November 24, 2015

Re: RFP 1511 - Item No. 10
Crawfordsville District
On-Call Construction Inspection Services

Dear INDOT Crawfordsville District:

Clark Dietz has a long track record of successful construction projects in Indiana, including new alignment, added travel lanes, intersections, site and curve correction, and both bridge replacement and rehabilitation projects. We have assembled a great team of companies, with inspectors distributed throughout the Crawfordsville District.

PROJECT SUPERVISOR – To lead our team on this project, we have selected Jason Umlauf. After graduating from Purdue with a Bachelor of Science in Civil Engineering, he has remained a resident of the area. In his ten years of construction inspection experience, he has overseen road, bridge and trail projects that utilized federal funding and Site Manager.

WELL ROUNDED TEAM – Clark Dietz has assembled a team of four consulting companies, providing an array of available inspectors throughout the Crawfordsville District. Jason Umlauf’s close proximity to Crawfordsville District will provide quick, responsive action to any needs INDOT may have. Additionally, his efforts will be supplemented by the assistance of other Clark Dietz staff as well as sub-consultants Parsons Cunningham & Shartles, Civil Engineering Consultants, and Franco Consulting Engineers. Our team can provide an experienced inspector within 50 miles of any location in the Crawfordsville District. We will utilize the resources of these four companies to always provide INDOT with a capably experienced inspector who is near the project and knows the local contractors and INDOT staff.

WINNING APPROACH – Our focus will always be towards helping INDOT build projects of the highest quality, within scope, under budget and on schedule. Starting from the moment an assignment is made, our team will work as an extension of INDOT, performing an initial internal constructability check of the plans, proactively looking to solve utility or MOT problems before they arise in the field and cost INDOT money or cause delays. Our motivated staff keep Site Manager up to date, ensuring high quality, certified materials are being placed, and that quantities are correctly tracked daily. Communication to INDOT and the public will be a high priority, as we commit to send meeting minutes to the INDOT Area Engineer the day of any status meeting, and to provide handouts to every residence or business in the corridor, notifying them of our contact info if they have a concern. This will help resolve issues at the project level, hopefully making work easier for the INDOT Area Engineers and Project Managers. Our daily updates of Site Manager and constant mindfulness of project closeout will allow us to complete the Final Construction Record shortly project completion, without extra work needed from INDOT.

Our general disposition will be that of “partnering”, always looking to find win-win solutions that minimize change orders and provide a high quality product that both INDOT and the Contractor can be proud of. Thank you for the opportunity to bring our services to INDOT’s Crawfordsville District for this on-call construction inspection contract.

Respectfully,

Clark Dietz, Inc.

Kevin Hetrick, PE
Indiana Transportation Department Manager

John M. Farrar, PLS
Vice President
Project Team

Our team brings the skills and expertise of four capable industry leaders, each very accomplished in their project discipline. Close collaboration of task group leads will be undertaken so that the four companies operate as one. Work distribution will be:

- **Clark Dietz - 60%**
- **Franco Consulting Engineers (DBE) - 10%**
- **PCS Engineers (DBE) - 15%**
- **Civil Engineering Consultants - 15%**

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<th>Capacity of Team</th>
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<td>As can be seen in the graph at the right, our construction inspection department has immediate availability from the start of 2016, with the resources of our office becoming even more available to the Crawfordsville District as the construction season gets into full swing. Combining that with our three subconsultants, and an array of inspectors within a short drive to anyplace in the Crawfordsville District, and our team definitely has the right staff to meet any INDOT needs to construction oversight.</td>
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<th>Leadership of Project Team</th>
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<td>Our Project Manager, Jason Umlauf, PE, resides in Lafayette, a reasonable commute throughout the Crawfordsville District. He has worked on many federally funded projects, compiling records as per INDOT requirements and using Site Manager.</td>
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<td>Jason Umlauf, PE, Eric VonHoven, one of Clark Dietz’s other knowledgeable inspectors, or our highly qualified subconsultants will be assigned to this project as Resident Project Representatives (RPR). All have managed a multitude of inspection and transportation projects. With their experience and assistance from the key staff members, we will be able to provide the Construction Engineering services required to successfully complete any of the Crawfordsville projects. All of our staff are Site Manager trained and have completed several site manager projects. Clark Dietz has assembled a team of sub-consultants that can easily report to any job location in the Crawfordsville District, enabling us to easily respond to any emergency situation in the field and also saving the State money through our proximity.</td>
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<td>Key personnel resumes are detailed on the following pages.</td>
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Staff Location
Below is a map showing the location of some of the RPR/Inspection staff members available from our team. Each company also has additional resources available, providing our team the capacity to meet any INDOT need for construction inspection, large or small.
Jason B. Umlauf, PE
Project Supervisor

Mr. Umlauf has served as a Resident Project Representative (RPR) on a multitude of transportation construction projects. Over the past ten years he has had the privilege of serving INDOT and Local Public Agencies with the construction oversight of new roads, bridges, sewer systems, intersection improvements, streetscapes, rehabilitations, and historical preservation projects. He has extensive experience working with INDOT’s construction, final records, and materials and testing departments. Jason is proficient in the use of Site Manager and successfully closes out the final construction record of at least 1 to 2 INDOT LPA projects per year. He is also INDOT certified for sampling and testing materials and oversees material management throughout the construction process. Many of Jason’s projects included the construction of pedestrian facilities. This has allowed him to gain a strong knowledge of ADA requirements and the construction methods available to meet them. Jason’s experience has allowed him to develop a great relationship with INDOT which has led to the success of many projects including the following, all of which were INDOT or LPA projects that used Site Manager:

Dixon Road Reconstruction from Sycamore to Judson, Kokomo, IN. The existing road was removed, widened, and reconstructed as part of this $5.3 million project where Jason acted on behalf of INDOT and the City as the PE/PS, managing a team of two inspectors. The project included storm sewers, concrete pavement and sidewalks, ADA compatibility, traffic signals, and MOT considerations associated with local residents and businesses.

Bridge No. 179 Replacement, Owen County, IN. This $1.4 million project replaced an existing railroad bridge. Jason acted as the PE/PS on the project, with included railroad coordination, pile driving, spread footings, cost reduction incentive proposal execution, large embankment construction / stabilization, and new bridge construction.

Melville Road Reconstruction Phase II, Rensselaer, IN. Sections of Melville Road were removed and reconstructed, with Jason acting on behalf of INDOT and the City as PE/PS on this $1.3 million project. Work included QC/QA HMA, sidewalk installation and ADA compliance, storm sewers, water main installation, and MOT challenges to accommodate local industry.

Bridge No. 52 (Bakers Camp Covered Bridge) Rehabilitation, Putnam County, IN. A unique project, Jason acted on behalf of INDOT and the County as the PE/PS for this rehabilitation of a covered bridge. Jason exhibited his adaptability at handling new challenges as this project involved significant amounts of timber construction, unique false work, and historic preservation. Ensuring that the materials were tested at the right frequency and with the correct methods was a challenge of this project.

Main Street Rehabilitation, Summitville, IN. Rehabilitation and widening of Main Street through the community. This included milling and resurface, widening, curb and sidewalk replacement, new storm sewers, and new flashers.
Eric VonHoven
Resident Project Representative

Mr. VonHoven has served as a Resident Project Representative (RPR) on a variety of transportation and wastewater projects. Duties include ensuring that the project has been completed in close conformity with the plans and specifications, providing technical expertise for material sampling and testing, serving as the owner’s liaison with the contractor, conducting progress meetings, preparing work directives and change orders, determining payment and material quantities, fulfilling final reporting requirements, ensuring that applicable disadvantaged business requirements have been fulfilled, preparing final payment documents, and closing out the construction contract. Some similar projects include:

- Rockport Road Inspection, Bloomington, IN
- 17th and Jordan Inspection, Bloomington, IN
- Maplecrest Road Construction Inspection, Allen County, IN
- Illinois Street over Fall Creek Bridge Rehabilitation, Indianapolis, IN

Robert A. Valentine, PE
Department Manager

Mr. Valentine has served as a Project Manager on a variety of transportation projects. Duties include ensuring that the project has been completed in close conformity with the plans and specifications, providing technical expertise for material sampling and testing, serving as the owner’s liaison with the contractor, conducting progress meetings, preparing work directives and change orders, determining payment and material quantities, fulfilling final reporting requirements, ensuring that applicable disadvantaged business requirements have been fulfilled, preparing final payment documents, and closing out the construction contract. Some similar projects are:

- Rockport Road Inspection, Bloomington, IN
- Washington Street Rehabilitation, Alexandria, IN
- Towne Road Reconstruction, Carmel, IN
- Main Street Rehabilitation, Summitville, IN
- Michigan Road Trail, Phases I, II and III, Indianapolis, IN
- Downtown Revitalization Streetscape, Phase I, Rensselaer, IN
- Dixon Road from Sycamore to Judson, Kokomo, IN

Tim Jennings
Resident Project Representative

Mr. Jennings has served as a Construction Supervisor on a variety of transportation projects. Duties include: serving as the Client’s liaison with the Contractor, arranging progress meetings, ensuring that the project has been completed in close conformity with the plans and specifications, authorizing changes, determining final pay and material quantities, fulfilling final reporting requirements, ensuring that applicable disadvantaged business requirements have been fulfilled, issuing final payment, and closing out the construction contract.

- Washington Street Rehabilitation, Alexandria, IN
- Downtown Revitalization Streetscape, Phase I, Rensselaer, IN
- Main Street Rehabilitation, Summitville, IN
- Bridge No. 272 Replacement, Hendricks County, IN
- Dixon Road from Boulevard Street to Markland Avenue, Kokomo, IN
- Sigler Street (SR 128) Center Street to 11th Street, Frankton, IN
Tom Potter
Inspector

Mr. Potter brings his valuable experience and knowledge acquired through years of working in the construction field. He has been responsible for construction inspection of several projects throughout the State of Indiana. A few of these projects are as follows:

- I-65 from 0.10 Mile South of Morris Street to 0.15 Mile North of Fletcher Avenue in Marion County, IN (Des Nos. 1382205 1382490 1382495). This project included pavement replacement in Downtown Indianapolis between the I-65/I-70 splits to increase bridge clearances. Estimated construction cost was $16,000,000.
- US 41 from 0.54 Mile to 0.10 Mile South of I-70 in Vigo County, IN (Des No. 0201391). This project included widening/resurfacing and addition of lanes to a stretch of US 41 in Terre Haute, IN. The estimated construction cost was $2,350,000.
- I-70 from 2.80 Miles West of SR 243 to 0.67 Mile West of US 231 in Putnam County, IN (Des. No. 1000017). This project included patching and resurfacing of approximately 6 miles of Interstate highway. The estimated construction cost was $8,630,000.

David Andrewski, PE
Inspector

Mr. Andrewski worked for years as a professional engineer with INDOT. He contributed with re-writing Sections 300, 400, 500, 902 and 904 of the Indiana Standard Specifications and implemented the SUPERPAVE mix design system in Indiana. He is an expert on HMA and PCCP paving, having developed warranty specifications for Hot Mix Asphalt and Portland Cement Concrete Pavements and contributing to writing chapter 52 of the INDOT Design Manual. At INDOT, Dave supervised concrete and asphalt pavement activities, reviewed existing pavements to recommend corrective measures, and developed and reviewed specifications and standards. Having participated in writing many of INDOT’s specifications and standards, he is an outstanding construction engineer. Recent Construction inspection projects:

- Allisonville Road improvements, Indianapolis DPW, including roadway widening, concrete pavement, asphalt pavement, curb replacement, patching.

Garth T. Hughes, PE
Inspector

In his role coordinating between the Contractor, Owner, INDOT personnel, and Designer, Mr. Hughes is proficient at reading and interpreting contract drawings, documents and technical data and also analyzing and evaluating existing site conditions for compliance with the plans. He ensures the project is built according to the plans, specifications, special provisions, standard drawings and shop drawings, performing necessary work to oversee that quality products and materials are used. He promptly completes appropriate reports and documents are accurately and on time, so that field measurements are taken and documented at the appropriate time. He is very knowledgeable at evaluating the progress of the project, and issuing progress estimates based on the amount of work performed. Some projects include:

- R-34492-Anderson Street, Greencastle, IN- reconstruction of approximately 1,200 linear feet of roadway with inspection services complying with INDOT requirements.
- R-35291-Washington, R-35639-Indiana and R-36123-Vine Streets, Greencastle, IN. PE/S for road reconstruction and streetscaping with inspection services complying with INDOT requirements. Key project features include roadway rehabilitation, concrete sidewalk, brick pavers, drainage and lighting.
Project Approach/Project Understanding

After selection, Clark Dietz will meet with the Crawfordsville District Project Manager and look at the timing of the projects and mutually agree to staff assignments. If requested, we will take the initiative to work directly with the utilities, designer, contractor, and INDOT to foresee potential construction problems and address them ahead to time.

Maintenance of traffic and utility relocation are two critical areas of operations for most projects. Clark Dietz will work diligently to minimize any problems caused by either. Dennis Tyner works for Clark Dietz’s Indiana Construction Group, with over twenty-five years experience as a lead RPR for various size and type of construction projects. He is also prequalified by INDOT as a Utility Coordinator and will be available to assist on any of the construction projects with any type of utility relocation problems that might arise.

Plan Review

Clark Dietz inspection personnel will conduct a review of the plans and contract documents to look for discrepancies, quantity issues, or other common oversights which may cause problems during construction. Frequently plans have insufficient maintenance of traffic plans that miss necessary phases, or don’t provide adequate space to install the specific ADA ramps. We will detect these problems early, working with INDOT to find solutions, saving both INDOT and Clark Dietz from bigger problems later in construction. For our own design projects, we always have our inspection personnel conduct a constructability review prior to submitting final documents. When discrepancies are discovered, Clark Dietz will discuss those with INDOT and the Designer in order to determine the best solution for INDOT and the project.

Communications Tools

All the staff at Clark Dietz and our sub-consultants are well versed in Site Manager and other INDOT procedures. Our team will promptly make entries into Site Manager, always keeping an up-to-date tool for INDOT to track status of submittals, materials records and quantities.

As soon as we become aware of a potential change order request from the contractor, or of possible schedule slippage of more than three days, we will make the INDOT Area Engineer aware while also working actively with the contractor to find solutions that keep the project on schedule and under budget. When issues arise, we will advocate open lines of communication between contractor and inspection staff, always seeking win-win solutions that are not only acceptable to INDOT, but ideally also exhibit a partnering attitude towards the contractor.

We will encourage the contractor to hold weekly progress meetings to keep all key partners on the project involved and aware of upcoming work; if the INDOT Area Engineer is unable to attend, we will send minutes from that meeting by the end of the day.

Working with local residents and property owners will also be a priority. We understand that road construction is not convenient for the people that live within a construction site and that they have questions and want current information. To proactively address this, we can print handouts and distribute those to each residence or business in the corridor, informing them of an email address to contact if they have questions. If we can address property owner concerns promptly and effectively on site, this will reduce the amount of issues that INDOT’s Area Engineers and Project Managers need to reply to.

Schedule and Budget

Keeping the project under budget and on schedule will always be a primary focus of our team. Clark Dietz will closely review and monitor the contractors schedule and notify the INDOT Crawfordsville District if he falls behind by more than 3 days. We will work closely with the INDOT Project Manager/Area Engineer to insure that they are current with the project status and involve them should change orders be required. We will also discuss with the contractor what steps he will take to bring the project back onto schedule. Delays in schedule and resulting extensions of contract time result in public frustration, and inevitably an increase in the construction costs. Utility owners will be kept apprised and be part of the schedule in order to minimize if not eliminate their work and facilities impacting the project schedule. Work items will be reviewed for cost saving changes which could then be used to offset additional cost for added items and necessary changes to the work.
Efficiency of Inspection Team
To best handle heavy workloads and minimize the cost to the project, we will make additional staff available for peak construction activities, such as paving and multiple activities. In addition to the resumes included in this LOI, Clark Dietz has several additional staff with construction inspection experience that can be called in as needed. We will not maintain a long-term staff on the project beyond what is necessary.

Daily we will update Site Manager to keep it current, including updated quantities and materials management items. In order to reduce the time and effort required for project close out,

1) Quantities will be agreed to as the items are completed
2) Materials inspections will be timely and properly tracked and documented, and
3) Work remaining and interim punch lists will be compiled as work is completed.

Clark Dietz routinely employs these daily activities to make sure all information is up to date throughout the project, with a forward looking approach to completing the Final Construction Record early. Project Supervisor Jason Umlauf completes an average of two FCR’s per year, frequently getting those completed and certified ahead of the requested schedule from INDOT.

Finally the project will be staffed with multi-certified personnel to reduce the need for additional staff. All of our inspectors are INDOT Certified for inspection, sampling and testing and are also proficient in Site Manager. Besides the staff listed we also have staff in northern and southern Indiana. Lenny Tochell, a senior RPR lives in Michigan City; Andy Ashley, EI with RPR experience in Jeffersonville; and Ron Severns, Inspector in New Albany, Indiana. Our personnel would be available and nearby if any of INDOT’s six districts want to use the Crawfordsville On-Call.

Quality Assurance
Quality Assurance is verification that the Quality Control measures are being performed in accordance with the prescribed frequencies and that corrective action, if required, has been taken as needed. Clark Dietz Quality Assurance will consist of independent reviews, which are intended to provide adequate confidence that the specified Quality Control measures are being followed.

For the Clark Dietz Team, quality construction is not a goal, it is a requirement. Our team is comprised of experienced, motivated, and committed individuals with a high degree of integrity. Their primary goal is to insure a high quality project. Our team takes great pride in their efforts towards this objective. As in all of our projects, we will begin by developing a Project Work Plan outlining the course of the project. This document will be used throughout all stages of the project. Within the Project Work Plan, the Quality Control plan will define responsibilities for preparing and checking project deliverables. Clark Dietz owns a light weight deflectometer to perform embankment density testing and also has surveying equipment and field concrete testing equipment. We will come fully supplied to perform the field testing needs of INDOT on any type of project.

A properly constructed project that displays high quality construction is the capstone of the preceding planning, land acquisition, public support, and design efforts. It is the constructed project that the public will use to judge INDOT’s ability to construct a safe and efficient infrastructure. Construction engineering must be provided by experienced, motivated and committed individuals with a high degree of integrity who have the necessary attitude to assure that a quality project becomes a reality; these are the people who are the last word in what becomes constructed and permanently remains. Clark Dietz and our sub-consultants will provide staff that have the experience, skills, leadership, and capabilities to deal with challenges and make this project a success. The Project Supervisor and inspectors shall perform their construction observation, materials testing, project documentation, and survey work within the framework of standard accepted practices as defined by the INDOT and Clark Dietz.

We are committed to quality construction of this project and have the experience, skills, leadership, and capabilities to deal with the project challenges to make this project a success.

Project Closeout
Our team will actively advance the final construction record as the project progresses. We have worked with all six INDOT Districts and complete several Final Construction Records every year. We are familiar with INDOT’s policies and procedures for contract close-out and with our daily commitment to updated project records, we will always provide the FCR expeditiously and ahead of schedule.
Clark Dietz has been inspecting roadway projects in Indiana for over twenty-five years. The following pages highlight some of the similar projects completed by Clark Dietz.

Maplecrest Road Construction Inspection, Allen County, IN. Clark Dietz provided construction oversight for this three year, $30 million, federally funded project. The completion of the Maplecrest Road extension provides a long awaited direct transit route between the cities of Fort Wayne and New Haven. The 1.5 mile, four-lane concrete section of road extends from just south of the intersection of Adams Center Road and SR 930 north to Lake Avenue. A series of bridges bypass two sets of railroads and the Maumee River, significantly reducing travel times and improving access for daily commuters, emergency vehicles, and area businesses. It is the largest single infrastructure project in County history and is expected to provide significant economic benefit to the surrounding communities.

The three new bridge structures include:

- Bridge 514: a new single-span bridge over the Norfolk Southern Railroad
- Bridge 515: a new 7-span bridge over Nelson Road and Norfolk Southern Railroad
- Bridge 516: a new 7-span bridge over the Maumee River

In addition, a 20’ x 18’ three-sided concrete culvert was constructed to allow access to the Fort Wayne compost site, which was bisected by the extension. Access to Nelson Road was provided with the construction of 83,000 SF of MES wall. The project also included the construction of sanitary sewer main, water main, lighting, and traffic signals. Extensive coordination with INDOT, Allen County, and the cities of Fort Wayne and New Haven was required, as each is responsible for maintaining a portion of the completed project. Clark Dietz also provided railroad and utility coordination, constructability reviews, INDOT documentation, and completed the federal funding close out process.

Towne Road Reconstruction, Carmel, IN. The construction removed the existing two lane road and replaced it with a four lane road with a landscaped median from 131st Street to 146th Street, a length of 1.5 miles. The project was constructed in three phases in order to minimize the impact to the residents in the adjacent developments. The new roadway included storm drainage, curb and gutter, conduit for future interconnect, multi-use paths on both sides of the roadway, and asphalt pavement.

Main Street Rehabilitation, Summitville, IN. This project involved the reconstruction of Main Street through the limits of the Town of Summitville, extending approximately ¼-mile. Key elements of the project included:

- Detailed sidewalk, curb and roadway elevation design in the downtown commercial area to meet buildings and doorways
- Reconfiguration of the roadway section to accommodate a bike lane, a parking lane, two through lanes, and elimination of the grass buffer strip
- Special design features to improve ADA Accessibility
- Coordination with the City sanitary utility to reduce combined sewer flows as a part of the drainage design
- Installation of a decorative flasher signal, decorative street lights, trees in grates, and stamped colored concrete crosswalks
- Special design considerations at an at-grade railroad crossing
- Installation of 200’ of new retaining wall, and reconstruction of 15 steps
- Contaminated soils mitigation
- Building vault abandonment
116th Street Widening and Monon Trail Underpass, Carmel, IN. This project was a major component of the City of Carmel’s urban corridor improvement program, and involved a wide range of design challenges in the widening of one mile of an existing 2-lane rural road to a five-lane urban arterial street. Key design aspects of the project included:

- Major pavement widening and added travel lanes
- Installation of new curb and gutter and a new storm sewer system
- Design of stormwater detention
- Two new traffic signals
- Installation of one mile of new multi-use path alongside the 116th Street
- Construction of a 1,000-foot multi-use path underpass to eliminate an at-grade crossing with the Monon Trail
- Construction of a 40-foot span ConSpan bridge

At the request of the City of Carmel Clark Dietz also coordinated with architects and other consultants to accomplish a design that would represent aesthetic standards that the City has in place. Both INDOT and City of Carmel standards were used. Clark Dietz provided the survey, design and construction inspection for this project.

SR 28 Resurfacing, Randolph County, IN. The project involved the resurfacing of two lanes of 6.04 miles and included HMA pavement patching, stone shoulders, surface milling and 1-1/2” asphalt resurface. We completed the inspection of this project utilizing Site Manager.

SR 42 Resurfacing, Clay, Putnam and Owen Counties, IN. The project involved the resurfacing of two lanes of 12.0 miles on SR 42 that presented a unique challenge for the contractor with the narrow roads and hilly terrain. The project included HMA pavement patching, stone shoulders, 1-1/2” asphalt resurface and guardrail removal and replacement. Project was completed utilizing Site Manager.

17th & Jordan Inspection, Bloomington, IN. The improvement project focused on a high-accident, high pedestrian traffic corridor that connects the fraternity and sorority area with the main Indiana University campus. Key construction components include:

- Vertical alignment along 17th Street which included cut and fill locations
- The installation of new storm water infrastructure
- Construction of an 8’ multi-use path and pedestrian traffic ramp system each leg of the Jordan Avenue intersection
- Addition of new curbing and HMA to include a left turn lane on 17th Street
- Addition of landscaping to mitigate tree removal
- Coordination with City, University, and private utilities
- Coordination with INDOT.