridge reconstruction and widening. Junell was the Design-Build Coordinator for the project pursuit through RFC drawings. Her responsibilities included managing the design process and advising the design team to ensure requirements were met.

WALSH INDIANA REGIONAL OFFICE; CROWN POINT, IN

Design-Build Coordinator/Senior Estimator. For Walsh's Indiana office, Junell serves as the Design-Build Coordinator for design-build and P3 projects including the Ohio River Bridges East Crossing P3 and the Illiana Corridor Project. In this role, she manages the design process to ensure all design requirements are met and in full compliance with project standards. Junell has also participated in outreach events to provide project pursuit information to the public and potential subcontractors in addition to serving as a Senior Estimator for Walsh's project pursuits.



DAVE MISIRLY
ROADWAY SUPERINTENDENT



Years of Experience:

25 Years with Walsh & Kelly
27 Years' Relevant Experience

Education:

B.S., Civil Engineering, Purdue University

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Dave will serve as the **Roadway Superintendent** responsible for construction operations as they relate to asphalt pavement. He will coordinate with the design team regarding the thickness of asphalt pavement and design. He will also supervise production schedules and the paving budget, working closely with the overall Construction Superintendent.

BENEFITS TO INDOT

- + Experience managing asphalt paving operations on the I-65 corridor including I-65 from SR 2 to SR 10
- + Experience providing roadway oversight for various projects throughout Northwest Indiana
- + Experience working with proposed Walsh DBT members

Dave brings over 27 years of industry experience including working on high-profile, high-volume interstates with time sensitive completion dates and phasing. Working as both a general contractor and subcontractor on similar project types provides him well-rounded planning and scheduling experience in addition to experience maintaining subcontractor communication and coordination. Additionally, his experience working in Northwest Indiana, on the I-65 corridor, and INDOT projects will serve as added-value to the Project's roadway construction operations.

Project Highlights

**I-65 RESURFACING PROJECT (I-65 FROM SR 2 TO SR 10);
LOWELL, IN; \$13M; INDOT**

Project Manager/Lead Estimator. Walsh & Kelly served as the general contractor for this requiring repaving for nine miles of I-65 in two phases. The project included over 350,000 square yards of asphalt milling and asphalt paving, and 120,000 tons of asphalt mix was produced and placed. As Project Manager, Dave was responsible for the coordination of multiple subcontractors installing crossovers and nine miles of temporary barrier wall, sewer pipe, and guardrail.

US 6 RECONSTRUCTION; PORTAGE, IN; \$8.9M; INDOT

Project Manager/Estimator. Walsh & Kelly served as the asphalt pavement subcontractor for the reconstruction of three miles of US 6 through Portage, Indiana. The project included over 115,000 tons of asphalt pavement placed and all concrete curbs and sidewalks. All three miles and four phases of the project were completed in just eight months.

CALUMET AVENUE RECONSTRUCTION; HAMMOND, IN; \$11.6M; INDOT

Project Manager/Lead Estimator. Walsh & Kelly served as the general contractor for this project to reconstruct Calumet Avenue from 175th Avenue to 165th Avenue in Hammond, Indiana. It also involved the removal of old roadway and placement of new storm sewer and water main. Calumet Avenue was widened, sub-grade treated, and paved with 13-inch asphalt. This project required extensive utility relocation coordination, mainly in response to an AT&T fiber-optic cable running the length of the project.



RON WOZNAK
PROJECT SCHEDULER



Years of Experience:

20 Years with Walsh
20 Years' Relevant Experience

Education:

B.S., Civil Engineering, Purdue University

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Ron will serve as the **Project Scheduler** responsible for updating the base Project schedule in regards to costs, submittals, and deliverables. All changes, additions, and job progress will be continuously maintained, updated, and analyzed throughout the entire process. Ron will be on site to monitor and manage the schedule activities and report changes in the critical path. Frequent updates of schedule items allow all parties to be aware of the up-to-date activities required and critical path items needed to meet Project deadlines delivering successful, on-time completion.

BENEFITS TO INDOT

- + Experience developing and managing project schedules for projects in high-traffic, Northwest Indiana areas
- + Experience coordinating and scheduling complex MOT phasing
- + Experience working with proposed Walsh DBT members

Ron is an Assistant Project Manager for Walsh and provides roles managing the project schedule for INDOT including the \$100 million, I-80 Interchange Modification where he oversaw the project schedule and managed traffic switches and closures in a high-traffic area in Northwest Indiana. Ron also brings experience planning, implementing, and monitoring the installation of traffic control and lane restrictions, as well as supervising field staff and implementing effective and open communication with owners. This experienced combined with his understanding of the necessary MOT will prove beneficial in this role to ensure on-time project delivery.

Project Highlights

I-65/I-80 INTERCHANGE MODIFICATION; GARY, IN; \$50.2M; INDOT

Assistant Project Manager. Ron was the Assistant Project Manager for this project completed in just 18 months that included interchange reconstruction including two miles of MSE wall, and five new bridges. One of these bridges was, at the time of construction, the country’s longest post-tensioned concrete bridge with a length of 250 feet, during the time of construction. Ron maintained the CPM schedule, generated three-week look ahead schedules, coordinated with subcontractors manage their work schedules and performed quantity tracking for production. In this role, he was also responsible to ensure all traffic control met the Manual of Uniform Traffic Control Devices (MUTCD) standards and direct traffic changes and closures to ensure continuous traffic flow and a safe work environment. Ron also worked closely with INDOT personnel to provide enhancements to the proposed MOT phasing allowing the project schedule to be maintained. Ron worked closely with the general superintendent to create and follow three-week look ahead schedules and maintain the overall project schedule. He oversaw tracking, production, and payment quantities in addition to managing subcontractor schedules, reviewing time sheets, and updating cost reports.

I-80 INTERCHANGE MODIFICATION; GARY, IN; \$100M; INDOT

Senior Project Manager. Ron was responsible for coordinating with concrete paving crews to manage work schedules, quantity tracking for production, scheduling and managing all major traffic switches, providing oversight of subcontractor schedules; and maintaining the project schedule. He was responsible

for working closely with proposed Certified Workzone Traffic Supervisor, Joe Henrys, to ensure all traffic control was in compliance with Manual of Uniform Traffic Control Devices (MUTCD) standards; and directed traffic changes and closures to ensure continuous traffic flow and a safe work environment. The project presented several MOT challenges with Ron providing a key role in the reconfiguration of MOT phasing to minimize impacts to the traveling public. The project required the complete reconstruction of three miles of I-80/94, lane widening, new interchange ramps to improve traffic flow in Northwest Indiana, bridge work for five bridges, significant MSE wall construction, and concrete paving.

KINGERY 1P, 3P, AND 4X; LANSING/HAMMOND, IL; \$57M; IDOT

Assistant Project Manager. As the Assistant Project Manager, Ron developed and maintained the project schedule, generated three-week look aheads, and provided oversight of subcontractor schedules to ensure successful delivery of all three contracts. He was also responsible to ensure all traffic control was in compliance with Manual of Uniform Traffic Control Devices (MUTCD) standards and direct traffic changes and closures to ensure continuous traffic flow and a safe work environment. The contracts involved approximately one mile of construction featuring continuously reinforced concrete pavement, jointed PCC pavement, earthwork, shoulders, and striping along I-80/94 for the eastbound and westbound inside lanes (mainline) east of Tollway Oasis to west of IL Route 83 in Lansing/South/Holland/Thornton, Illinois. The second and third contracts required construction of additional lanes; partial removal/ replacement of a structure over Railroad Avenue; bridge removal and replacement; pavement resurfacing; and construction of new pavement for future lanes.

I-70 AT INDIANAPOLIS AIRPORT BRIDGE; INDIANAPOLIS, IN; \$24M; INDIANAPOLIS AIRPORT

Assistant Project Manager. This project was one of the many renovations to the new Indianapolis Airport. Walsh Construction was responsible for the new elevated roadway bridge which runs parallel to the terminal drop off for all passengers. The bridge itself is supported by structural columns and is 1,800 linear feet long and 94 feet wide. The bridge deck is a hybrid of concrete, fiber-reinforced plastic forming, and reinforcing elements that are easy to construct, economical, and durable. For the project, Ron maintained the project schedule, generated three-week look aheads, and provided oversight of subcontractor schedules to ensure successful delivery of the project.



I-65/I-80 Interchange
Modification



I-80 Interchange
Modification



Kingery 1P, 3P, and 4X



I-70 at Indianapolis
Airport Bridge



THOMAS WARRNER, CESSWI
PERMITS MANAGER



Years of Experience: **Education:**

2 Years with Parsons
8 Years' Relevant Experience

M.S., Water Resources,
Indiana University; B.S., Natural
Resources and Environmental
Management, Ball State University

Registrations/Certifications:

Certified Erosion, Sediment, and Storm Water
Inspector (CESSWI); INDOT NEPA and CE Certified;
USACE Regulatory IV Certified

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Thomas will serve as the **Permits Manager** responsible for assisting the Environmental Compliance Manager and the environmental team efforts. He will prepare the design for environmental and sediment control measures in addition to obtaining the Construction in a Floodway permits, all required permit modifications, and provide any additional necessary environmental mitigation.

BENEFITS TO INDOT

- Experience performing wetland delineations and waters determinations
- Experience securing permits from state, local, and federal regulatory agencies including permits on large-scale INDOT projects
- Experience with construction inspection services
- Experience working with proposed Walsh DBT members

Thomas works out of Parsons' Indianapolis office and has over 11 years of experience conducting environmental studies including eight years of direct experience on transportation projects. He has prepared and reviewed waters of the United States determination reports, conducted wetland delineations and waters determinations, and secured waterway permits from federal, state, and local agencies. For projects he has served a role on, he has been the task manager and subject matter expert on permit compliance during all project phases (design, construction, and post-construction). Thomas is a U.S. Army Corps of Engineers' Certified Wetland Delineator, and is a Certified Erosion, Sediment, and Storm Water Inspector. He was previously employed by INDOT within the Ecology and Waterway Permitting Office serving as the Environmental Manager and Senior Environmental Manager for six years.

Project Highlights

I-69 INTERSTATE EXPANSION - PROJECTS A, B, AND C (INDOT MAJOR MOVES 2020); HAMILTON/MADISON COUNTIES, IN; \$85M; INDOT

Environmental Planner. Thomas was responsible for performing the required ecological surveys to prepare two waters of the United States reports, which included the delineation of 200 wetlands and 23 streams. He obtained the required waterways permits (Section 404 RGP, Section 401 IP, and two construction in a floodway permits), which included on-site stream mitigation and a credit purchase from a mitigation bank.

US 52 EASTBOUND OVER WABASH RIVER REPLACEMENT; LAFAYETTE, IN; \$13.3M; INDOT

Environmental Planner. Thomas was responsible for obtaining the IDNR permit that required both on-site and off-site floodway mitigation. He was also responsible for obtaining the USACE RGP and IDEM IP permit that required on-site wetland restoration plans.

I-65 ADDED TRAVEL LANES DESIGN-BUILD (FRANKLIN); JOHNSON COUNTY, IN; \$84M; INDOT

Senior Environmental Planner. Thomas was responsible for the development of the erosion and sediment control plans and the Storm Water Pollution Prevention Plan (SWPPP) required for the IDEM Rule 5 permit application. He also coordinated the necessary modifications to an IDNR construction in a floodway permit.



GERALD HANCOCK
DEPUTY SAFETY MANAGER



Years of Experience:

5 Years with Walsh & Kelly
48 Years' Relevant Experience

Education:

Construction Engineering,
Management, and Technology,
Purdue University

Registrations/Certifications:

Board Member - Asphalt Pavement Association of
Indiana Safety Committee

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Gerald will serve as the **Deputy Safety Manager** and will support the Safety Manager in safety leadership with a particular focus on paving operations to ensure safe interface between paving crews and motorists. He will provide best practices and solutions to potential safety challenges with respect to paving to ensure maximum safety for work crews and motorist safety.

BENEFITS TO INDOT

- Experience serving similar roles on various INDOT projects throughout Northwest Indiana
- Experience managing safety in areas with high traffic volumes such as the Indiana Toll Road
- Served similar role on projects requiring accelerated construction
- Experience working with proposed Walsh DBT members

Gerald serves as the Safety Director for Walsh & Kelly, managing the safety of field crews and performing safety analysis for all sites. His tasks include providing best practices and solutions to any safety challenges that may arise concerning all aspects of horizontal construction. Gerald's experience includes project administration, safety management, project estimating, and job safety analysis. He has proven excellence in communication, time management, safety performance, and professionalism.

Project Highlights

INDIANA TOLL ROAD SECTION 1/PHASE 1 AND INDIANA TOLL ROAD MILE 1 - MILE 32; LAKE/PORTER COUNTY, IN; \$2.3M; INDOT

Safety Director. Walsh & Kelly served as the general contractor for this project to mill and pave sections, with lengths up to two miles long. The project shift schedule was specific to off rush hours and sections were to be milled and paved within each shift. The project presented many scheduling and safety concerns due to the unique shift schedules and the increased speeds found on the Indiana Toll Road. These concerns were resolved with proper preparation before each shift and ensuring safety was the number one priority among work crews. No recordable injuries occurred during this project.

VALPARAISO 5-POINT ROUNDABOUT; VALPARAISO, IN; \$2.3M; INDOT

Safety Director. Walsh & Kelly served as the general contractor for this project consisting of three phases. The project reconstructed a heavily traveled intersection into a 5-point roundabout to relieve congestion. No recordable injuries occurred during this project.

AUSTIN AVENUE RECONSTRUCTION PROJECT; SCHERERVILLE, IN; \$800K; TOWN OF SCHERERVILLE

Safety Director. Walsh & Kelly, Inc served as the general contractor for this high-profile, high-volume project consisting 750 feet of street reconstruction and 1,100 feet of mill and pave section. The reconstruction included new storm sewer, water main, and a jack and bore installation. To accommodate the owner's request to have the street open to the public before the holiday season, the project was completed within just 2.5 months. No recordable injuries occurred during this project.



GERRY HUBER
PAVEMENT TECHNICAL ADVISOR



Years of Experience:
24 Years with Heritage
38 Years' Relevant Experience

Education:
MSCE, Civil Engineering, University of Texas;
BSCE, Civil Engineering, University of Saskatchewan

**RESPONSIBILITY ON
I-65 NORTHWEST INDIANA**

For the Project, Gerry will serve as a **Pavement Technical Advisor**. He will use his expertise to provide guidance for the roadway and pavement teams in the recommendation of asphalt mix/concrete and highway structural design. He will develop specifications for asphalt pavements, concrete pavements, and bridges.

BENEFITS TO INDOT

- + Team member on the Asphalt Research Program of the Strategic Highway Research Program for the development of Superpave
- + Actively involved in the development/implementation of asphalt technology in Indiana
- + Former member of the Federal Highway Administration (FHWA) Asphalt Mixture Expert Task Group
- + Former Chairman of the FHWA Recycled Asphalt Pavement and Recycled Asphalt Shingle Expert Task Group (ETG)
- + Former Chairman of the Transportation Research Board Subcommittee on Flexible Pavement Construction

Gerry joined the Heritage Research Group in 1992 and is currently Associate Director of Research. He has been actively involved in the development and implementation of asphalt technology in Indiana and throughout the United States. He was a member of the American Association of State Highway and Transportation Officials Lead States Team that helped to implement Superpave and has been a member of the FHWA Asphalt Mixture ETG. He served as the Chairman of the FHWA Recycled Asphalt Pavement and Recycled Asphalt Shingle ETG and Past Chairman of the Transportation Research Board Subcommittee on Flexible Pavement Construction. Gerry brings additional experience to his role as the Pavement Technical Advisor for the Project as a panel member in the development of an asphalt research plan for the Mechanistic-Empirical Pavement Design Guide, now known as Pavement ME used for pavement structural design. He has worked with INDOT to develop short-term (five-year) asphalt pavement warranties, participated in the International Scan Tour on Asphalt pavements, and worked with FHWA to develop a workshop on the use of warranties in asphalt pavement construction.

Gerry brings extensive experience serving various positions for the Saskatchewan Highways and Transportation including the role of Assistant Surfacing Engineer responsible for recommending standards to be used for asphalt mix design and highway structural design.

Project Highlights

**HOT MIX ASPHALT PERFORMANCE SPECIFICATION SERVICES;
RALEIGH, NC; FHWA**

Hot Mix Asphalt Advisor. Gerry served as team member with North Carolina State University to develop Performance Related Specifications (PRS) based on Visco-Elasto-Plastic test method. This project is the first trial project done in Louisiana.

**STRATEGIC HIGHWAY RESEARCH PROGRAM 2 (R07);
PHILADELPHIA, PA; TRANSPORTATION RESEARCH BOARD**

Technical Advisor. Gerry provided the Technical Advisor role for asphalt pavements. In this role he acted as a member of the consultant team responsible to develop specifications for asphalt pavements, concrete pavements, and bridges. The contract delivered draft specifications for Design-Bid-Build, Performance Warranty, and Design-Build-Maintain delivery methods.

SAMPLE PUBLIC INVOLVEMENT MATERIALS



SAMPLE SAFETY MATERIALS



SAMPLE DBE MATERIALS

SAMPLE DBE
MATERIALS



UTILITY CONFLICT MATRIX



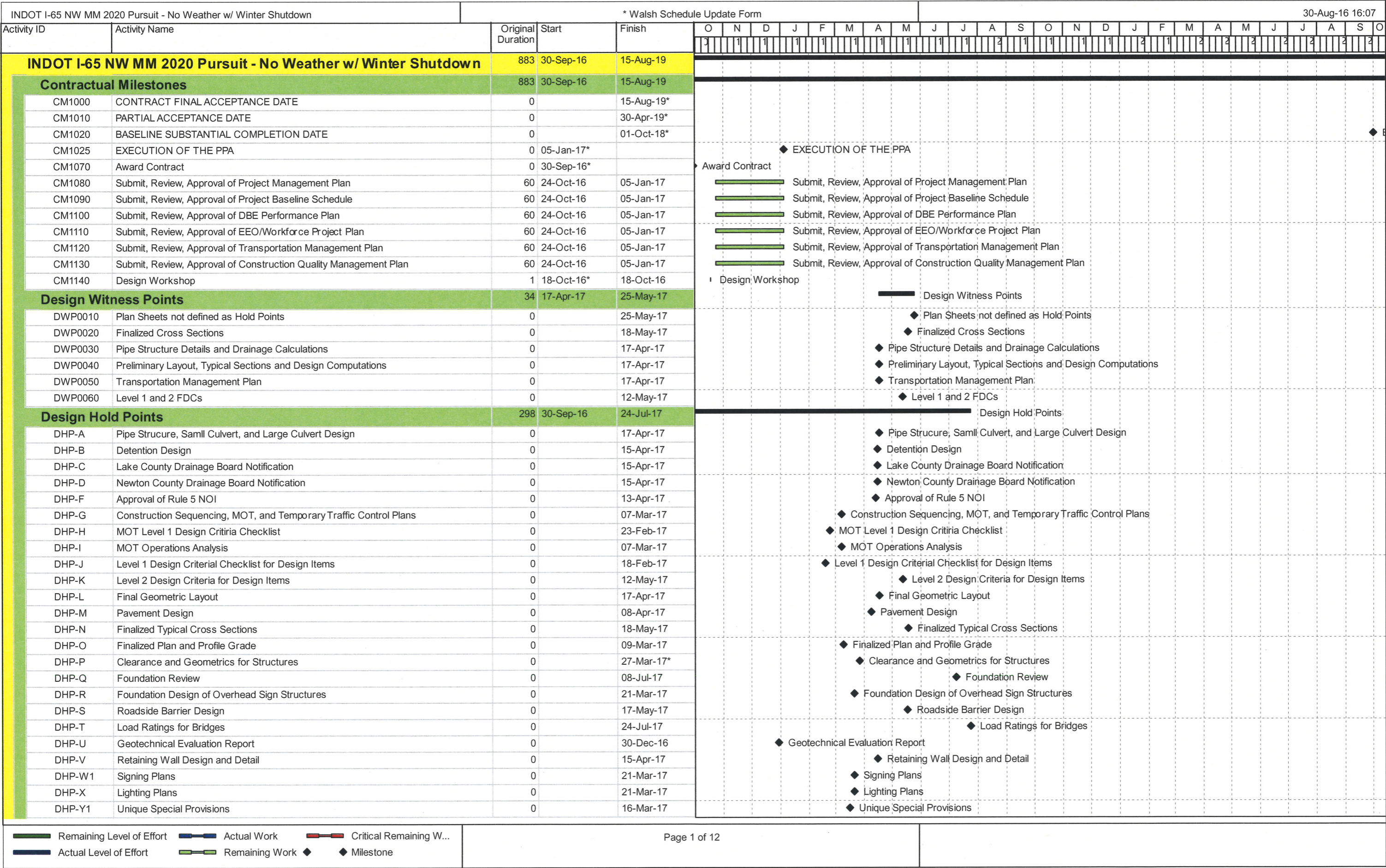
| General Utility Information | | | | | | Design Information | | |
|-----------------------------|--------------------------|------------------------|-----------------------------------|-----------------|------------------------|-----------------------|-------------------------|---|
| Location # | Station "A" Line | Utility | Type of Utility | Utility Size | Material of Utility | Proposed Conflict? | Relocation Required? | Proposed Treatment |
| 1 | 713+91.80 | NIPSCO Gas | Pipeline | 30" | PL | No | No | Pipeline will be located in the median and the depth verified prior to driving guardrail posts. Pipeline will be located along proposed culvert and non-motorized excavation methods will be used when within 3' vert. of the pipeline. |
| 2 | 714+11.62 | NIPSCO Gas | Pipeline | 30" | PL | No | No | Pipeline will be located in the median and the depth verified prior to driving guardrail posts. |
| 3 | 752+52.62 | INDOT | Traffic Signal | 2.5" | Metallic | Conflict | Yes | Signal equipment that is impacted by the construction of the bridge footings will be repaired. |
| 4 | 753+11.00 | Apple Valley Utilities | Force Main | 8" | Not provided | No | No | |
| 5 | 753+15.43 | AT&T Distribution | Fiber Optic | 4" | PVC/FO | No | No | |
| 6 | 753+71.89 | NIPSCO Electric | Overhead Electric | 12.5 kV | Three Ø 336 ACSR | No | No | Overhead Electric Warning signs |
| 7 | 754+27.74 | ITS | Fiber Optic | 4" | HDPE | No | No | |
| D1 | 764+04.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| D2 | 777+04.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D3 | 788+69.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 8 | 801+47.53 | NIPSCO Electric | Overhead Electric Transmission | 345 kV | Three Ø 2156 ACSR | No | No | Overhead Electric Warning signs |
| 9 | 804+53.18 | NITCO | Buried Telephone | 25 pr | Copper | No | No | |
| D4 | 814+84.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| D5 | 823+04.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| D6 | 839+82 & 839+92 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 10 | 862+00.00 | AEP | Overhead Electric Transmission | 765 kV | Transmission | No | No | Overhead Electric Warning signs. |
| 11 | 871+48.29 | NIPSCO Electric | Overhead Electric | 12.5 kV | Single Ø #6 CW | No | No | Overhead Electric Warning signs |
| D7 | 891+15.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| D8 | 893+95.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D9 | 904+95.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D10 | 906+96.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D11 | 912+96.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D12 | 926+05.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| D13 | 931+95.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D14 | 939+05.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 12 | 940+94.71 | NIPSCO Electric | Overhead Electric | 12.5 kV | Single Ø #6 CW | No | No | Overhead Electric Warning signs |
| D15 | 966+00.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 13 | 1019+03.83 | AT&T Long Distance | Buried Telephone | 1-1/4"/12" | FO/Steel | No | No | |
| 14 | 1051+46.12 | NIPSCO Electric | Overhead Electric | 12.5 kV | Single Ø #6 CW | No | No | Overhead Electric Warning signs |
| D16 | 1052+78.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| D17 | 1102+54.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D18 | 1105+85.00 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 15 | 1105+96.98 | Comcast | Fiber Optic | 2" | PE Pipe | No | No | Non-motorized excavation at FO and culvert crossing to locate FO. |
| 16 | 1106+15.40 | NIPSCO Electric | Overhead Electric | 12.5 kV | Three Ø 336 ACSR | No | No | Overhead Electric Warning signs |
| D19 | 1118+11.00 | ITS | Fiber Optic | 96 str | FO | No | No | |

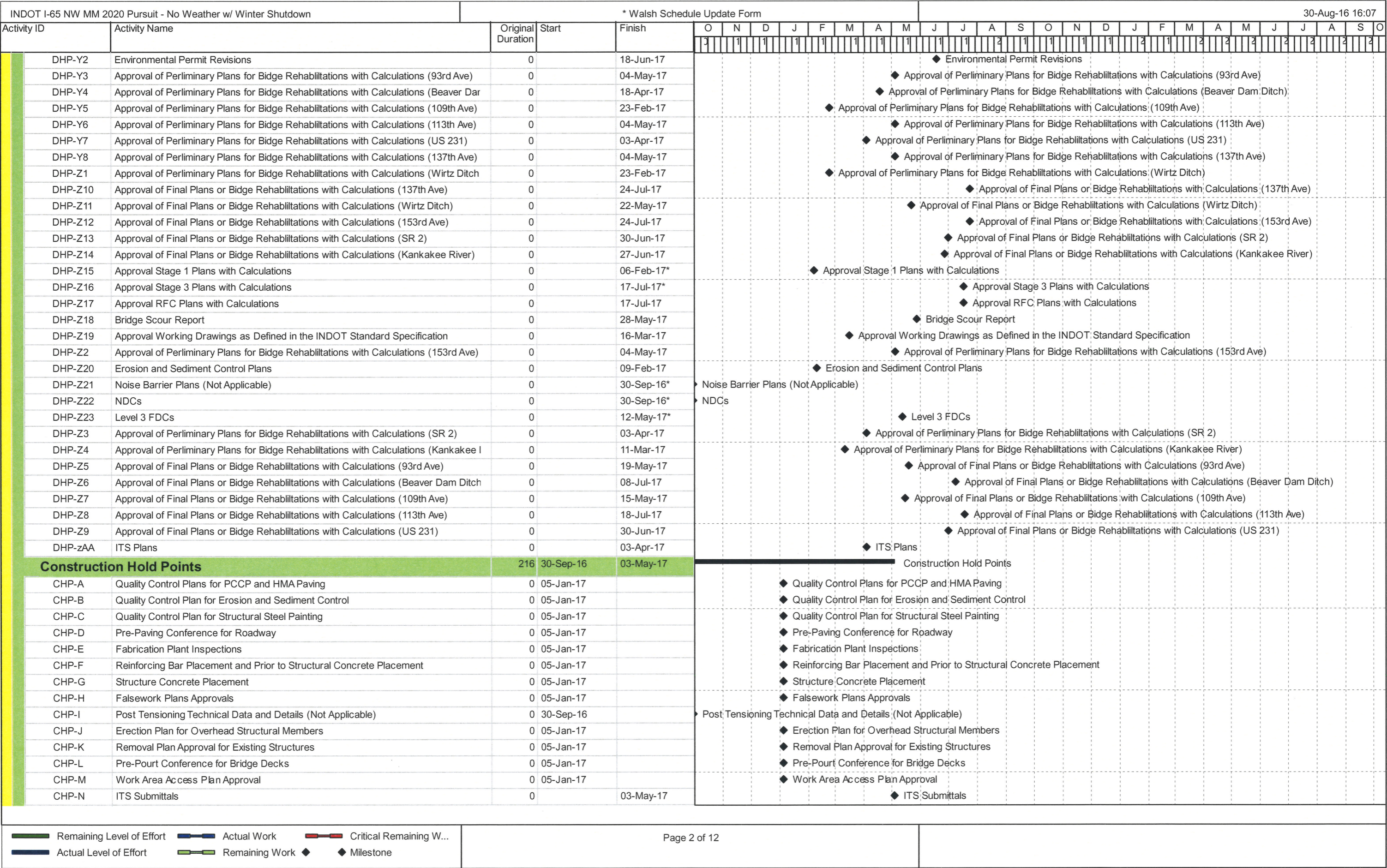
| General Utility Information | | | | | | Design Information | | |
|-----------------------------|-------------------------|---------------------|-------------------|--------------------|------------------------|-----------------------|-------------------------|--|
| Location # | Station "A" Line | Utility | Type of Utility | Utility Size | Material of Utility | Proposed Conflict? | Relocation Required? | Proposed Treatment |
| D20 | 1137+99.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| 17 / 18 | 1138+63.00 / 1138+64.00 | ITS | Fiber Optic | 4" | FO | No | No | |
| 19 & 20 | 1142+12.28 / 1142+22.18 | NIPSCO Electric | Overhead Electric | 12.5 kV / 69 kV | Three Ø 336 ACSR | Potential | Potential | Overhead Electric Warning signs and shielding installed on lines. |
| 21 | 1142+27.01 | NIPSCO Gas | Gas | 4" / 8" | Plastic & Steel | Potential | No | Non-motorized excavation methods will be used to locate the gas main. Non-motorized excavation methods will be used when within 3' vert. of the pipeline. Minimum separation of 1' between footing and gas line will be maintained. Line will be protected and supported during construction. |
| 22 | 1142+31.64 | AT&T Distribution | Fiber Optic | 14" x 14" | Concrete Duct | No | No | Non-motorized excavation methods will be used to located line. Line will be protected and supported during construction. |
| 23 | 1142+32.89 | AT&T Distribution | Telephone | 3" | Steel | No | No | Non-motorized excavation methods will be used to located line. Line will be protected and supported during construction. |
| 24 | 1143+35.02 | City of Crown Point | Water | 20"/30" | DI/Steel | No | No | |
| 24b | 1143+43.00 | City of Crown Point | Sanitary | 15" / 24" | PVC / Steel | No | No | Location of sanitary sewer will be verified prior to excavation for the bridge footings. |
| 25 | 1143+94.30 | AT&T Long Distance | Telephone | 1.5" | PVC | No | No | |
| D21 | 1161+63.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| R1 | 1199+81.71 - 1200+41.20 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R2 | 1209+76.55 - 1210+30.68 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D22 | 1211+94 & 1212+04 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| R3 | 1213+39.76 - 1213+81.89 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 26 | 1213+96.12 | AT&T Distribution | Buried Telephone | 15" | Steel | No | No | Non-motorized excavation will be used to determine depth of utility at guardrail crossing; if necessary guardrail posts should be spaced to straddle utility. |
| R4 | 1214+37.69 - 1214+89.59 | ITS | Fiber Optic | 96 str | FO | Potential | Potential | Horizontal and vertical location of FO will need to be verified to determine impact. Non-motorized excavation methods will need to be used in excavating for pavement subgrade. FO will need to be located at each guardrail post. Guardrail posts should be placed to straddle utility where the guardrail and FO cross |
| D23 | 1215+55 & 1215+65 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| 27 | 1215+60.67 | NIPSCO Gas | Gas | 6" | Plastic | No | No | Pipeline will be located along proposed culvert and non-motorized excavation methods will be used when within 3' vert. of the pipeline. |
| 28 | 1215+83.99 | NIPSCO Electric | Overhead Electric | 12.5 kV | Three Ø 336 ACSR | No | No | Overhead Electric Warning signs |
| 29 | 1216+13.42 | City of Crown Point | Water | 16"/36" | DI/Steel | No | No | |
| 30 | 1232+23.74 | Buckeye | Gas | 14" | Steel | No | No | At the crossings of the gas main and the guardrail, the depth of the guardrail will be probed to ensure that there is not a conflict. |
| D24 | 1239+61.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| 31 | 1241+67.22 | Unknown | Water | 16"/30" | DI/Steel | No | No | |
| 32 | 1241+31.27 | INDOT | Traffic Signal | 2" | Metallic | No | No | |
| 33 | 1241+31.27 | INDOT | Traffic Signal | 2" | Metallic | No | No | |
| 34 | 1241+81.00 | City of Crown Point | Force Main | 8" | PVC | No | No | |
| 35 | 1241+97.39 | NIPSCO Electric | Electric | 12.5 kV | Three Ø 336 ACSR | No | No | |
| 36 | 1242+02.71 | NIPSCO Gas | Gas | 8" | Plastic | No | No | |
| R5 | 1252-80.79 - 1253+23.94 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R6 | 1279+35.84 - 1279+64.89 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D25 | 1280+67.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| R7 | 1280+70.32 - 1281+09.74 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R8 | 1281+93.88 - 1282+74.17 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R9 | 1283+76.02 - 1284+29.24 | ITS | Fiber Optic | 96 str | FO | No | No | |

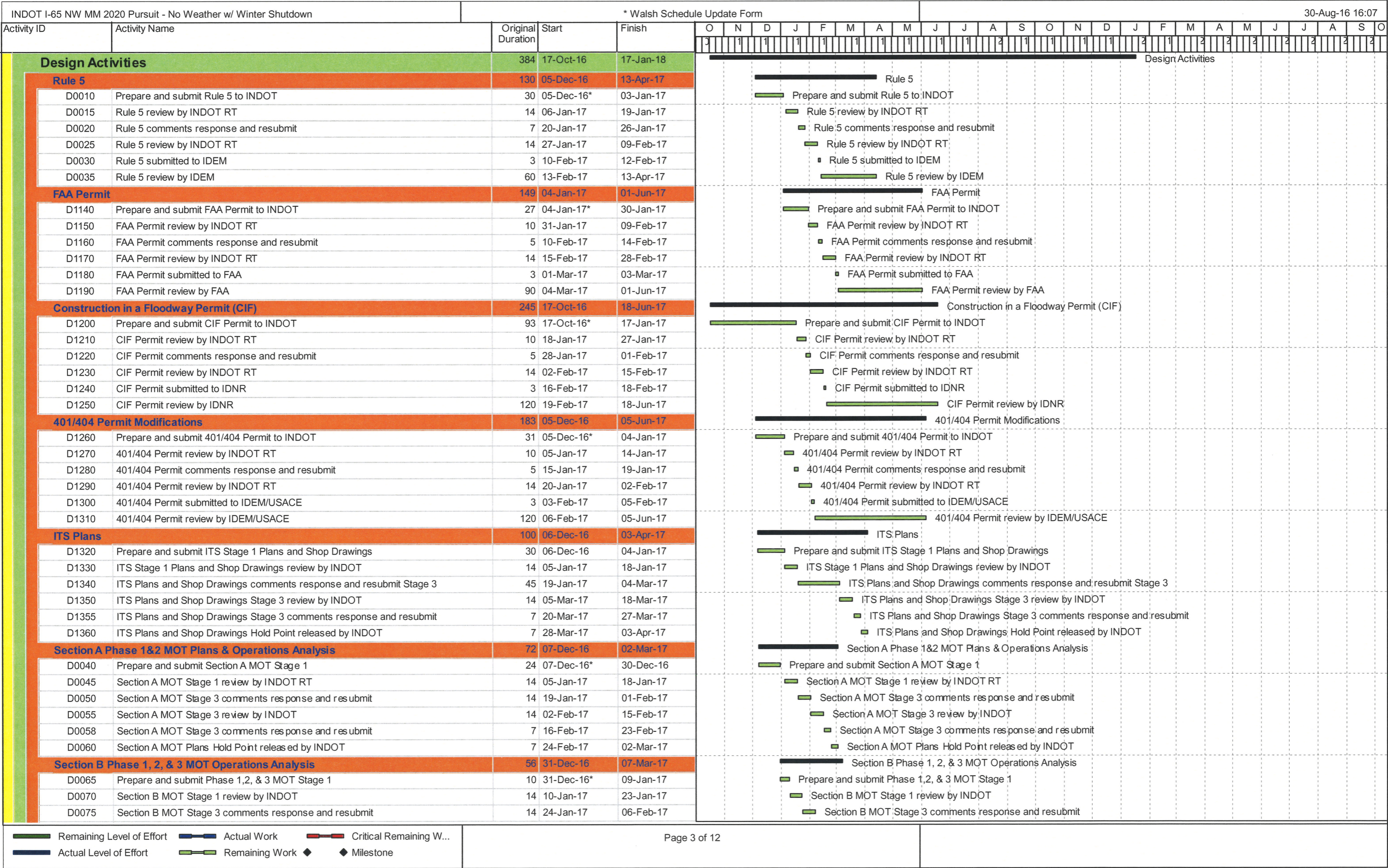
| General Utility Information | | | | | | Design Information | | |
|-----------------------------|-------------------------|-----------------------------------|----------------------|-----------------------|------------------------|-----------------------|-------------------------|--|
| Location # | Station "A"Line | Utility | Type of Utility | Utility Size | Material of Utility | Proposed Conflict? | Relocation Required? | Proposed Treatment |
| R10 | 1285+39.74 - 1285+58.18 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R11 | 1286+71.96 - 1287+35.39 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R12 | 1291+55.25 - 1292+42.47 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R13 | 1293+77.28 - 1295+59.57 | ITS | Fiber Optic | 96 str | FO | Potential | Potential | Horizontal and vertical location of FO will need to be verified to determine impact. Non-motorized excavation methods will need to be used in excavating for pavement subgrade. FO will need to be located at each guardrail post. Guardrail posts should be placed to straddle utility where the guardrail and FO cross |
| 37 | 1293+95.50 | NIPSCO Electric | Overhead Electric | 12.5 kV | Three Ø 336 ACSR | No | No | Overhead Electric Warning signs |
| 38 | 1294+02.54 | AT&T Distribution | Buried Telephone | 4" | PVC w/ copper | Potential | No | Non-motorized excavation will be used to locate the utility and guardrail posts should be placed to straddle the utility where the guardrail and utility cross. |
| 39 | 1294+10.91 | AT&T Distribution | Fiber Optic | 4", 50 pair | PVC w/ fiber | Potential | No | Non-motorized excavation will be used to locate the utility and guardrail posts should be placed to straddle the utility where the guardrail and utility cross. |
| R14 | 1296+82.23 - 1297+14.20 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 40 & 41 | 1296+88.25 / 1297+13.72 | NIPSCO Electric | Overhead Electric | 138 kV | Three Ø 13867 ACSR | No | No | Overhead Electric Warning signs |
| R15 | 1300+58.40 - 1301+42.25 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D26 | 1300+84.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| R16 | 1301+76.07 - 1302+20.76 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R17 | 1305+63.63 - 1306+31.14 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R18 | 1316+35.05 - 1316+64.44 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R19 | 1316+46.28 - 1316+46.28 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R20 | 1324+09.31 - 1324+81.87 | ITS | Fiber Optic | 96 str | FO | No | No | |
| D27 | 1326+19.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| 42 | 1339+64.88 | Enbridge | Gas - Transmission | 42" | Steel | No | No | |
| R21 | 1339+78.82 - 1340+23.78 | ITS | Fiber Optic | 96 str | FO | No | No | |
| R22 | 1342+55.07 - 1345+95.29 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 43 | 1345+36.77 | Indiana American Water Company | Water | 20" | DI | No | No | |
| 44 | 1345+47.94 | IFN | Fiber Optic | 2" | HDPE | No | No | |
| 45 | 1347+19.38 | INDOT | Traffic Signal | 4" | PVC Pipe | No | No | |
| R23 | 1347+26.02 - 1347+70.96 | ITS | Fiber Optic | 96 str | FO | No | No | |
| 46 | 1347+36.94 | AT&T Distribution | Buried Telephone | 900 pair | Copper | No | No | |
| 47 | 1347+39.79 | NIPSCO Electric | Overhead Electric | 138 / 69 / 12.5 kV | Three Ø 900 ACSR | No | No | Overhead Electric Warning signs |
| 47b | 1347+39.79 | Zayo | Overhead Fiber Optic | 48ct | FO | No | No | |
| D28 | 1352+50.00 | ITS | Fiber Optic | 96 str | FO | Potential | No | Non-motorized excavation will be used to determine depth of the FO and excavate for the drainage pipe at the crossing. |
| R24 | 1364+21.98 - 1366+26.96 | ITS | Fiber Optic | 96 str | FO | No | No | |

PRELIMINARY PROJECT BASELINE SCHEDULE









| INDOT I-65 NW MM 2020 Pursuit - No Weather w/ Winter Shutdown | | | | * Walsh Schedule Update Form | | | | | | | | | | | | 30-Aug-16 16:07 | | | | | | | | | | | | | |
|---|---|-------------------|------------|------------------------------|---|---|---|---|---|---|---|---|---|---|---|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Activity ID | Activity Name | Original Duration | Start | Finish | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O |
| | | | | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | D0080 Section B MOT Stage 3 review by INDOT | 14 | 07-Feb-17 | 20-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0083 Section B MOT Stage 3 comments response and resubmit | 7 | 21-Feb-17 | 28-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0085 Section B MOT Hold Point released by INDOT | 7 | 01-Mar-17 | 07-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Section C Phase 1, 2, & 3 MOT Operations Analysis | 72 | 07-Dec-16 | 02-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0090 Prepare and submit Section C MOT Stage 1 | 24 | 07-Dec-16 | 30-Dec-16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0095 Section C MOT Stage 1 review by INDOT | 14 | 05-Jan-17 | 18-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0100 Section C MOT Stage 3 comments response and resubmit | 14 | 19-Jan-17 | 01-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0105 Section C MOT Stage 3 review INDOT | 14 | 02-Feb-17 | 15-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0108 Section C MOT Stage 3 comments response and resubmit | 7 | 16-Feb-17 | 23-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0110 Section C MOT Plans Hold Point released by INDOT | 7 | 24-Feb-17 | 02-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Section A, B, & C MOT Level One Design Criteria Checklist | 100 | 27-Oct-16 | 23-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0115 Prepare and submit MOT Level One Checklist Stage 1 | 65 | 27-Oct-16 | 30-Dec-16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0120 MOT level 1 Stage 1 checklist review by INDOT | 14 | 05-Jan-17 | 18-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0125 MOT level 1 checklist Stage 3 comments response and resubmit | 7 | 19-Jan-17 | 25-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0130 MOT level 1 checklist Stage 3 submitted INDOT | 14 | 26-Jan-17 | 08-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0133 MOT level 1 checklist Stage 3 comments response and resubmit | 7 | 09-Feb-17 | 16-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0135 MOT Plans Hold Point released by INDOT | 7 | 17-Feb-17 | 23-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | All other Level 1 | 54 | 16-Dec-16 | 18-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0140 Prepare and submit All other Level 1 Checklists Stage 1 | 20 | 16-Dec-16* | 04-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0145 Level 1 Checklists Stage 1 review by INDOT | 14 | 05-Jan-17 | 18-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0150 Level 1 Checklists Stage 3 comments response and resubmit | 2 | 19-Jan-17 | 20-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0155 Level 1 Checklists Stage 3 submitted to INDOT | 14 | 21-Jan-17 | 03-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0158 Level 1 Checklists Stage 3 comments response and resubmit | 7 | 04-Feb-17 | 11-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0160 Level 1 checklists Hold Point released by INDOT | 7 | 11-Feb-17 | 18-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | All other Level 2 | 71 | 18-Feb-17 | 12-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0165 Prepare and submit All other Level 2 Checklists Stage 1 | 38 | 18-Feb-17 | 28-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0170 Level 2 Checklists Stage 1 review by INDOT | 14 | 28-Mar-17 | 11-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0175 Level 2 Checklists Stage 3 comments response and resubmit | 2 | 11-Apr-17 | 13-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0180 Level 2 Checklists Stage 3 submitted to INDOT | 14 | 13-Apr-17 | 27-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0183 Level 2 Checklists Stage 3 comments response and resubmit | 7 | 27-Apr-17 | 05-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0185 Level 2 checklists Hold Point released by INDOT | 7 | 05-May-17 | 12-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Final Typical Cross-Sections | 112 | 27-Nov-16 | 08-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0190 Prepare and submit Final Typical Cross-Sections (Section A, B, & C) Stage 1 | 85 | 27-Nov-16 | 19-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0195 Final Typical Cross-Sections Stage 1 review by INDOT | 14 | 20-Feb-17 | 05-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0200 Final Typical Cross-Sections Stage 3 comments response and resubmit | 5 | 06-Mar-17 | 10-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0205 Final Typical Cross-Sections Stage 3 review by INDOT | 14 | 11-Mar-17 | 24-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0208 Final Typical Cross-Sections Stage 3 comments response and resubmit | 7 | 25-Mar-17 | 01-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0210 Final Typical Cross-Sections Hold Point released by INDOT | 7 | 01-Apr-17 | 08-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Final Profile Grade | 103 | 07-Nov-16 | 09-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0215 Prepare and submit Final Profile Grade Stage 1 | 60 | 07-Nov-16* | 05-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0220 Final Profile Grade Stage 1 review by INDOT | 14 | 06-Jan-17 | 19-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0225 Final Profile Grade Stage 3 comments response and resubmit | 20 | 20-Jan-17 | 08-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0230 Final Profile Grade review by INDOT RT | 14 | 09-Feb-17 | 22-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0233 Final Profile Grade comments response and resubmit | 7 | 23-Feb-17 | 02-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0235 Final Profile Grade released by INDOT | 7 | 03-Mar-17 | 09-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Clearance for structures | 50 | 30-Dec-16 | 27-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0240 Prepare and submit Clearance for structures Stage 1 | 6 | 30-Dec-16 | 04-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | |

Remaining Level of Effort

Actual Level of Effort

Actual Work

Remaining Work

Critical Remaining W...

Milestone

Page 4 of 12

INDOT I-65 NW MM 2020 Pursuit - No Weather w/ Winter Shutdown

* Walsh Schedule Update Form

30-Aug-16 16:07

| Activity ID | Activity Name | Original Duration | Start | Finish | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O |
|-------------|--|--|-------|------------|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 2 |
| | D0245 | Clearance for structures Stage 1 review by INDOT | 14 | 05-Jan-17 | 18-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0250 | Clearance for structures comments response and resubmit | 10 | 19-Jan-17 | 28-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0255 | Clearance for structures review by INDOT RT | 14 | 29-Jan-17 | 11-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0258 | Clearance for structures comments response and resubmit | 7 | 13-Feb-17 | 20-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0260 | Clearance for structures released by INDOT | 7 | 21-Feb-17 | 27-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Roadside Barrier Design | | 113 | 06-Jan-17 | 17-May-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0265 | Prepare and submit Roadside Barrier Design (Section A, B, & C) Stage 1 | 85 | 06-Jan-17 | 31-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0270 | Roadside Barrier Design Stage 1 review by INDOT | 14 | 01-Apr-17 | 14-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0275 | Roadside Barrier Design comments response and resubmit | 4 | 15-Apr-17 | 18-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0280 | Roadside Barrier Design Stage 3 review by INDOT | 14 | 19-Apr-17 | 02-May-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0283 | Roadside Barrier Design Stage 3 comments response and resubmit | 7 | 03-May-17 | 10-May-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0285 | Roadside Barrier Design Hold Point released by INDOT | 7 | 11-May-17 | 17-May-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Culvert Shop Plans | | 135 | 15-Apr-17 | 23-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0290 | Prepare and submit Culvert Shop Plans Stage 1 | 90 | 15-Apr-17 | 14-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0295 | Culvert Shop Plans Stage 1 review by INDOT | 14 | 14-Jul-17 | 28-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0300 | Culvert Shop Plans Stage 3 comments response and resubmit | 28 | 28-Jul-17 | 25-Aug-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0305 | Culvert Shop Plans Stage 3 review by INDOT | 14 | 25-Aug-17 | 08-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0308 | Culvert Shop Plans Stage 3 comments response and resubmit | 7 | 08-Sep-17 | 16-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0310 | Culvert Shop Plans Hold Point released by INDOT | 7 | 16-Sep-17 | 23-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Supplemental Geotechnical | | 78 | 21-Nov-16 | 22-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0315 | Prepare and submit Supplemental Geotechnical Stage 1 | 45 | 21-Nov-16* | 04-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0320 | Supplemental Geotechnical Stage 1 review by INDOT | 14 | 05-Jan-17 | 18-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0325 | Supplemental Geotechnical Stage 3 comments response and resubmit | 6 | 19-Jan-17 | 24-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0330 | Supplemental Geotechnical Stage 3 review by INDOT | 14 | 25-Jan-17 | 07-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0333 | Supplemental Geotechnical Stage 3 comments response and resubmit | 7 | 08-Feb-17 | 15-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0335 | Supplemental Geotechnical Hold Point released by INDOT | 7 | 16-Feb-17 | 22-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Retaining Wall | | 87 | 05-Jan-17 | 15-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0340 | Prepare and submit Retaining Wall Stage 1 | 30 | 05-Jan-17 | 03-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0345 | Retaining Wall Stage 1 review by INDOT | 14 | 04-Feb-17 | 17-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0350 | Retaining Wall comments response and resubmit | 28 | 18-Feb-17 | 17-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0355 | Retaining Wall review by INDOT RT | 14 | 18-Mar-17 | 31-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0358 | Retaining Wall comments response and resubmit | 7 | 01-Apr-17 | 08-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0360 | Retaining Wall released by INDOT | 7 | 08-Apr-17 | 15-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Signing & Lighting Plans and Shop Drawings | | 131 | 17-Oct-16 | 21-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0365 | Prepare and submit Signing Plans and Shop Drawings Stage 1 | 85 | 17-Oct-16* | 09-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0370 | Signing Plans and Shop Drawings Stage 1 review by INDOT | 14 | 10-Jan-17 | 23-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0375 | Signing Plans and Shop Drawings Stage 3 comments response and resubmit | 28 | 24-Jan-17 | 20-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0380 | Signing Plans and Shop Drawings Stage 3 review by INDOT | 14 | 21-Feb-17 | 06-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0383 | Signing Plans and Shop Drawings Stage 3 comments response and resubmit | 7 | 07-Mar-17 | 14-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0385 | Signing Plans and Shop Drawings Hold Point released by INDOT | 7 | 15-Mar-17 | 21-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | Revisions to Approved Shop Plans | | 96 | 23-Sep-17 | 17-Jan-18 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0390 | Prepare and submit Revisions to Approved Shop Plans | 45 | 23-Sep-17 | 07-Nov-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0395 | Revisions to Approved Shop Plans review by INDOT RT | 14 | 07-Nov-17 | 21-Nov-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0400 | Revisions to Approved Shop Plans comments response and resubmit | 28 | 21-Nov-17 | 19-Dec-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0405 | Revisions to Approved Shop Plans review by INDOT RT | 14 | 19-Dec-17 | 02-Jan-18 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0408 | Revisions to Approved Shop Plans comments response and resubmit | 7 | 02-Jan-18 | 10-Jan-18 | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0410 | Revisions to Approved Shop Plans Hold Point released by INDOT | 7 | 10-Jan-18 | 17-Jan-18 | | | | | | | | | | | | | | | | | | | | | | | | |

Remaining Level of Effort

Actual Work

Critical Remaining W...

Actual Level of Effort

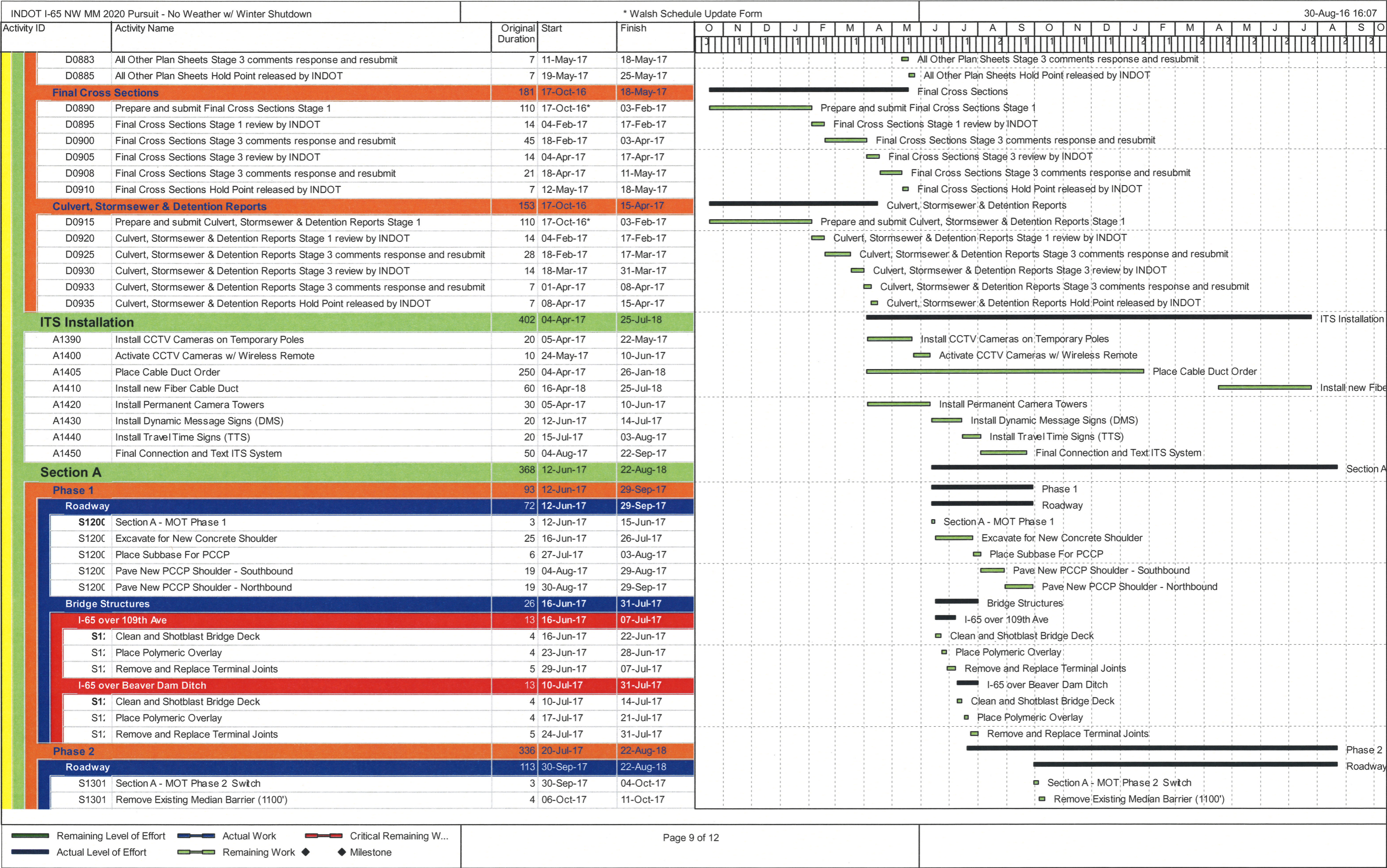
Remaining Work

Milestone

Page 5 of 12

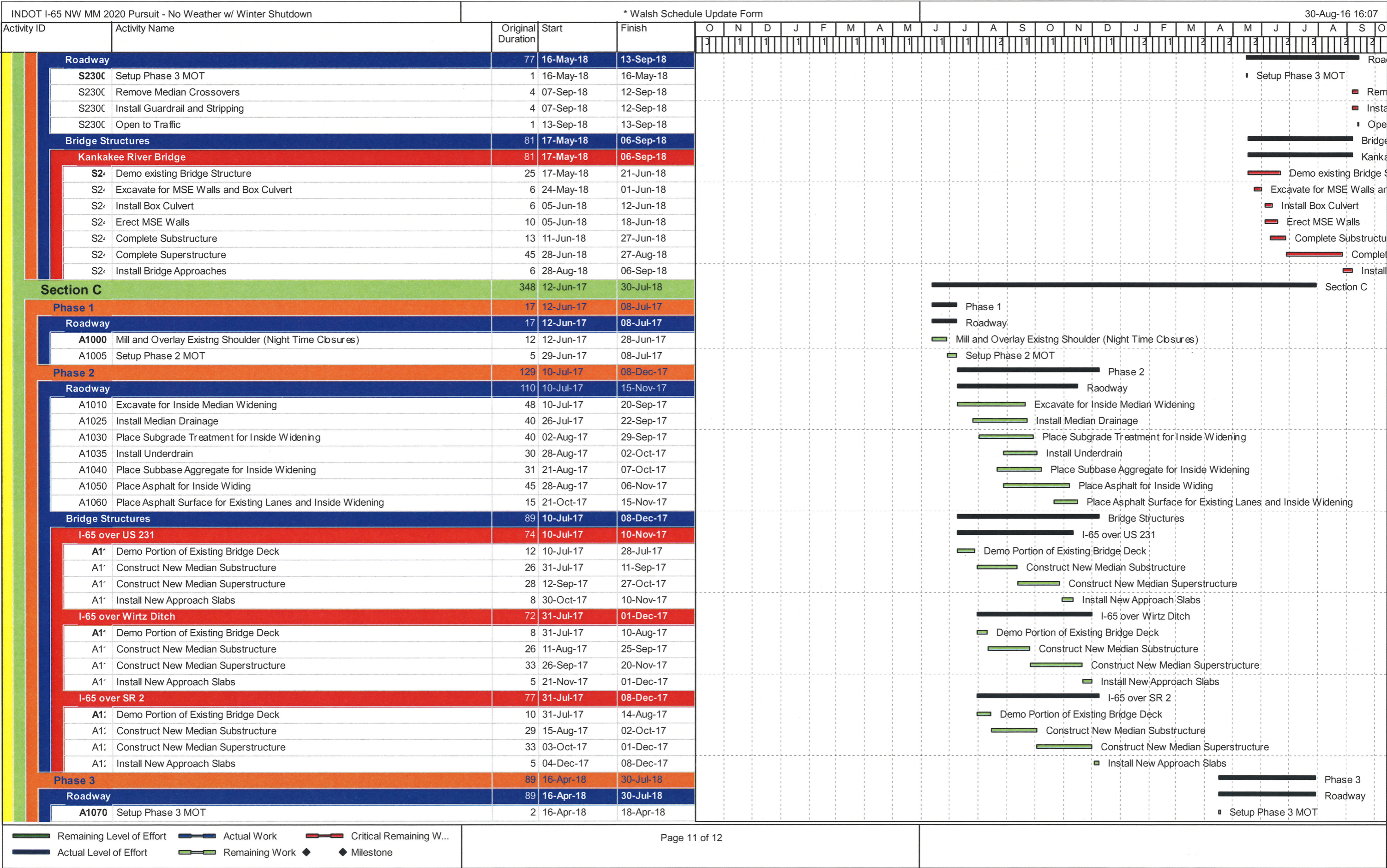
| INDOT I-65 NW MM 2020 Pursuit - No Weather w/ Winter Shutdown | | | * Walsh Schedule Update Form | | | | | | | | | | | | | 30-Aug-16 16:07 | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|------------------------------|-----------|-----------|--|---|---|---|---|---|---|---|---|---|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|
| Activity ID | Activity Name | | Original Duration | Start | Finish | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | | | | | | | |
| | | | | | | 1 | | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | 2 | 1 | | 1 | | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | | |
| | D0725 | Preliminary Plans for Bridge 137th Ave Rehabilitation comments response and resub | 7 | 30-Mar-17 | 05-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0730 | Preliminary Plans for Bridge 137th Ave Rehabilitation review by INDOT RT | 14 | 06-Apr-17 | 19-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0733 | Preliminary Plans for Bridge 137th Ave Rehabilitation comments response and resub | 7 | 20-Apr-17 | 27-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0735 | Preliminary Plans for Bridge 137th Ave Rehabilitation Hold Point released by INDOT | 7 | 28-Apr-17 | 04-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0765 | Prepare and submit Preliminary Plans for Bridge Wirtz Ditch Rehabilitation Stage 1 | 20 | 16-Dec-16 | 05-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0770 | Preliminary Plans for Bridge Wirtz Ditch Rehabilitation Stage 1 review by INDOT | 14 | 05-Jan-17 | 18-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0775 | Preliminary Plans for Bridge Wirtz Ditch Rehabilitation comments response and resu | 7 | 19-Jan-17 | 25-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0780 | Preliminary Plans for Bridge Wirtz Ditch Rehabilitation review by INDOT RT | 14 | 26-Jan-17 | 08-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0783 | Preliminary Plans for Bridge Wirtz Ditch Rehabilitation comments response and resu | 7 | 09-Feb-17 | 16-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0785 | Preliminary Plans for Bridge Wirtz Ditch Rehabilitation Hold Point released by INDOT | 7 | 17-Feb-17 | 23-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0815 | Prepare and submit Preliminary Plans for Bridge 153rd Rehabilitation Stage 1 | 20 | 24-Feb-17 | 15-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0820 | Preliminary Plans for Bridge 153rd Rehabilitation Stage 1 review by INDOT | 14 | 16-Mar-17 | 29-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0825 | Preliminary Plans for Bridge 153rd Rehabilitation comments response and resubmit | 7 | 30-Mar-17 | 05-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0830 | Preliminary Plans for Bridge 153rd Rehabilitation review by INDOT RT | 14 | 06-Apr-17 | 19-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0833 | Preliminary Plans for Bridge 153rd Rehabilitation comments response and resubmit | 7 | 20-Apr-17 | 27-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0835 | Preliminary Plans for Bridge 153rd Rehabilitation Hold Point released by INDOT | 7 | 28-Apr-17 | 04-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1005 | Prepare and submit Preliminary Plans for Bridge SR 2 Rehabilitation Stage 1 | 20 | 24-Jan-17 | 13-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1010 | Preliminary Plans for Bridge SR 2 Rehabilitation Stage 1 review by INDOT | 14 | 13-Feb-17 | 26-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1015 | Preliminary Plans for Bridge SR 2 Rehabilitation comments response and resubmit | 7 | 27-Feb-17 | 05-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1020 | Preliminary Plans for Bridge SR 2 Rehabilitation review by INDOT RT | 14 | 06-Mar-17 | 19-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1023 | Preliminary Plans for Bridge SR 2 Rehabilitation comments response and resubmit | 7 | 20-Mar-17 | 27-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1025 | Preliminary Plans for Bridge SR 2 Rehabilitation Hold Point released by INDOT | 7 | 28-Mar-17 | 03-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1110 | Prepare and submit Preliminary Plans for Bridge Kankakee River Rehabilitation Stag | 22 | 30-Dec-16 | 20-Jan-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1115 | Preliminary Plans for Bridge Kankakee River Rehabilitation Stage 1 review by INDOT | 14 | 21-Jan-17 | 03-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1120 | Preliminary Plans for Bridge Kankakee River Rehabilitation comments response and | 7 | 04-Feb-17 | 10-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1125 | Preliminary Plans for Bridge Kankakee River Rehabilitation review by INDOT RT | 14 | 11-Feb-17 | 24-Feb-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1128 | Preliminary Plans for Bridge Kankakee River Rehabilitation comments response and | 7 | 25-Feb-17 | 04-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D1130 | Preliminary Plans for Bridge Kankakee River Rehabilitation Hold Point released by IN | 7 | 04-Mar-17 | 11-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Final Plans for Bridge Rehabilitation Stage 3 | | | 127 | 24-Feb-17 | 24-Jul-17 | Final Plans for Bridge Rehabilitation Stage 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0490 | Prepare and submit Final Plans for Bridge 93rd Ave Rehabilitation | 24 | 05-May-17 | 28-May-17 | Final Plans for Bridge 93rd Ave Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0495 | Final Plans for Bridge 93rd Ave Rehabilitation review by INDOT RT | 14 | 29-May-17 | 11-Jun-17 | Final Plans for Bridge 93rd Ave Rehabilitation review by INDOT RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0500 | Final Plans for Bridge 93rd Ave Rehabilitation comments response and resubmit | 7 | 12-Jun-17 | 18-Jun-17 | Final Plans for Bridge 93rd Ave Rehabilitation comments response and resubmit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0505 | Final Plans for Bridge 93rd Ave Rehabilitation review by INDOT RT | 14 | 19-Jun-17 | 02-Jul-17 | Final Plans for Bridge 93rd Ave Rehabilitation review by INDOT RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0508 | Final Plans for Bridge 93rd Ave Rehabilitation comments response and resubmit | 7 | 03-Jul-17 | 11-Jul-17 | Final Plans for Bridge 93rd Ave Rehabilitation comments response and resubmit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0510 | Final Plans for Bridge 93rd Ave Rehabilitation Hold Point released by INDOT | 7 | 12-Jul-17 | 18-Jul-17 | Final Plans for Bridge 93rd Ave Rehabilitation Hold Point released by INDOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0540 | Prepare and submit Final Plans for Bridge Beaver Dam Ditch Rehabilitation | 31 | 19-Apr-17 | 19-May-17 | Final Plans for Bridge Beaver Dam Ditch Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0545 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation review by INDOT RT | 14 | 20-May-17 | 02-Jun-17 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation review by INDOT RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0550 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation comments response and re | 7 | 03-Jun-17 | 09-Jun-17 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation comments response and resubmit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0555 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation review by INDOT RT | 14 | 10-Jun-17 | 23-Jun-17 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation review by INDOT RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0558 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation comments response and re | 7 | 24-Jun-17 | 01-Jul-17 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation comments response and resubmit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0560 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation Hold Point released by INDC | 7 | 01-Jul-17 | 08-Jul-17 | Final Plans for Bridge Bridge Beaver Dam Rehabilitation Hold Point released by INDOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0590 | Prepare and submit Final Plans for Bridge 109th Ave Rehabilitation | 31 | 24-Feb-17 | 26-Mar-17 | Final Plans for Bridge 109th Ave Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0595 | Final Plans for Bridge 109th Ave Rehabilitation review by INDOT RT | 14 | 27-Mar-17 | 09-Apr-17 | Final Plans for Bridge 109th Ave Rehabilitation review by INDOT RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0600 | Final Plans for Bridge 109th Ave Rehabilitation comments response and resubmit | 7 | 10-Apr-17 | 16-Apr-17 | Final Plans for Bridge 109th Ave Rehabilitation comments response and resubmit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0605 | Final Plans for Bridge 109th Ave Rehabilitation review by INDOT RT | 14 | 17-Apr-17 | 30-Apr-17 | Final Plans for Bridge 109th Ave Rehabilitation review by INDOT RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0608 | Final Plans for Bridge 109th Ave Rehabilitation comments response and resubmit | 7 | 01-May-17 | 08-May-17 | Final Plans for Bridge 109th Ave Rehabilitation comments response and resubmit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0610 | Final Plans for Bridge 109th Ave Rehabilitation Hold Point released by INDOT | 7 | 09-May-17 | 15-May-17 | Final Plans for Bridge 109th Ave Rehabilitation Hold Point released by INDOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div>Remaining Level of Effort</div><div>Actual Work</div><div>Critical Remaining W...</div><div>Actual Level of Effort</div><div>Remaining Work</div><div>◆</div><div>◆ Milestone</div></div> | | | Page 7 of 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INDOT I-65 NW MM 2020 Pursuit - No Weather w/ Winter Shutdown | | | * Walsh Schedule Update Form | | | | | | | | | | | | | 30-Aug-16 16:07 | | | | | | | | | | | | | | | |
|--|-----------------------|---|---|------------|-----------|--------------|---|---|---|---|---|---|---|---|---|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
| Activity ID | Activity Name | Original Duration | Start | Finish | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | | |
| | | | | | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| | D0640 | Prepare and submit Final Plans for Bridge 113th Ave Rehabilitation | 24 | 05-May-17 | 28-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0645 | Final Plans for Bridge 113th Ave Rehabilitation review by INDOT RT | 14 | 29-May-17 | 11-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0650 | Final Plans for Bridge 113th Ave Rehabilitation comments response and resubmit | 7 | 12-Jun-17 | 18-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0655 | Final Plans for Bridge 113th Ave Rehabilitation review by INDOT RT | 14 | 19-Jun-17 | 02-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0658 | Final Plans for Bridge 113th Ave Rehabilitation comments response and resubmit | 7 | 03-Jul-17 | 11-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0660 | Final Plans for Bridge 113th Ave Rehabilitation Hold Point released by INDOT | 7 | 12-Jul-17 | 18-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0690 | Prepare and submit Final Plans for Bridge US 231 Rehabilitation | 38 | 04-Apr-17 | 11-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0695 | Final Plans for Bridge US 231 Rehabilitation review by INDOT RT | 14 | 12-May-17 | 25-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0700 | Final Plans for Bridge US 231 Rehabilitation comments response and resubmit | 7 | 26-May-17 | 01-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0705 | Final Plans for Bridge US 231 Rehabilitation review by INDOT RT | 14 | 02-Jun-17 | 15-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0708 | Final Plans for Bridge US 231 Rehabilitation comments response and resubmit | 7 | 16-Jun-17 | 23-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0710 | Final Plans for Bridge US 231 Rehabilitation Hold Point released by INDOT | 7 | 24-Jun-17 | 30-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0740 | Prepare and submit Final Plans for Bridge 137th Ave Rehabilitation | 30 | 05-May-17 | 03-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0745 | Final Plans for Bridge 137th Ave Rehabilitation review by INDOT RT | 14 | 04-Jun-17 | 17-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0750 | Final Plans for Bridge 137th Ave Rehabilitation comments response and resubmit | 7 | 18-Jun-17 | 24-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0755 | Final Plans for Bridge 137th Ave Rehabilitation review by INDOT RT | 14 | 25-Jun-17 | 08-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0758 | Final Plans for Bridge 137th Ave Rehabilitation comments response and resubmit | 7 | 10-Jul-17 | 17-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0760 | Final Plans for Bridge 137th Ave Rehabilitation Hold Point released by INDOT | 7 | 18-Jul-17 | 24-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0790 | Prepare and submit Final Plans for Bridge Wirtz Ditch Rehabilitation | 38 | 24-Feb-17 | 02-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0795 | Final Plans for Bridge Wirtz Ditch Rehabilitation review by INDOT RT | 14 | 03-Apr-17 | 16-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0800 | Final Plans for Bridge Wirtz Ditch Rehabilitation comments response and resubmit | 7 | 17-Apr-17 | 23-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0805 | Final Plans for Bridge Wirtz Ditch Rehabilitation review by INDOT RT | 14 | 24-Apr-17 | 07-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0808 | Final Plans for Bridge Wirtz Ditch Rehabilitation comments response and resubmit | 7 | 08-May-17 | 15-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0810 | Final Plans for Bridge Wirtz Ditch Rehabilitation Hold Point released by INDOT | 7 | 16-May-17 | 22-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0840 | Prepare and submit Final Plans for Bridge 153rd Ave Rehabilitation | 30 | 05-May-17 | 03-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0845 | Final Plans for Bridge 153rd Ave Rehabilitation review by INDOT RT | 14 | 04-Jun-17 | 17-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0850 | Final Plans for Bridge 153rd Ave Rehabilitation comments response and resubmit | 7 | 18-Jun-17 | 24-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0855 | Final Plans for Bridge 153rd Ave Rehabilitation review by INDOT RT | 14 | 25-Jun-17 | 08-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0858 | Final Plans for Bridge 153rd Ave Rehabilitation comments response and resubmit | 7 | 10-Jul-17 | 17-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0860 | Final Plans for Bridge 153rd Ave Rehabilitation Hold Point released by INDOT | 7 | 18-Jul-17 | 24-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0940 | Prepare and submit Final Plans for Bridge SR 2 Rehabilitation | 38 | 04-Apr-17 | 11-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0945 | Final Plans for Bridge SR 2 Rehabilitation review by INDOT RT | 14 | 12-May-17 | 25-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0950 | Final Plans for Bridge SR 2 Rehabilitation comments response and resubmit | 7 | 26-May-17 | 01-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0955 | Final Plans for Bridge SR 2 Rehabilitation review by INDOT RT | 14 | 02-Jun-17 | 15-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0958 | Final Plans for Bridge SR 2 Rehabilitation comments response and resubmit | 7 | 16-Jun-17 | 23-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0960 | Final Plans for Bridge SR 2 Rehabilitation Hold Point released by INDOT | 7 | 24-Jun-17 | 30-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0965 | Prepare and submit Final Plans for Bridge Kankakee River Rehabilitation | 60 | 11-Mar-17 | 10-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0970 | Final Plans for Bridge Kankakee River Rehabilitation review by INDOT RT | 12 | 10-May-17 | 22-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0975 | Final Plans for Bridge Kankakee River Rehabilitation comments response and resub | 7 | 22-May-17 | 29-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0980 | Final Plans for Bridge Kankakee River Rehabilitation review by INDOT RT | 14 | 29-May-17 | 12-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0983 | Final Plans for Bridge Kankakee River Rehabilitation comments response and resub | 7 | 12-Jun-17 | 20-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0985 | Final Plans for Bridge Kankakee River Rehabilitation Hold Point released by INDOT | 7 | 20-Jun-17 | 27-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | All Other Plan Sheets | | 187 | 17-Oct-16 | 25-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0865 | Prepare and submit All Other Plan Sheets Stage 1 | 150 | 17-Oct-16* | 15-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0870 | All Other Plan Sheets Stage 1 review by INDOT | 14 | 16-Mar-17 | 29-Mar-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0875 | All Other Plan Sheets comments Stage 3 response and resubmit | 28 | 30-Mar-17 | 26-Apr-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D0880 | All Other Plan Sheets Stage 3 review by INDOT | 14 | 27-Apr-17 | 10-May-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div>Remaining Level of Effort</div> <div>Actual Level of Effort</div> | | | <div>Actual Work</div> <div>Remaining Work</div> <div>◆ Milestone</div> | | | Page 8 of 12 | | | | | | | | | | | | | | | | | | | | | | | | | |



| INDOT I-65 NW MM 2020 Pursuit - No Weather w/ Winter Shutdown | | | * Walsh Schedule Update Form | | | | | | | | | | | | | 30-Aug-16 16:07 | | | | | | | | | | | | | | |
|---|---|-------------------|------------------------------|-----------|---|---|---|---|---|---|---|---|---|---|---|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Activity ID | Activity Name | Original Duration | Start | Finish | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | |
| | | | | | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| | S1301 Remove Inside Median Shoulder | 2 | 01-Aug-18 | 02-Aug-18 | | | | | | | | | | | | | | | | | | | | | | | | | Remove Inside | |
| | S1301 Adjust Drainage Structures as Needed | 2 | 03-Aug-18 | 04-Aug-18 | | | | | | | | | | | | | | | | | | | | | | | | | Adjust Drainage | |
| | S1302 Prep Grade for PCCP Shoulder | 2 | 03-Aug-18 | 04-Aug-18 | | | | | | | | | | | | | | | | | | | | | | | | | Prep Grade for | |
| | S1302 Pave New PCCP Inside Shoulder | 8 | 06-Aug-18 | 16-Aug-18 | | | | | | | | | | | | | | | | | | | | | | | | | Pave New | |
| | S1302 Slip Median Barrier | 4 | 17-Aug-18 | 22-Aug-18 | | | | | | | | | | | | | | | | | | | | | | | | | Slip Median | |
| | Bridge Structures | 13 | 05-Oct-17 | 26-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Bridge Structures | |
| | I-65 over 109th Ave | 13 | 05-Oct-17 | 26-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | I-65 over 109th Ave | |
| | S1: Clean and Shotblast Bridge Deck | 4 | 05-Oct-17 | 10-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Clean and Shotblast Bridge Deck | |
| | S1: Place Polymeric Overlay | 4 | 12-Oct-17 | 17-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Place Polymeric Overlay | |
| | S1: Remove and Replace Terminal Joints | 5 | 19-Oct-17 | 26-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Remove and Replace Terminal Joints | |
| | I-65 over Beaver Dam Ditch | 13 | 05-Oct-17 | 26-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | I-65 over Beaver Dam Ditch | |
| | S1: Clean and Shotblast Bridge Deck | 4 | 05-Oct-17 | 10-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Clean and Shotblast Bridge Deck | |
| | S1: Place Polymeric Overlay | 4 | 12-Oct-17 | 17-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Place Polymeric Overlay | |
| | S1: Remove and Replace Terminal Joints | 5 | 19-Oct-17 | 26-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Remove and Replace Terminal Joints | |
| | Overhead Bridge Structures | 13 | 20-Jul-17 | 08-Aug-17 | | | | | | | | | | | | | | | | | | | | | | | | | Overhead Bridge Structures | |
| | 93rd Ave over I-65 | 13 | 20-Jul-17 | 08-Aug-17 | | | | | | | | | | | | | | | | | | | | | | | | | 93rd Ave over I-65 | |
| | S2: Clean and Shotblast Bridge Deck | 4 | 20-Jul-17 | 25-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | Clean and Shotblast Bridge Deck | |
| | S2: Place Polymeric Overlay | 4 | 27-Jul-17 | 01-Aug-17 | | | | | | | | | | | | | | | | | | | | | | | | | Place Polymeric Overlay | |
| | S2: Remove and Replace Sidewalk | 5 | 02-Aug-17 | 08-Aug-17 | | | | | | | | | | | | | | | | | | | | | | | | | Remove and Replace Sidewalk | |
| | Section B | 386 | 12-Jun-17 | 13-Sep-18 | | | | | | | | | | | | | | | | | | | | | | | | | Section B | |
| | Phase 1 | 87 | 12-Jun-17 | 22-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Phase 1 | |
| | Roadway | 11 | 12-Jun-17 | 26-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | Roadway | |
| | S210C Mill and Overlay Existing Outside Shoulders | 4 | 12-Jun-17 | 16-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | Mill and Overlay Existing Outside Shoulders | |
| | S210C Install Median Crossover | 5 | 17-Jun-17 | 23-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | Install Median Crossover | |
| | S210C Setup Phase 1 MOT | 2 | 24-Jun-17 | 26-Jun-17 | | | | | | | | | | | | | | | | | | | | | | | | | Setup Phase 1 MOT | |
| | Bridge Structures | 64 | 27-Jun-17 | 22-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Bridge Structures | |
| | Kankakee River Bridge | 64 | 27-Jun-17 | 22-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Kankakee River Bridge | |
| | S2: Demo Existing Bridge Structure | 9 | 27-Jun-17 | 11-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | Demo Existing Bridge Structure | |
| | S2: Excavate for MSE Walls and Box Culvert | 6 | 01-Jul-17 | 13-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | Excavate for MSE Walls and Box Culvert | |
| | S2: Install Box Culvert | 6 | 13-Jul-17 | 21-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | Install Box Culvert | |
| | S2: Erect MSE Walls | 12 | 13-Jul-17 | 28-Jul-17 | | | | | | | | | | | | | | | | | | | | | | | | | Erect MSE Walls | |
| | S2: Complete Substructure | 12 | 18-Jul-17 | 02-Aug-17 | | | | | | | | | | | | | | | | | | | | | | | | | Complete Substructure | |
| | S2: Complete Superstructure | 30 | 02-Aug-17 | 11-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Complete Superstructure | |
| | S2: Install Bridge Approaches | 8 | 11-Sep-17 | 22-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Install Bridge Approaches | |
| | Phase 2 | 198 | 22-Sep-17 | 15-May-18 | | | | | | | | | | | | | | | | | | | | | | | | | Phase 2 | |
| | Roadway | 1 | 22-Sep-17 | 23-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Roadway | |
| | S220C Setup Phase 2 MOT | 1 | 22-Sep-17 | 23-Sep-17 | | | | | | | | | | | | | | | | | | | | | | | | | Setup Phase 2 MOT | |
| | Bridge Structures | 74 | 23-Sep-17 | 15-May-18 | | | | | | | | | | | | | | | | | | | | | | | | | Bridge Structures | |
| | Kankakee River Bridge | 74 | 23-Sep-17 | 15-May-18 | | | | | | | | | | | | | | | | | | | | | | | | | Kankakee River Bridge | |
| | S2: Demo existing Bridge Structure | 17 | 23-Sep-17 | 17-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Demo existing Bridge Structure | |
| | S2: Excavate for MSE Walls and Box Culvert | 6 | 07-Oct-17 | 16-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Excavate for MSE Walls and Box Culvert | |
| | S2: Install Box Culvert | 6 | 17-Oct-17 | 26-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Install Box Culvert | |
| | S2: Erect MSE Walls | 10 | 17-Oct-17 | 31-Oct-17 | | | | | | | | | | | | | | | | | | | | | | | | | Erect MSE Walls | |
| | S2: Complete Substructure | 12 | 26-Oct-17 | 11-Nov-17 | | | | | | | | | | | | | | | | | | | | | | | | | Complete Substructure | |
| | S2: Complete Superstructure | 31 | 11-Nov-17 | 04-May-18 | | | | | | | | | | | | | | | | | | | | | | | | | Complete Superstructure | |
| | S2: Install Bridge Approaches | 8 | 04-May-18 | 15-May-18 | | | | | | | | | | | | | | | | | | | | | | | | | Install Bridge Approaches | |
| | Phase 3 | 101 | 16-May-18 | 13-Sep-18 | | | | | | | | | | | | | | | | | | | | | | | | | Phase 3 | |
| | Remaining Level of Effort | | | | | | | | | | | | | | | | | | | | | | | | | | | | Actual Work | |
| | Actual Level of Effort | | | | | | | | | | | | | | | | | | | | | | | | | | | | Remaining Work | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Milestone | |

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| INDOT I-65 NW MM 2020 Pursuit - No Weather w/ Winter Shutdown | | | * Walsh Schedule Update Form | | | | | | | | | | | | 30-Aug-16 16:07 | | | | | | | | | | | | | | | |
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| Activity ID | Activity Name | Original Duration | Start | Finish | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | |
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IMPROVING MOBILITY IN OUR BACKYARD



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Walsh &
Kelly
Inc.