



STATEMENT OF QUALIFICATIONS • A DESIGN-BUILD PROJECT

## Odd Fellows Road Interchange at US Route 29/460 and Road Improvements Along US Route 29/460

From: 0.6 Miles East of Candler's Mountain Road (Route 501 North) To: 0.5 Miles West of Campbell Avenue (Business Route 460/501) and Along Odd Fellows Road From: Top Ridge Road (Frontage Route 794) To: Lynchburg Expressway (Business Route 29/501)

State Project No.: 9999-118-240, R201, C501, B628  
Federal Project No.: NH-5118(209)  
Contract ID Number: C00105515DB78  
August 7, 2014

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# LETTER OF SUBMITTAL



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## CONSTRUCTION COMPANY

August 7, 2014

Mr. Kevin Reichert, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

**RE: Odd Fellows Road Interchange at US Route 29/460 and Road Improvements  
Along US Route 29/460, RFQ No.: C00105515DB78 (A Design-Build Project)  
3.2 Letter of Submittal**

Dear Mr. Reichert:

Orders Construction Company, Inc. (Orders) is pleased to submit to the Virginia Department of Transportation (VDOT) our Statement of Qualifications (SOQ) in response to your Request for Qualifications (RFQ) for the Odd Fellows Road Interchange at US Route 29/460 and Road Improvements Along US Route 29/460, RFQ No.: C00105515DB78. I am confident our SOQ presents a team of unmatched experience and accomplishment.

In response to Section 3.2 of the RFQ, the Orders team offers the following information:

### 3.2.1 Offeror

The full legal name and address of the Offeror is:

Orders Construction Company, Inc.  
501 Sixth Avenue  
Saint Albans, WV 25177  
304.722.4237 (P)  
304.722.4230 (F)

### 3.2.2 Point of Contact

The Point of Contact for Orders, the Offeror, is:

Mr. Nathaniel R. Orders  
President  
Orders Construction Company, Inc.  
501 Sixth Avenue  
Saint Albans, WV 25177  
304.722.4237 (P)  
304.722.4230 (F)  
[nateo@ordersconstruction.com](mailto:nateo@ordersconstruction.com)

### 3.2.3 Principal Officer

The Principal Officer for Orders, the Offeror, is Mr. Nathaniel R. Orders. The address and telephone number is the same as provided in section 3.2.2.

### 3.2.4 Corporate Structure

Orders is structured as a corporation and is not a limited liability company, joint venture or any form of partnership. Orders will undertake full financial responsibilities for the project for the required bonding and accept the risks and liabilities for the performance of the work.

### 3.2.5 Lead Contractor and Lead Designer

The Lead Contractor for this Project is Orders Construction Company, Inc., and Clark Nexsen, Inc. will be the Lead Designer for this Project.

### 3.2.6 Affiliated and/or Subsidiary Companies

Attachment 3.2.6 is provided in Appendix A.

### 3.2.7 Certification Regarding Debarment

Attachments 3.2.7(a) and (b), Certification Regarding Debarment Forms Primary Covered Transactions and Lower Tier Covered Transactions are provided in Appendix A for the Offeror and subconsultants, subcontractors, or any other person or entity on the Offeror's organizational chart.

### 3.2.8 VDOT Prequalification

Orders' prequalification number is O017 and current VDOT prequalification status is active. Evidence of our prequalification is included in the Appendix A.

### 3.2.9 Bonding Capacity

Orders has excess bonding capacity many times greater than the estimated value of this Project, and a letter of verification from our bonding company is included in the Appendix A.

### 3.2.10 SCC and DPOR Registration Requirements

Information regarding SCC and DPOR registration in the Commonwealth of Virginia for the Orders/Clark Nexsen Team and key personnel is provided in the table on Attachment 3.2.10. Full size copies of the certifications and DPOR registrations are included in the Appendix B.

### 3.2.11 DBE Participation Goal

Orders is committed to achieving an three percent (3%) DBE participation goal for the entire value of the contract.

Thank you in advance for your detailed review of our SOQ. We trust that you will find our commitment to VDOT focused and our credentials impeccable. We look forward to partnering with you on this project.

Very Truly Yours,



Nathaniel R. Orders

President

Orders Construction Company, Inc.

## OFFEROR'S TEAM STRUCTURE

### 3.3 Offeror's Team Structure

Orders will be responsible for managing the project in its entirety, supervising the construction, and performing major elements of the construction work. Additional subcontractors for various specialty items such as QC, roadwork, signage, and electrical will be under direct subcontract to Orders. Clark Nexsen will lead the design effort for all aspects of the project and will be responsible for the design QA/ QC. The Orders team includes highly qualified subconsultants, which will bring specific expertise to enhance the team and ensure a quality project for VDOT. A complete list of team members follows and an organizational chart of the team is included in Section 3.3.2.

#### **Orders Construction Company, Inc. - Offeror, Legal Entity, Lead Contractor**

Orders is a family-owned business now being managed by third and fourth generation highway contractors and Registered Professional Engineers. Orders was founded in 1964 as a general contractor specializing in bridge construction for West Virginia clients and has grown to become a widely diversified supplier of construction services to a broad range of clients from the Mid-Atlantic to the Midwest.

#### **Clark Nexsen – Lead Designer**

Clark Nexsen will serve as the Lead Designer for this project and will be responsible for the design QA/QC and managing design work performed by design sub-consultants. Clark Nexsen is a full-service architecture, engineering, and planning firm with offices in Norfolk, Richmond, and Roanoke, Virginia, Washington DC, North Carolina, Georgia, and Texas. Clark Nexsen has performed many design-build projects that cover the Southeast and Mid-Atlantic States, as well as in 32 countries around the world.

#### **Subconsultants and/or Major Subcontractors**

The Orders /Clark Nexsen Team is comprised of highly qualified individuals and sub-consultants knowledgeable in VDOT policies and procedures and experienced with similar VDOT projects. This team of sub-consultants is primarily selected based on their relevant past experience and established working history of project success with VDOT, Orders Construction, and/or Clark Nexsen.

**W-L Construction** - will be a **major subcontractor** for the Order's team. W-L is one of southwest Virginia's largest grading contractors and the largest paving contractor in the area employing more than 600 employees during the construction months. W-L performs all aspects of roadway construction including grading, paving, stone, concrete, and utilities with paving operations exceeding one million tons per year. They have performed more than 100 VDOT projects over the last 10 years. Furthermore, W-L has more than 13 asphalt paving plants in Virginia. W-L brings significant experience to the team having enough manpower and equipment to meet the most aggressive construction schedule and extensive VDOT experience especially with the type of terrain and topography in southwest Virginia.

**McDonough Bolyard Peck, Inc. (MBP)**, a SWaM certified firm located in Roanoke, Virginia will be providing the independent Quality Assurance Manager (QAM) and QA Inspection services on the project. MBP has a long work history with providing CEI and QAM services on VDOT DB projects.

**Engineering Consulting Services (ECS)** will provide QA Inspection and Material Testing for this project.

**Froehling & Robertson, Inc. (F&R)**, a SWaM certified firm located in Roanoke, Virginia will provide Geotechnical and Construction Quality Control (QC) Inspection Services for the project and will be responsible for geotechnical analysis, foundation design and construction material testing and special inspection services.

**Hurt & Proffitt (H&P)** is a SWaM certified firm located in Lynchburg, Virginia and will provide utility coordination and relocation design as well as surveying and platting services for this project.

**Hassan Water Resources, Inc. (HWR)**, is located in Maidens, Virginia and is a DBE/SWaM certified firm specializing in hydrology and hydraulic analysis, drainage design and scour analysis for transportation projects. HWR will be responsible for performing roadway drainage and storm water design for this project.

**Bowman Consulting**, will provide Right-of-Way acquisition services including appraisals, notifications, title examinations, negotiations, closings, and coordination with of owners or occupants that may be displaced during the project.

### 3.3.1 Key Personnel

Key personnel resume forms are included in Attachment 3.3.1 located in Appendix C. A brief summary of key personnel is described below; expanded project experience for each are listed on the resume forms.

**Design-Build Project Manager, Charlie Stokes – Orders.** Mr. Stokes has been constructing VDOT roads and bridges for about 40 years, and has served the role of Project Manager on numerous VDOT projects, including Route 60 Main Street Bridge Replacement (Design-build) in Clifton Forge, VA; Gate City VA Business Rte. 23/Kane Ave Scott County, VA; and Route 419 and East Main Street Interchange – Bridge, Salem, VA. Throughout his career he has excelled in bringing large transportation projects to completion on-time and within budget.

**Quality Assurance Manager (QAM), Dale Grigg, PE – MBP.** Mr. Grigg is a registered professional engineer in the Commonwealth of Virginia with more than 40 years of experience in construction inspection of transportation projects. **Mr. Grigg spent 19 years working for VDOT in the Lynchburg District, first as a District Materials Engineer and ending up as the Acting District Administrator. This long term assignment with VDOT allowed Mr. Grigg to gain a thorough understanding of VDOT's quality assurance policies and procedures as well as testing and quality control.** Mr. Grigg will be independent of the construction operations for the project, and will specifically be responsible for all quality assurance (QA) activities as well as project inspection and materials documentation. Included will be QA inspection and overseeing compliance with the approved project QA/QC Plan as well as the VDOT Minimum Standards for Design-Build and PPTA Projects.

**Design Manager, Ian Johnston, PE – Clark Nexsen.** Mr. Johnston will manage all design required for this project. He will be responsible for the TMP, complete roadway and bridge design, including road plans, interchange plans, traffic analysis, sign and signal plans, lighting plans, utility designation and relocation, right-of-way acquisition, as well as coordinating NEPA compliance and environmental permitting. **In the Public Sector, Mr. Johnston was assigned to VDOT Project Management Office in the Hampton Roads District. This assignment allowed Mr. Johnston to gain a full understanding of VDOT processes and procedures especially regarding permitting, utility coordination and relocation, right-of-way acquisition, scheduling, and overall project delivery for design build projects and design bid build projects.** He has over 15 years of design and project management experience, specifically in transportation engineering projects.

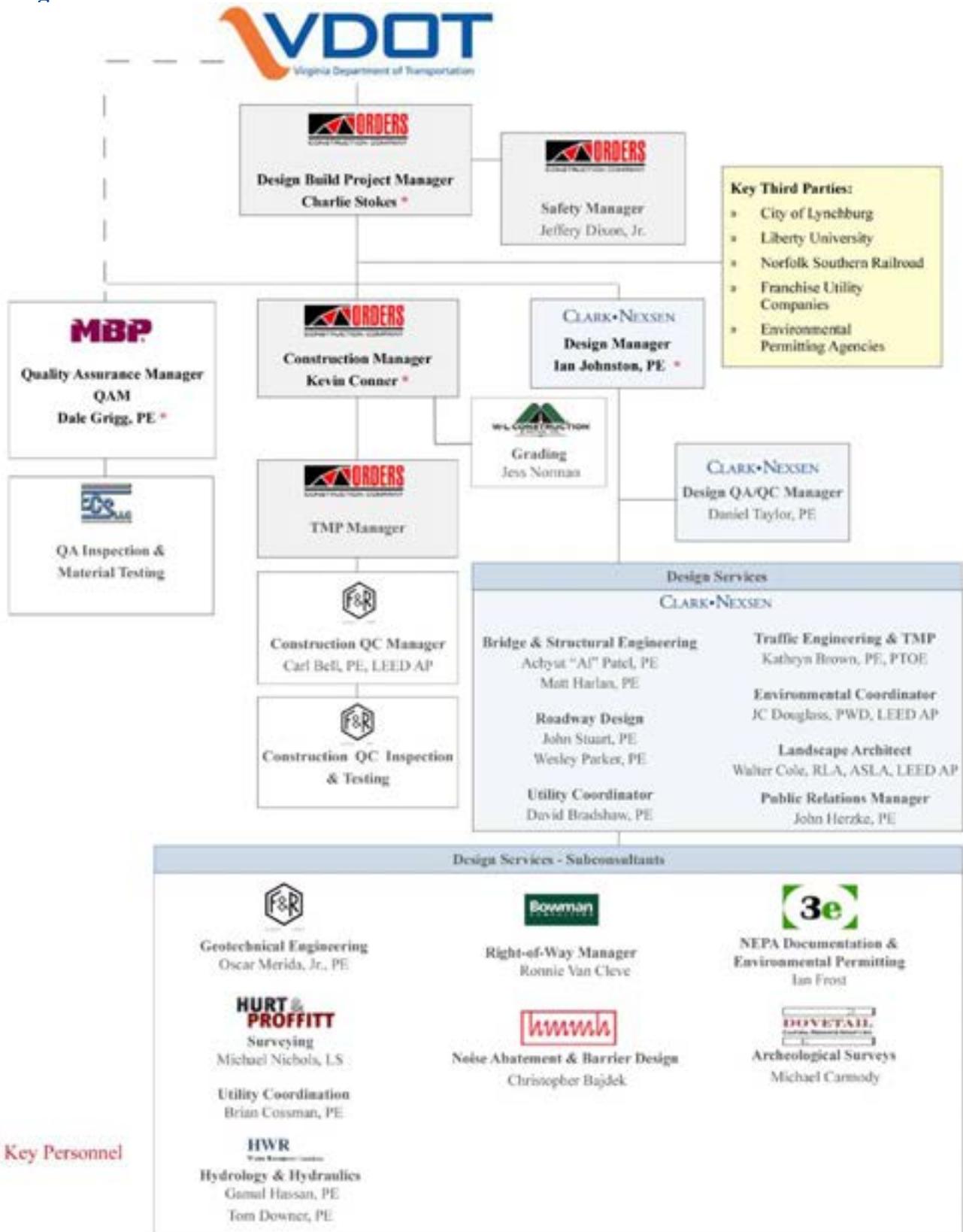
**Construction Manager, Kevin Conner – Orders.** Mr. Conner will oversee the project site for the duration of the project and will be responsible for managing the construction process, including all construction quality control activities. Mr. Conner has been employed with Orders for 10 years and is responsible for successfully completing numerous design build and design bid build roadway and bridge projects for Virginia and West Virginia DOT: including working with Project Manager Charlie Stokes on Route 60 Design Build Main Street Bridge Replacement in Clifton Forge, VA. Mr. Conner holds a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification (formerly administered by the Virginia Department of Conservation and Recreation, DCR) and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

### Additional Personnel

In addition to the key personnel, we have also provided the identity of the project leaders who are responsible for major functions to be performed as shown in the organizational chart in section 3.3.2.

**Roadway Construction Project Manager, Jess Norman – W-L Construction (subcontractor).** Mr. Norman has more than 30 years of experience in grading operations and roadway construction. Mr. Norman oversees W-L's grading operations as well as transportation projects ranging from \$3million to \$18 million. Mr. Norman's experience includes VDOT and municipal roadway, intersection (including roundabouts), and interchange projects in Lynchburg and other areas in southwest Virginia.

3.3.2 Organizational Chart



Functional relationships between VDOT key personnel, project leaders and third parties are described on the following page.

## Functional Relationship

Orders and Clark Nexsen are both experienced in developing and maintaining effective lines of communication within the project team. Both firms are very hands on and will facilitate the necessary input and guidance to optimize the project and see it to a successful completion. In order to prevent unnecessary project delays, it may sometimes be required that other members within the D-B Team communicate directly with their counterparts at VDOT, as directed and authorized in advance by both the D-B Project Manager and the VDOT Project Manager.

**VDOT's Project Manager** will coordinate directly with the Design-Build Project Manager (PM). He will also interact with the Quality Assurance manager (QAM) through VDOT's independent assurance and verification process. The Design Build Team's public relations manager will work with VDOT and facilitate stakeholder and community involvement.

**The Design Build Project Manager (PM), Mr. Charlie Stokes** will be VDOT's primary point of contact and will be in-charge of all phases of the project and is directly responsible to VDOT for the successful performance and delivery of this project. He will communicate between the D-B Team and VDOT, in order to maintain schedule, budget, and quality. The Design Manager, Construction Manager, Quality Assurance Manager, and the Public Relations Manager will report directly to Mr. Stokes through the entire project. The Safety Manager Mr. Jeff Dixon will also report to the Design-Build PM.

**Quality Assurance Manager (QAM), Mr. Dale Grigg, PE** will report to the Design Build PM with independent oversight by VDOT. He will be responsible for the Quality Assurance program (QA) and will coordinate directly with VDOT, supervise project QA inspection staff and coordinate with QA testing agency. He will maintain conformance with the Contract Documents and will have the overall responsibility of the D-B QA/QC Plan. He will also interact with project DM and the QCM.

**Design Manager (DM), Mr. Ian Johnston, PE** will report to the Design Build PM and be responsible for the successful completion of quality design and construction documents as well as managing all of the sub-consultant services for this project. Communication protocols within the team will be set to allow Mr. Johnston to communicate with VDOT technical staff when required, and assure follow-up communication with the Design-Build PM. He will also interact directly with CM and QAM. Design QA/ QC Manager, Danny Taylor, P.E. will perform independent QC of all design work prior to all the submittals. He will communicate directly with the DM.

**Construction Manager (CM), Mr. Kevin Conner** will report directly to the Design Build PM and will be responsible for managing the construction process, subcontractors, and all construction QC activities. He will supervise the construction superintendents as well as coordinate all subcontractor work and construction quality control activities with the construction QCM. The CM will work with the DBE coordinator to ensure DBE goals are met. The CM will also coordinate directly with the public relations manager to ensure the coordination of construction activities with project stakeholders.

**Construction Quality Control Manager (QCM), Carl P. Bell, PE** will perform all construction QC work for the contractors and report directly to the CM.

**Public Relations Manager (PRM)** will assist the Design Build PM, DM, and the CM with communications with third parties and stakeholders. Mr. John Herzke, PE spent over 35 years in public service in various engineering roles for municipal governments. His last assignment in public service was the City Engineer for Virginia Beach where he spent a major portion of his time working with third parties and stakeholders on road and bridge projects.

**Utility Coordinator (UC)** will assist the Design Build PM and the DM in early and continuous coordination with the public and franchise utility companies. The UC will work with the utility companies, the DM, and R/W manager to identify and acquire utility easements for the required relocation of the utilities.

**Key Third Parties** will coordinate with the Design Build PM, DM, and PRM as required. They may also interact with other team members through the PM as necessary.

## EXPERIENCE OF OFFEROR'S TEAM

### 3.4: Experience of Offerer’s Team

The Orders team has been involved in numerous VDOT, PPTA, and design-build projects together as well as on other teams, all completed within schedule and budget. Our personnel know what needs to be done, with whom we need to coordinate, and how to make things happen. We bring all of this experience together to provide the best team for this project.

#### Orders/Clark Nexsen Design Build Team:

Orders Construction Company and Clark Nexsen have developed a close working relationship which is largely based on a mutual respect for each firm’s high regard in delivering a quality product. With our collective talent and commitment, we will bring unparalleled expertise to this project. Through collaborating on the Route 60 Main Street Bridge D-B project in Clifton Forge, VA, the Key Personnel and companies have developed a rapport with each other, and have been given extreme confidence that our Team will meet VDOT’s requirements for delivering this design-build project “on-time” and “on-budget”. The design-build project in Clifton Forge earned numerous accolades and awards, including:

- ACEC (Virginia Chapter) 2014 Honor Award as Design Build Transportation Project of the Year
- APWA (Mid-Atlantic Chapter) 2014 Project of the Year
- Chosen as a key presentation for Design-Build Transportation Projects Under \$5 million at the 2014 Design-Build Institute of America (DBIA) Annual Transportation Conference in San Jose, CA, March 2014. The presentation team included VDOT, Orders and Clark Nexsen.

Even at this early juncture, elements that will affect the overall design and construction of the Odd Fellow project are being studied and integrated into a comprehensive plan to accomplish the goal of delivering a quality project in a timely and cost effective manner. Individually, each firm is strong and reputable. Together, our Team is exceptional as our interdependent relationship will allow us to find innovative solutions to problems as they arise in the project. In addition, our design-build teaming arrangement will allow for a collaborative discovery of design alternatives that could better serve VDOT’s project goals and budget concerns. Each of the Team Key Personnel have extensive experience in the design, construction and CEI inspection of VDOT projects.

As further evidence of our qualifications, the following projects, on which team members have previously worked together, Orders served as general contractor, and/or Clark Nexsen has served as the lead designer, have provided valuable experience with respect to the key challenges on the Odd Fellows Road Interchange at US Route 29/460 and Road Improvements project:

Project Name and Location	Orders	CN	MBP	F&R	HWR	H&P	ECS
Route 64 over Murray River, Rockbridge Co., VA	X	X		X		X	
Route 60 Main Street Bridge Replacement, Clifton Forge, VA	X	X		X	X	X	X
Wesleyan Drive Improvements, Virginia Beach, VA		X	X	X	X		
Wythe Creek Road, Poquoson, VA		X		X	X		
Route 220 Business, Franklin Co, VA	X	X					

#### 3.4.1 Lead Contractor and Lead Designer

##### Lead Contractor - Orders Construction Company:

Orders is a family-owned business now being managed by third and fourth generation highway contractors and Registered Professional Engineers. With the Orders name and reputation on the line, the commitment to delivering unmatched workmanship goes all the way to the top of the organization. This dedication to quality makes Orders the contractor of choice for many public and private owners. To date Orders has completed over twelve (12) design build projects. The Odd Fellows Road Interchange at US Route 29/460 and Road Improvements project is a perfect example of the kind of project Orders’

employees tackle every day. Orders has completed numerous projects similar in size and scope to the one contemplated in Lynchburg, VA. Information on three of Orders' recent projects is included in Appendix C as Attachment 3.4.1(a). Orders gained valuable experience and knowledge on each of the projects which are listed as follows:

- Relocated WV 9, Berkeley County/ Jefferson County, WV
- Route 60 Main Street Bridge Replacement, Town of Clifton Forge, Alleghany County, VA
- US Route 11 over Norfolk Southern Railroad, Smyth County, VA

Orders has additional extensive experience with roadway bridge, and interchange work, including:

- [Bridge Over South Holston Lake, Washington County, VA](#). Orders is general contractor for the Avens VDOT project, which consists of replacing a 1005 feet long bridge over Holston Lake in Washington County, VA. The foundations are 8' diameter shafts in nearly 80 feet of water. The superstructure work is phased to permit one lane of traffic controlled by a temporary signal. In addition to the new bridge, approximately 500 LF of roadway approach work is being constructed on each end of the bridge. Traffic control is complex, using flaggers, Group 2 channelizing devices and temporary traffic barrier in conjunction with the traffic signal that controls motorists on the bridge. The complexity of the Avens project with construction of 8 foot diameter, 135 vertical feet drilled shafts and phased superstructure construction, as well as relocation of water lines, communication lines, overhead power lines and fiber optic lines made scheduling a top priority. Even with the harsh winter in 2014, Orders as worked diligently to keep the project on proposed schedule.
- [Business Route 220, Town of Rocky Mount, Franklin Co., VA](#). Orders serves as General Contractor on this project which plays a vital role in the towns growth and enhances travel as well as the appearance of the Route 200 (South Main Street)-Scuffling Hill Road intersection. Requirements of the project include; re-alignment of Route 220, adding right turn lanes through solid rock, new storm drain system, new sanitary sewer trunk line which parallels the Pigg River, new domestic and fire protection water service lines, curb, gutters, paved ditches and flumes, new street lighting, new traffic signals, new bridge structures and seismic monitoring of existing businesses and homes during rock excavation and blasting of roadway cuts as well as utility and storm sewer trenches.
- [I-81 over Maury River, Rockbridge County, VA](#). Orders served as general contractor on this VDOT project for the replacement and widening of twin bridges over the Maury River on a heavily traveled section of I-81. This project included significant roadway work, including the approach roadways being widened and a truck climbing lane added. Multiple traffic phases were required to adjust the approach alignment to accommodate the wider bridges. The 800 foot long bridge structures totaled more than 100,000 square feet of deck area and included complex expansion devices at each end. The project also required more than 300,000 cubic yards of mostly rock excavation. Other facets were roadway drainage, asphalt paving, signing, guardrail, and a new traffic management system. A full-time "Safety Service Patrol" was used due to the high traffic volumes.
- [I-81 Exit 7 Interchange, Washington Co., VA](#). Orders serves as General Contractor for extensive interchange renovations in one of I-81's busiest locations that include, grading, rock excavation, drainage, utility relocations, retaining walls, bridge widening, curb and gutter and traffic signals.

In addition to this experience, Orders has a portfolio of Design-Build projects completed for satisfied owners. The management team of Orders feels that the Design-Build process allows the company to show its strengths on the multitude of intangible qualifications not considered on low-bid projects. As a result of these intangibles, Orders has been awarded contracts on more than 50% of the Design-Build projects it has pursued; a much higher success rate than traditional low-bid work. Orders excels at building and inspecting its projects with minimal owner oversight and its commitment to quality is one reason Orders is the preferred Design/ Builder for many clients.

#### Safety:

Over five decades, Orders' experience has proven that a strong corporate emphasis on safety benefits all stakeholders. Orders considers the safety of its employees, clients, and neighbors to be an utmost priority. Employees receive training from the day of their hire until retirement, taking valuable lessons learned on the job home to their family and friends. Safety training is done through pre-employment orientation and

weekly toolbox meetings on-site. In addition, employees are trained on specific topics such as fall protection, excavation safety, scaffolding, and respiratory protection before work begins in that area. Furthermore, all employees are educated on the dangers of substance abuse, and are subject to the company's Drug-Free Workplace Policy. Orders' Safety Incentive Program is an industry model. It further demonstrates management's commitment to Safety and provides employees additional motivation to work safely. The program awards quarterly cash bonuses and other incentives to employees who achieve Safety goals.

#### **Lessons Learned:**

Orders has completed many projects for highway departments of Virginia and many others in the Mid-Atlantic region and learned many lessons relevant to the Odd Fellows Road Project:

#### ***Planning and Scheduling:***

Including VDOT and related stakeholders in planning how the work could least affect traffic and when the work could be performed to minimize impacts to traffic has proven to be an asset to community relations. These outreach efforts have enabled stakeholders to feel as a part of the process rather than a victim of it and aided in scheduling the work to have the fewest interruptions and least amount of congestion problems possible.

#### ***Utility Relocation:***

Upfront meetings with utility companies and agencies as well as stakeholder users have, along with performing interrupting type tasks at low demand off peak times, made these often difficult items of work more palatable for all involved.

#### ***Environment:***

Working with the VDOT Construction Manager, Inspectors and the Environmental Section to monitor storm events, control runoff and meet all criteria for in stream work and hazardous material monitoring and abatement has proven to mitigate problems often encountered with other agencies who have local jurisdiction and made permitting, modifications and environmental management a lesser burden for all parties.

#### **Lead Designer - Clark Nexsen**

Clark Nexsen was founded in Lynchburg, Virginia in 1920 and is one of the largest full service firms in Virginia with over 280 professionals in the region. Clark Nexsen's Transportation Division includes over 40 technical personnel in Virginia who provide expertise in roadway, structures, hydraulic, utilities, environmental, landscaping, and other transportation related disciplines. With experience and technical know-how resulting from the completion of similar transportation projects, they are well prepared to meet the schedule requirements. To date Clark Nexsen has **completed more than one hundred (100) state and federal design build projects, four (4) P3 projects** in Virginia, and prepared more than **twenty (20) RFP's** for state and federal clients for design build projects.

Clark Nexsen has completed numerous roadway projects with similar design services as required for the Odd Fellows Road Interchange at US Route 29/460 and Road Improvements project such as roundabout design, roadway widening, bridge construction, interchange improvements, extensive staged construction within tight right of way constraints, utility coordination and relocation, public outreach and awareness, and incorporation of aesthetic features such as decorative walls and lighting. Through designing projects for VDOT, local urban cities, towns, and counties, Clark Nexsen has gained extensive experience in designing projects in urban settings. Clark Nexsen's three relevant projects are included in the Appendix C as attachment 3.4.1(b) and are briefly listed as follows:

- Volvo Parkway/ Independence Parkway Roundabout Design, Chesapeake, VA
- Route 210 Bridge over Route 29, Amherst County, VA
- Wesleyan Drive Improvements, Virginia Beach, VA

In addition to the three relevant projects listed above, the following projects illustrate more of Clark Nexsen's relevant road, bridge, and interchange design experience:

**Tidewater Drive (Route 168) Interchange Improvements, Norfolk, VA (2012):** Clark Nexsen was the Lead Design Firm for this project which consisted of improving interchange ramps to comply with VDOT and AASHTO guidelines and standards. Project included interchange ramp design, drainage, utility coordination and relocation, coordination with Norfolk Southern Railroad, a detailed maintenance of traffic/ and TMP plan. Public involvement was also a key role in the plan which included alerting the local civic leaders and business owners to the project before construction began in order to help minimize impacts and increase awareness.

**I-81 Improvements, Winchester, VA:** Clark Nexsen was a subconsultant to Wiley and Wilson for the preliminary design of interstate and interchange improvements for this project located along Interstate I-81 from milepost 312.0 to milepost 314.5. The project scope included the widening of 2.5 miles of Interstate 81, design of a tight urban diamond interchange, design of access roads, hydrology and hydraulics, stormwater management, and public involvement. Also included is the design of storm drainage systems, multiple stormwater management basins, flood routing, scour analysis and the design of roadside ditches.

**Nansemond Parkway (Route 337) Expansion Phase II, Suffolk, VA (Under Design):** Clark Nexsen is the Lead Design Firm for this state/federally funded roadway widening project (two lanes to four lanes) along Nansemond Parkway. The total length for Phase II is 0.40 miles and extends from the end of construction of Phase I to the Suffolk / Chesapeake City line where Phase III will begin. The scope of the project includes roadway design, storm drainage design, storm water management design, landscaping, aesthetics, public and franchise utility relocation and design, street lighting, TMP plan, environmental permitting, erosion and sediment control plans, and heavy stakeholder coordination.

**Route 122 over Goose Creek and Stoney Fork Creek, Bedford County, VA (Under design):** As VDOT's Lead Design Firm, Clark Nexsen analyzed a series of roadway alignment alternatives and bridge replacement concepts for Route 122 adjacent to Goose Creek and Stoney Fork Creek.

**Wythe Creek Road and Bridge Widening and Replacement, City of Hampton and Poquoson, VA (Under design):** As VDOT's Lead Design Firm, Clark Nexsen developed Preliminary Field Inspection plans for this two mile arterial widening project in the Cities of Hampton and Poquoson. Project includes roadway widening from two lanes to four lanes, utility coordination and relocation, extensive stakeholder coordination, storm water management design, complex geotechnical issues, street lighting, and design within limited right-of-way.

#### Lessons Learned:

Clark Nexsen has completed numerous design bid build and D-B transportation projects and learned many valuable lessons throughout the course of these projects which are relevant to this project:

- Close coordination with VDOT's Public Affairs office is critical, as the D-B outreach personnel act as an extension of the VDOT Public Affairs staff.
- A well informed public through media and television during construction is critical and helps reduce congestion and traffic delays, and improves safety during construction.
- Working closely with the construction manager to determine actual construction space requirements ensures smooth phasing of construction.
- MOT greatly influences construction cost and schedule; therefore, it must be considered earlier in the design phase to facilitate schedule and construction phasing that results in a cost-effective solution.
- Timely coordination and notification to utility owners during the design phase and the incorporation of relocations into construction plans will avoid costly delays and change orders.
- Regular utility partnering meetings during construction are essential to a project's success.
- An up-front meeting between the D-B team and all VDOT review disciplines, to identify applicable standards and procedures, benefits the review process and schedule.

## PROJECT RISK

### 3.5: Project Risk

#### Risk #1 – Utility Relocations

**Description** - The Odd Fellows Road Interchange and Odd Fellows Road Widening (Segments B1 and B2) projects will require the relocation of number of public and franchise utilities. Maintaining the active service of these utilities is paramount to the project success. Currently the issue of whether the utility companies have prior rights is unknown which makes this a significant risk to the project cost and schedule. Identifying the utility owner’s prior rights will be key in determining who pays for the relocation (the project or the utility owner). Risks associated with the relocation of public and franchise utility owners include cost of relocations, timing of relocations, third party inspection of utility relocations, and maintaining service to the utility customers. Major utility owners and their facilities are highlighted below.

#### *Route 460/Odd Fellows Road Interchange*

- Columbia Gas line on south side of 460 and under the proposed 460 EB off-ramp
- City waterline on south side of 460
- Appalachian Power facilities on south side of Route 460 and the proposed overpass
- Verizon/Lumos Networks/MBC Telephone and Fiber Optic facilities on south side of 460
- Verizon/ Comm facilities attached to Appalachian Power poles on existing Odd Fellows Road
- City of Lynchburg 8” sanitary sewer line on north side of Route 460

#### *Segment B1/B2*

- Appalachian Power poles on east and west side of Odd Fellows Road for entire project length.
- High Power Appalachian transmission main
- Verizon, Comcast, Lumos Networks, Mid-Atlantic Broadband facilities attached to Appalachian poles and/or direct underground distribution lines along length of Odd Fellows
- City of Lynchburg water and sewer lines and associated service connections
- Columbia Gas line under Odd Fellows Road and connections to adjacent businesses

**Impacts** – The risks associated with utility relocations are critical because they impact the design, cost, coordination efforts, and schedule. The grading, drainage, paving, and compaction efforts associated with the roadway widening and new roadway construction will have the potential of impacting all of the utility owners.

**Mitigation** - The key mitigation strategy will be to coordinate the relocation requirements early in the design process, especially in the RFP development stage, so that the relocation requirements and scheduling can be established and planned for accordingly. Our strategy is to:

- ❖ Determine prior rights through meetings with the utility companies early during the RFP stage. We will work with each company to determine any special conditions, special design requirements, and scheduling requirements.
- ❖ Mobilize the **‘utility coordination team’** immediately after NTP. The team will lead by David Bradshaw, a 28 year transportation leader specializing in the design and relocation of public and franchise utility relocations on roadway and bridge projects. The coordination team will be comprised of key team members and stakeholders and will meet on a regular basis to monitor critical path items and ensure utility coordination issues are identified up front and properly addressed through design, permitting, and construction process.
- ❖ Initially - work with each utility owner to confirm utility locations through as-built drawings, field exploration and/or test pits, early in the design process as well as performing a sweep of the corridor to verify utilities and determine if any additional utilities are present in the corridor other than what is shown on the RFP documents.
- ❖ During the design process - using our past experience we will explore every avenue (including the implementation of innovative design techniques) to reduce or eliminate relocating any facility that is in conflict with the proposed design. In addition, each utility company will be involved at each phase of the design to ensure their standards and requirements are being met and to ensure their easement

requirements are being addressed.

- ❖ Right of Way and Easements - develop a strategic approach to make certain every avenue is explored to acquire the public utility easement and the franchise utility easements on an aggressive schedule. Also, the potential for combined utility easements will be explored with each utility owner to potentially reduce the required easement footprint and impacts to the stakeholders. Our utility coordination team will work closely with our R/W support specialist and land owners to mitigate delays for utility easements.

#### *VDOT/Other Agency Role*

Our mitigation strategy is designed to minimize utility risk to VDOT. VDOT's role will be to review and approve any proposed relocation plans and agreements with utility owners and administer the necessary VDOT and Federal documentation. The Orders Team has extensive experience successfully using the *VDOT Utility Manual* for utility relocations and familiarity with 2011 changes with regards to prior rights. Right of way and utility easement acquisitions will have to follow the *VDOT Right-of-Way Manual of Instructions* due to federal funding requirements. The RUMS system will be maintained by the Orders team throughout the project duration.

#### **Risk #2 – Right-of-Way Acquisition**

**Description** - The acquisition of necessary R/W and easements for the Odd Fellows Road Project could present risks to the project schedule that must be mitigated. It will be critical to have effective project coordination for prioritization of parcel activities to allow for utility relocations, relocation assistance advisory services, and effective negotiations of acquisitions to not delay the project. Accurate and comprehensive determination of the R/W and easement requirements early in the design process as well as an aggressive approach to R/W and easement acquisition is key to the successful delivery of this project.

**Impacts** – R/W and easement acquisition can impact the project schedule, project budget and stakeholder support /confidence. The following are potential R/W and easement impacts from the current design:

#### *Route 460/Odd Fellows Road Interchange*

- 19 impacted parcels requiring the acquisition of R/W and easements
- 2 parcels definitively requiring relocation services
- Up to 3 residential parcels requiring property management services; asbestos/lead inspections, utility disconnect requests, and demolition coordination.
- Additional R/W may be required for potential Noise Barriers 1 and 2
- New franchise utility easements for utility relocations along length of project.

#### *Segment B1/B2*

- 37 impacted parcels requiring the acquisition of R/W and easements
- 1 parcel requiring demolition of an existing commercial garage.
- Additional R/W may be needed for stormwater management facilities since this segment has not been to a design public hearing, and the construction start dates are in question.
- New franchise utility easements for utility relocations along length of project.
- Expected damages associated with impacts to existing parking lots at commercial businesses

**Mitigation** – The following mitigation strategies to address potential R/W acquisition risks:

- ❖ Detailed project scheduling will be developed during the RFP stage to fully detail the project sequencing, including “what if” scenarios and contingency plans should certain planned activities be delayed. Should delay occur, we will need to be able to work on other project features in order to keep progressing the project while the relocation process is completed.
- ❖ To facilitate the required property relocations, a separate total acquisition plan package will be prepared to seek R/W authorization for parcels 005 and 016 immediately after NTP.

- ❖ Project parcels will be prioritized into phases so that the team R/W specialist acquires R/W and easements sensitive to construction and utility relocation schedules - the relocation of the gas, water, and telephone facilities on the south side of Route 460
- ❖ Fully assess the noise barrier requirements during the RFP stage.
- ❖ The Orders Team includes Bowman Consulting (Bowman) for R/W acquisition services, a VDOT approved R/W consultant with extensive experience with the VDOT process and the FHWA Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Bowman will have access to VDOT's R/W and Utility Management System (RUMS) and will ensure parcel file data entry and contact logs are maintained allowing VDOT staff to generate RW24 & RW26 Reports for their review. Experienced VDOT approved appraisers and appraiser reviewers will be utilized.
- ❖ Bowman will review preliminary plan sheets and provide recommendations on which parcels could utilize Basic Administrative Reports (BARS) based on VDOT criteria and forward them to VDOT for approval. This is intended to greatly reduce the valuation process in-lieu of using "NARRATIVE" and "AA" appraisals requiring more extensive appraisal review efforts.
- ❖ A "R/W Acquisition Plan" (ROWAP) in coordination with the utility relocation and construction sequence efforts will be prepared and forwarded to VDOT for review and approval. From the ROWAP a detailed schedule will be prepared to anticipate and accommodate VDOT milestones.
- ❖ Opportunities to speed up the negotiation process will be assessed prior to VDOT giving the NTP with negotiations. The team will closely monitor the anticipated VDOT NTP date and begin; title reports, document preparation and the appraisal efforts to preform necessary research of similar lands sales for their valuation efforts. Appraisals would be prepared in a "Draft Mode" until the R/W plans sheets have been approved and NTP provided by VDOT. Once NTP has been provided, the approved R/W plan sheets will be provided to the appraiser to complete. The appraisal will be forwarded to the appraisal reviewer.
- ❖ Preparation of condemnation documents will begin 30 days after negotiations commence with individual landowners. Closely monitor the 30 day negotiation timeframe with the landowner. If the landowner is being unresponsive, request VDOT to approve sending the 10-day letter and request VDOT to sign the "Intent to File" letter.

#### *VDOT/Other Agency Role*

The Orders Team R/W process is designed to reduce VDOT's workload during the R/W process, however timely review and approvals will be needed from VDOT.

### **Risk #3 – Maintenance of Traffic on Odd Fellows Road & Maintaining Property Access**

**Description** – The construction of Odd Fellows Road for Segments B1 and B2 will require the proposed construction activities to occur while maintaining traffic on existing alignment, and also providing access to the adjacent businesses. Further complicating matters is the fact that the proposed two-lane section is directly on top of the existing two lane section, making phased construction more problematic. Segments B1 and B2 also have a significant number of commercial/industrial businesses located on each side of the roadway alignment, with a high truck volume entering and exiting these businesses. The high volume of traffic expected on Odd Fellows Road, combined with the large number trucks and their associated larger turning radius requirements, and the close proximity of construction activities to the existing traffic, creates the risk of encountering schedule delays, cost increases, landowner/stakeholder frustration, and safety issues.

**Impact** - The impact to the project of not having a well-planned and coordinated MOT, SOC, and property access plan includes the following items:

- *Schedule Delays* – In order to facilitate the proposed project construction sequencing, certain activities will be required to be performed in a sequential order. For example, will temporary pavement be required to construct the proposed improvements, thereby allowing enough lane width for two way traffic (including trucks)? In order to facilitate the additional pavement widening, have all of the utilities been relocated in accordance with the MOT/SOC footprint so as to allow the

roadway to be constructed, or a portion of the roadway to be constructed? Has consideration been provided with the MOT/SOC plan for all required public utility relocations and offsets?

- *Increased Public Frustration* – An MOT/SOC plan for segments B1 and B2 that does not consider the adjacent landowner needs and hours of operation and will likely create schedule delays and “public perception” issues for the D-B team and VDOT. Significant time may be spent responding to concerns, providing input for public relations communications, and incorporating any operational requirements that the landowner has.
- *Increased Costs* – Delays associated with poor MOT/SOC planning and responding to citizen complaints will ultimately keep construction crews idle, and therefore not fully utilized; thereby ultimately increasing costs for the D-B team.

**Mitigation** - Mitigation efforts to help minimize or avoid the risks associated with the project MOT/SOC for segments B1 and B2 include the following:

- ❖ Early coordination with the adjacent property owners during the design process to make them aware of the proposed MOT/SOC plan, and any specific issues that need to be addressed for the landowners
- ❖ Evaluating the potential for various MOT/SOC options during the RFP response period. The preliminary options that have been identified include:
  - Provide enough pavement to maintain two-way traffic on Odd Fellows Road, while providing a safe work zone for the proposed improvements, we will evaluate adding temporary pavement to the east and/or west of the existing roadway section. Several items will need to be carefully evaluated, including the potential for interrupting existing drainage patterns and the need for added temporary drainage features, as well as the need to provide additional fill where the sides of the existing roadway slope at a fairly steep slope.
  - Evaluate the potential for utilizing Albert Lankford Drive, Bradley Drive, Perkins Street, and Carroll Avenue for temporary detour routes to facilitate certain construction activities. Coordination will be required with the City for these options, and a well thought out signing and communications plan will need to be established for communicating any detours to the adjacent businesses and traffic.
- ❖ Since segments B1 and B2 include the construction of roundabouts, it will be important to convey to the public the SOC process for these design features, and how they are to be navigated in the interim and final construction. This will be especially important for the Odd Fellows Road/Mayflower Drive intersection. The Orders team’s past experience converting traditional intersections designs into roundabouts include the Volvo Parkway/Independence Parkway intersection in Chesapeake, Virginia, where a four-legged intersection was converted to a roundabout, with a high truck percentage. Our experience with this process will help mitigate the risks associated with this item.
- ❖ We will categorize each potential delay as either within Orders’ direct control or controlled (in whole or in part) by a third-party. For schedule risks within Orders’ control, the PM would identify the staff member(s) responsible for mitigating the risk, inform them of the situation, follow up as part of the weekly schedule update process to determine the status of the mitigation, and ensure that project progress is not affected. For schedule risks controlled by a third-party, the process is much the same: identify the responsible party, communicate with them both to explain the risk, and monitor progress.
- ❖ We will advise the public of our work schedule and when their access will be affected by maintaining a website and having public meetings.

#### *VDOT/ Other Agency Role*

VDOT District and traffic operations personnel will only need to be engaged as stakeholders in the planning and execution of the TMP. The Orders’ Team comprehensive TMP is designed to reduce VDOT’s workload and risk during design and construction.

## THIRD PARTY COORDINATION

### 3.6 Third Party Coordination

Identification of Third Parties – This project will require a well-planned and effective Third Party Coordination Plan. The following entities have been identified as important 3rd parties for each segment of the project - *City of Lynchburg (City)*, *Liberty University (LU)*, *Norfolk Southern Railroad (NSRR)*, *Franchise Utility Companies*, *Permitting Agencies*.

#### Role That The Third Party Will Play In The Project Delivery

- ❖ *City* – Coordination with Public Works/ Public Utilities will be important for the proposed roadway improvements, traffic improvements, storm drainage, TMP, water main relocations, and R/W. *City's role:* provide consultation, plan reviews, comments, and approvals for R/W and easement acquisition.
- ❖ *Liberty University* – is a major landowner/stakeholder on the project. Their operations depend on the surrounding roadway network and 460. Although LU is supportive of the project, it is anticipated that the R/W process will need to be approved through the school's board requiring diligent coordination. *LU's role:* provide consultation, plan reviews, comments, and approvals for R/W acquisition.
- ❖ *NSRR* - The bridge replacement over the NSRR will require coordination with NSRR's engineering section out of Atlanta, GA. *NSRR's role:* provide consultation, reviews, comments, and final approval of the construction agreement and permit.
- ❖ *Franchise Utility Companies* – It is critical that prior rights of the franchise utility owners are established up front and relocation designs are executed in a timely manner so that the easements can be acquired to facilitate construction. *Utility companies' role:* provide proprietary design information, provide consultation early and often, plan reviews, comments, and approvals for easement acquisition.
- ❖ *Environmental Permitting Agencies* - acquisition of environmental permits will be required from the USACE, VMRC, and VDEQ, as well as land disturbance and E&S plan approval from VDCR. *Permitting agencies' role:* provide permitting/ mitigation consultation, permit reviews and approvals.

#### How The Design Build Team Will Incorporate The Third Party's Role Into The Work Plan

The D-B Team will use a project 'task force' approach to integrate third party participation into the work plan. A separate task force will be established for each party to address their concerns and a plan will be developed to incorporate third part participation into the overall scope, schedule, and budget.

- ❖ *City* –the 'City' task force will be comprised of the Design Build PM (D-B PM), Design Manager (DM), Public Relations Manager (PRM), Utility Coordinator (UC), and the R/W Manager (RWM). The DM will schedule regular meetings with the City to determine public improvement requirements as well as R/W and easement requirements that affect City property or operations. Milestone submittal package dates will also be established so that the City can schedule timely reviews and approvals of the contract documents. These submittals will be key dates in the D-B project schedule.
- ❖ *Liberty University* – the 'LU' task force will be comprised of the D-B PM, DM, PRM, UC, and RWM. The DM will schedule regular meetings and updates with LU to coordinate potential R/W acquisition and MOT/ SOC impacts to LU operations. LU will also be provided with submittal packages at key milestone submittal dates for their review and comment.
- ❖ *NSRR* – A ten (10) month process is anticipated from initial project agreement to final approval of the construction agreement and permit so the 'NSRR' task force (comprised of the D-B PM, DM, RWM, and lead structural engineer) will begin the coordination process immediately upon NTP. This process will be included as a critical path item on the D-B project schedule.
- ❖ *Franchise Utility Companies* - the 'Franchise Utility' task force will (comprised of D-B PM, DM, UC, and RWM) schedule regular meetings with the utility companies to determine prior rights, utility relocation requirements, and easement requirements. The Utility Companies will also be provided with plans at key milestone submittal dates for their review and comment.
- ❖ *Environmental Permit Agencies* - since environmental permits will be required, it is important to establish the 'Environmental' task force upon NTP and accomplish early investigations of the work needed to verify the impacts identified in the RFQ documents and any additional environmental documentation that was not identified. A pre-permit meeting will also be conducted with the task force and key agencies. The task force (comprised of D-B PM, DM, Environmental coordinator, and key designers) will work with the agencies to develop a comprehensive permit package submittal which will include mitigation.

APPENDIX A

3.1.2 STATEMENT OF QUALIFICATIONS  
CHECKLIST AND CONTENTS

ATTACHMENTS 2.10 ACKNOWLEDGEMENT  
OF RFQ, REVISION AND/OR ADDENDA

ATTACHMENTS 3.2.6  
AFFILIATED AND SUBSIDIARIES COMPANY

ATTACHMENTS 3.2.7(A) AND (B),  
CERTIFICATION REGARDING DEBARMENT  
FORMS

VDOT PREQUALIFICATION CERTIFICATE  
SURETY LETTER

**ATTACHMENT 3.1.2**

**Project: 9999-118-240, R201, C501, B628**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix A
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix A
<b>Letter of Submittal (on Offeror's letterhead)</b>				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix A
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix A
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix A
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix A

**ATTACHMENT 3.1.2**

**Project: 9999-118-240, R201, C501, B628**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix B
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix B
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix B
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix B
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix B
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix C
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix C
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix C
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix C
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	6

**ATTACHMENT 3.1.2**

**Project: 9999-118-240, R201, C501, B628**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix D
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix D
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	11-14
<b>Third Party Coordination</b>				
Narrative describing approach to third party coordination	NA	Section 3.6.1	yes	15

**ATTACHMENT 2.10****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00105515DB78  
PROJECT NO.: 9999-118-240, R201, C501, B628

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 06/30/2014  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE

July 18, 2014  
\_\_\_\_\_  
DATE



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

      July 18, 2014      President  
Signature                      Date                      Title

Orders Construction Company, Inc.  
Name of Firm

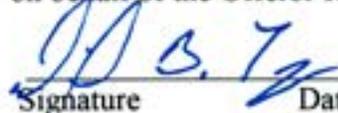
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 8/7/14 Principal  
Signature Date Title

Clark Nexsen, Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



July 17, 2014

Branch Manager

Signature

Date

Title

MBP

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

<u>J. Randy Wiet</u>	<u>July 31, 2014</u>	<u>Chief Engineer</u>
Signature	Date	Title

ECS Mid-Atlantic, LLC  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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 \_\_\_\_\_  
Signature Date 7-23-14 Title CEO/President

Hurt & Proffitt, Inc. \_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

July 31, 2014

Date

Chief Executive Officer

Title

Froehling & Robertson, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 8/4/2014                      President  
Signature                      Date    Title

Hassan Water Resources, PLC  
Name of Firm

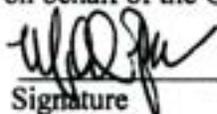
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

8.1.14

Date

VPI COO

Title

Bowman Consulting Group, Ltd.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

[Handwritten Signature]      8/5/2014      J.P.  
Signature                      Date                      Title

W-L Construction & Paving, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

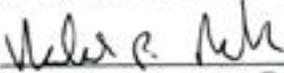
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	7/24/2014	Senior Vice President
Signature	Date	Title

Harris Miller Miller & Hanson Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

*Shawn Ward Halpin*

Signature

August 4, 2014

Date

Vice President

Title

EEE Consulting, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	8/4/2014	President
Signature	Date	Title

Dovetail Cultural Resource Group  
Name of Firm

-----  
O143  
OLYMPUS PAINTING CONTRACTORS, INC.  
PREQ. EXP : 07/31/2015

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
556 ANCLOTE ROAD	028 - PAINT BRIDGES AND STRUCTURES
TARPON SPRINGS, FL 34689-6701	050 - JOINT REPAIR / UNDERSEAL PAVEMENT
PHONE : 727-942-4149	071 - EPOXY WORK
FAX : 727-938-6297	182 - BRIDGE CLEANING

BUSINESS CONTACT: MORAN, LISA  
EMAIL: LISA@OLYMPUSPAINTING.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A

-----  
O017  
ORDERS CONSTRUCTION COMPANY, INC.  
PREQ. EXP : 07/31/2015

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
501 6TH AVENUE	002 - GRADING
ST. ALBANS, WV 25177-0000	003 - MAJOR STRUCTURES
PHONE : 304-722-4237	007 - MINOR STRUCTURES
FAX : 304-722-4230	019 - ERECT FABRICATED STRUCTURAL MATERI
	055 - BRIDGE REPAIRS

BUSINESS CONTACT: SPARKS, DONNIE JAMES  
EMAIL: DONNIES@ORDERSCONSTRUCTION.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A  
-----



UNDERSTAND. SERVICE. INNOVATE.

USI Insurance Services LLC  
1 Hillcrest Drive East  
Charleston, WV 25311  
www.usi.biz  
304-347-0611

July 15, 2014

Kevin Reichert, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

**Re: Orders Construction Company, Inc.  
St. Albans, WV**

**Project: Odd Fellows Road Interchange at US 29/460 and Road  
Improvements along US Route 29/460 and along Odd  
Fellows Road  
State # 9999-118-240, R201, C501, B268  
Federal # NH-5118(209)  
Contract ID # C00105515DB78  
City of Lynchburg, VA**

Dear Sirs:

Orders Construction Company has made us aware of their desire to bid on the subject project in December, 2014. It is our understanding that the estimate on the project is \$32,200,000. Orders Construction is capable of obtaining a bond for a project of this magnitude. If Orders Construction is the successful bidder and enters in to a contract to construct this project, we will, according to the terms and conditions of the required bid bond, issue the 100% performance and 100% labor and material payment bonds to warrant the integrity of this project including the warranty period.

Orders Construction's surety credit is underwritten by Travelers Surety. Travelers has an A.M. Best financial strength rating of A+ (superior) and financial size category of XV (\$2 billion) and is authorized to do business in the Commonwealth of Virginia.

This letter is intended for reference purposes and any formal and specific bond approvals will be based on current and pertinent underwriting factors at the time of the request.

If you have questions concerning this matter, please call me at 304-347-0666. Thank you for your consideration.

Sincerely,

Douglas P. Taylor  
Sr. Vice President

APPENDIX B  
ATTACHMENT 3.2.10.1 & 3.2.10.2  
TEAM SCC AND DPOR COPIES  
ATTACHMENT 3.2.10.3 & 3.2.10.4  
DPOR COPIES FOR KEY  
PERSONAL

## ATTACHMENT 3.2.10

### State Project No. 0007-029-139, P101, R201, C501, B617, B618

#### SCC and DPOR Information

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 3.2.10 and that all businesses and individuals listed are active and in good standing.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Orders Construction Company, Inc.	F026850-0	Corp	Active	501 6 <sup>th</sup> Avenue St. Albans, WV 25177	Contractor Class A	2701032711	08-31-14
Clark Nexsen, Inc.	0190175-0	Corp	Active	6160 Kempsville Circle, Suite 200A Norfolk, VA 23502	ENG	0407 006529	12-31-15
McDonough Bolyard Peck, Inc.	0351800-8	Corp	Active	711D Fifth Street NE Roanoke, VA 24016	ENG	0411 000605	02-29-16
ECS-Mid-Atlantic, LLC	S1366535	Limited Liability Company	Active	20436 Lynchburg Hwy, Suite L Lynchburg, VA 24502	ENG	0411 000832	02-29-16
Froehling & Robertson Inc.	0027211-2	Corp	Active	1734 Seibel Dr. N.E. Roanoke, VA 24012	ENG	0411 000053	2-29-16
Hurt & Proffit, Inc.	0142895-2	S	Active	2524 Langhorne Rd. Lynchburg, VA 24501	LS, ENG	0407003927	12-31-15

### ATTACHMENT 3.2.10

### State Project No. 0007-029-139, P101, R201, C501, B617, B618

### SCC and DPOR Information

Hassan Water Resources, PLC	S2293282	Professional Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens VA 23102	Professional Engineering - Professional Limited Liability Company	0413 000299	12-31-15
Bowman Consulting Group, LTD	0448198-2	Corp	Active	14020 Thunderbolt Place, Suite 300 Chantilly, VA 20151	ENG	0407 003896	12-31-15
W-L Construction & Paving, Inc.	0182347-5	Services Company	Active	1484 HWY. 107 P.O. Drawer 927 Chilhowie, VA 24319	Highway/ Heavy	2701 017666	01-31-15
Harris Miller Miller & Hanson Inc.	F145185 - 7	Corp	Active	77 South Bedford Street, Burlington, MA 01803	N/A	N/A	N/A
EEE Consulting, Inc.	05049416	S-Corp.	Active	8525 Bell Creek Rd. Mechanicsville, VA 23116	ENG	0407-003798	12-31-15
Dovetail Cultural Resource Group I, Inc.	0668553-1	Corp	Active	300 Central Road, Suite 200, Fredericksburg, Virginia 22401	N/A	N/A	N/A

**ATTACHMENT 3.2.10**

**State Project No. 0007-029-139, P101, R201, C501, B617, B618**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Clark Nexsen, Inc.	Ian Johnston, PE	Norfolk, VA	111 Windham Road Norfolk, VA 23505	PE	0402 041863	05-31-16
McDonough Bolyard Peck, Inc.	Dale Grigg, PE	Roanoke, VA	509 Ramblewood Rd. Forest, VA 24551	PE	0402 023310	06-30-16

Attachment 3.2.10.1 & 3.2.10.2 Team SCC and DPOR copies



# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That ORDERS CONSTRUCTION COMPANY, INC., a corporation incorporated under the law of West Virginia, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on July 5, 1973; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

*June 25, 2013*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
08-31-2014

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
2701032711

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* H/H

ORDERS CONSTRUCTION COMPANY INC  
501 6TH AVENUE  
ST ALBANS, WV 25177-1448



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* H/H  
NUMBER: 2701032711 EXPIRES: 08-31-2014

ORDERS CONSTRUCTION COMPANY INC  
501 6TH AVENUE  
ST ALBANS, WV 25177-1448



(FOLD)

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

10010 (7/11) 107028-3

CLARK◆NEXSEN

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That Clark Nexsen, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 27, 1978;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
April 4, 2014*



*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0407006529

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG, LA, ARC, CID

CLARK NEXSEN INC  
6160 KEMPSVILLE CIR STE 200A  
NORFOLK, VA 23502



*James W. DeBorja*  
James W. DeBorja, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

POCKET CARD:

COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSC/DLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407006529 EXPIRES: 12-31-2015  
PROFESSIONS: ENG, LA, ARC, CID  
CLARK NEXSEN INC  
6160 KEMPSVILLE CIR STE 200A  
NORFOLK, VA 23502



FOLD

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

(DETACH HERE)

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

10010 (2/11) 107126-3

**MBP**

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That McDonough Bolyard Peck, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 29, 1989;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
February 24, 2014*



*Joel H. Peck*  
\_\_\_\_\_  
*Joel H. Peck, Clerk of the Commission*

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON

02-29-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0411000605

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC  
711D FIFTH ST NE  
ROANOKE, VA 24016



*Nick A. Christner*  
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000605 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
MCDONOUGH BOLYARD PECK INC  
711D FIFTH ST NE  
ROANOKE, VA 24016



(FOLD)

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

10010 (7/11) 107028-3



# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, April 16, 2004*

*This is to certify that the certificate of organization of*

**Engineering Consulting Services - Mid-Atlantic,  
LLC**

*was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 16, 2004*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

COMMONWEALTH OF VIRGINIA  
STATE CORPORATION COMMISSION

AT RICHMOND, AUGUST 5, 2004

The State Corporation Commission has found the accompanying articles submitted on behalf of

ECS - Mid-Atlantic, LLC  
(formerly known as Engineering Consulting Services - Mid-Atlantic, LLC)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective August 5, 2004.

STATE CORPORATION COMMISSION

By



Commissioner

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0411000832

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC  
20436 LYNCHBURG HWY STE L  
LYNCHBURG, VA 24502



*Nick A. Christner*  
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER  
THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)



SINCE 1881

# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That FROEHLING & ROBERTSON, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 11, 1924;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
January 30, 2014*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0411000053

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

FROEHLING ROBERTSON INC  
1734 SEIBEL DR N E  
ROANOKE, VA 24012



*Nick A. Christner*  
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000053 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
FROEHLING ROBERTSON INC  
1734 SEIBEL DR N E  
ROANOKE, VA 24012



(FOLD)

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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10010 (7/11) 107028-3

**HURT &  
PROFFITT**

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That HURT & PROFFITT, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is January 9, 1973;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
January 5, 2012*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0407003927

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: LS, ENG

HURT & PROFFITT INC  
2524 LANGHORNE RD  
LYNCHBURG, VA 24501



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003927 EXPIRES: 12-31-2015  
PROFESSIONS: LS, ENG  
HURT & PROFFITT INC  
2524 LANGHORNE RD  
LYNCHBURG, VA 24501



POCKET

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

10010 (7/11) 107028-3

**HWR**

**Water Resources Consultants**

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, July 16, 2007*

*This is to certify that the certificate of organization of*

**Hassan Water Resources, PLC**

*was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: July 16, 2007*



*State Corporation Commission*

*Attest:*

*Joel H. Peck*  
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

9900 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0413000299

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL LIMITED LIABILITY COMPANY

PROFESSIONS: ENG

HASSAN WATER RESOURCES PLC  
HWR  
2255 PARKERS HILL DRIVE  
MAIDENS, VA 23102-2244



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER  
THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

**Bowman**  
CONSULTING

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* June 7, 1995

*This is to Certify that the certificate of incorporation of*

*Bowman Consulting Group, P.C.*

*was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date:*

June 7, 1995



*State Corporation Commission*

*William J. Bridge*  
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0407003896

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG, LS, LA

BOWMAN CONSULTING GROUP LTD  
14020 THUNDERBOLT PLACE  
SUITE 300  
CHANTILLY, VA 20151



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR APPLICANTS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003896 EXPIRES: 12-31-2015  
PROFESSIONS: ENG, LS, LA  
BOWMAN CONSULTING GROUP LTD  
14020 THUNDERBOLT PLACE  
SUITE 300  
CHANTILLY, VA 20151



POCKET

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.



# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That W - L CONSTRUCTION & PAVING, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 9, 1978;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
August 4, 2014*

*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
01-31-2015

9980 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
2701017666

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* H/H

W-L CONSTRUCTION & PAVING INC  
PO BOX 927  
CHILHOWIE, VA 24319



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H  
NUMBER: 2701017666 EXPIRES: 01-31-2015

W-L CONSTRUCTION & PAVING INC  
PO BOX 927  
CHILHOWIE, VA 24319



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9980 Mayland Dr., Suite 400, Richmond, VA 23233

Post

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

hmmh

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, December 6, 2000*

*This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for*

**Harris Miller Miller & Hanson Inc.**

*a corporation organized under the laws of MASSACHUSETTS and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*

*Clerk of the Commission*

**3e**

# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That EEE Consulting, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is June 23, 1998;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
August 1, 2014*

*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0407003798

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR APPLICANTS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003798 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



(FOLD)

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.



# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That Dovetail Cultural Resource Group I, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 30, 2006;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
April 17, 2014*

*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission

**Attachment 3.2.10.3 & 3.2.10.4 DPOR copies for Key Personal**

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

06-30-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0402023310

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE

DALE HARDY GRIGG JR  
509 RAMBLEWOOD RD  
FOREST, VA 24551



ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER  
THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

*Jay W. DeBoer*  
Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

## Details of license number 0402041863

Name:	JOHNSTON, IAN D	print
License Number:	0402041863	
License Description:	Professional Engineer License	
Address:	NORFOLK VA, 23505	
Initial Certification Date:	2006-05-12	
Expiration Date:	2016-05-31	

**No Open Complaints**

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law exempts information about open cases from mandatory public disclosure**[Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

**No Closed Complaints**

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov) (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-05-29.

APPENDIX C  
ATTACHMENTS 3.3.1  
KEY PERSONNEL RESUME

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Charlie Stokes – Project Manager</b>
b. Project Assignment: <b>Design-Build Project Manager</b>
c. Name of Firm with which you are now associated: <b>Orders Construction Company, Inc.</b>
d. Years experience: With this Firm <u>4</u> Years With Other Firms <u>42</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Orders Construction Company, Inc.:</b> <u>Project Manager (2010-present)</u> : Responsible for bidding and project management for roadway and bridge projects including scheduling, contract administration, coordination with stakeholders, safety, resource allocations and project quality. <b>Corte Construction Company/ Fort Chiswell Construction Company (wholly owned subsidiary of Corte):</b> <u>Project Manager/Operations Manager (1992-2010):</u> Responsible for bidding and project management of grading, bridge and tunnel projects, including daily operations, resource allocation, scheduling, safety and project quality.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh (Pittsburgh, PA)/ N/A / N/A / N/A
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>Project: <u>Route 60 Main Street Bridge Replacement, Clifton Forge, VA</u> Project Role: <b>Project Manager</b></b> <b>Responsibilities:</b> This design-build project was to replace the Route 60 bridge in downtown Clifton Forge, VA. This project involved replacing a bridge, which abuts commercial buildings on both sides, on Route 60 West bound over Smith Creek in downtown Clifton Forge and rebuilding Main Street from Commercial Avenue to Ridgeway Street. The project also involved changing Route 60 Business from a one-way (East bound only) to a two-way road and removing a trafficisland that separated Route 60 Business East and Route 60 West (Main Street). Additionally, traffic signals were added at the intersection of Route 60 and Commercial Avenue. Mr. Stokes was responsible for overall management of all facets of the project, including daily operations and scheduling; resource and manpower allocation; contract administration; safety; project quality and quality management; traffic control; communications with the public/public outreach; and work with chief engineer for design of project. <b>Performed with Orders Construction Co., Inc. (2011 - 2013)</b>
<b>Project: <u>Bridge over South Holston Lake, Avens, VA</u> Project Role: <b>Project Manager</b></b> <b>Responsibilities:</b> This project is to replace the existing truss bridge over the South Fork Holston River/Lake in Washington County, VA with a new two lane structure constructed on the upstream side of the existing bridge. The new structure uses drilled shaft piers due to water depth at full pool of approximately 80 feet deep. Much of the construction and demolition is being completed from barges. Two lanes of traffic are being maintained through most of the project duration. Mr. Stokes is responsible for overall management of all facets of the project, including daily operations and scheduling; resource and manpower allocation; contract administration; safety; project quality and quality management; and traffic control. <b>Performed with Orders Construction Co., Inc.(2013 - 2015).</b>
<b>Project: <u>Route 614 over Crowes Nest River, Lake Flannagan, Dickenson County, VA</u> Project Role: <b>Project Manager</b></b> <b>Responsibilities:</b> This bridge project was over Flannagan Lake in an environmentally sensitive area. Floating barges and large cranes were required. The project included concrete deck and parapet removal over water, heavy structural steel removal, new girders to set, and water line replacement on the bridge. Mr. Stokes was responsible for overall management of all facets of the project, including daily operations and scheduling; resource and manpower

allocation; contract administration; safety; project quality and quality management; and traffic control. **Performed with Orders Construction Co., Inc. (2012 thru 2014)**

**Project: Gate City, VA Business Rte. 23/Kane Ave, Scott County, VA Project Role: Project Manager**

**Responsibilities:** This was a 3-phase project improving Business Route 23 and the access to Gate City High School. The 4-span bridge with five lanes of traffic over the Norfolk Southern Railway ties Route 23, Business Route 23, Route 58, and Route 421 together at Gate City. Additionally, improvements at Jones Street allowed traffic from the high school to travel north on Route 71, thereby avoiding downtown traffic. Other aspects of this project were a soil nail wall at the high school, grading, drainage, water, sewer, curb and gutter, sidewalks, commercial entrance, and signals. Mr. Stokes was responsible for overall management of all facets of the project, including daily operations; resource and manpower allocation; scheduling; project quality; safety; traffic control; railroad coordination; and coordination with city and school board. **Performed with Corte/Fort Chiswell Construction Companies, Inc. (1999-2000)**

**Project: Route 419 and East Main Street Interchange, Bridge, Salem, VA Project Role: Project Manager**

**Responsibilities:** This \$4 million project included widening of Route 460; widening East Main Street to five lanes; replacing the existing bridge over Mason Creek with a 2-span, 5-lane structure; widening Route 419; and adding turn lanes onto Route 460. To accommodate the high traffic volume and significant grade changes, the work was designed to be constructed in eight phases. Mr. Stokes was responsible for overall management, bidding, resource, manpower allocation, and final acceptance. Work included bridge demolition and construction, half at a time; temporary drainage and paving and new paving; new storm drain system, new water system, new sanitary sewer system; relocation of a major gas line; new curb, gutter, medians, and sidewalks; new commercial entrances; and new signals and signage. Mr. Stokes was responsible for overall management of all facets of the project, including daily operations; resource and manpower allocation; scheduling; safety; project quality; traffic control; and partnering with the public. **Performed with Corte/Fort Chiswell Construction Companies, Inc. (2003-2004)**

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Dale Grigg, PE- Quality Assurance Manager</b>
b. Project Assignment: <b>Quality Assurance Manager</b>
c. Name of Firm with which you are now associated: <b>MBP</b>
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>MBP: Branch Manager (2011-Present):</b> As Branch Manager, oversees a variety of transportation programs, providing direct client coordination and quality assurance (QA) for a staff of more than 60 construction professionals.  <b>NXL: Contract Manager (2008-2011):</b> As Director for construction management services, served as Contract Manager and directed quality assurance and quality control (QA/QC) activities on all forms of transportation projects. Assessed project needs and coordinated construction engineering and inspection (CEI) staff. Independent QAM for joint design-build projects ensuring all contract requirements and specifications were appropriately administered and applied; all required QC testing and independent QA was carried out in accordance with applicable requirements ensuring construction quality standards were met; and payments appropriately processed.  <b>VDOT, Lynchburg District: Acting District Administrator (1996-2006):</b> As Acting District Administrator, responsibilities included oversight of construction, maintenance, and operations activities for primary and secondary road networks employing over 650 full time employees and contract services with an annual budget of \$150 million.  <b>VDOT, Lynchburg District: District Materials Engineer (1987-1996):</b> As District Materials Engineer, managed VDOT materials lab and staff of engineers, geologists and technicians employing both statistical methods and direct oversight for QA/QC of materials produced for and used on road and bridge projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Va Tech / BS / 1976 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / Civil / 1992 / VA #0402023310
g. Document the extent and depth of your experience and qualifications relevant to the Project. <i>a. Note your specific responsibilities and authorities for each project, not those of the firm.</i> <i>b. Note whether experience is with current firm or with other firm.</i> <i>c. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>Project: Midtown Connector Locally Administered Project, Lynchburg, VA Project Role: Quality Assurance Manager Responsibilities:</b> Serving as QAM for QA/QC inspection and testing services. Responsibilities include attending weekly/monthly construction coordination meetings; coordinating out of plan utility adjustments; preparing the project quality management plan for construction; representing the City at pre-construction meetings and monthly partnering/progress meetings; performing on-going project QA and final acceptance audits; performing project records audits; and verifying compliance with the contract provisions in concert with approved quality management plan, project schedule, and project budget. This 3.5-year, \$16 million project involves the widening of an existing multi-lane urban connector to a three- and four-lane context sensitive facility, approximately one mile in length. <b>Performed with MBP (2012-Current)</b>  <b>Project: I-81 Operational Improvements Design-Build, VDOT, Salem District, VA Project Role: Quality Assurance Manager Responsibilities:</b> As QAM, developed the project's QA/QC plan; performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages; prepared and submitted final records; and managed the QA inspection team including an office engineer and had direct oversight of the design builder's QC inspection staff. The project involved the construction of a parallel truck climbing lane including drainage and roadway shoulder improvements, retaining walls, and the replacement of three bridges. <b>Performed with NXL (2010-2011)</b>

**Project: Region 3 Bridge Rehabilitation Design-Build, VDOT, Culpeper, Northern Virginia, and Staunton Districts, VA Project Role: Quality Assurance Manager Responsibilities:** As QAM, developed the project's QA/QC plan, performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages; and prepared and submitted final records. The project involved 23 bridges located in three VDOT Districts with a duration of approximately 22 calendar months. **Performed with NXL (2010-2011)**

**Project: Route 36 Improvements Design-Build, VDOT, Richmond District, VA Project Role: Quality Assurance Manager Responsibilities:** As QAM, developed the project's QA/QC plan to perform QA testing and inspection in accordance with VDOT's design-build guidelines. This VDOT/ARRA design-build project included construction improvements to Route 36 and Route 144 near Fort Lee's Sisisky Gate located in Prince George County, VA. Services included the preparation of project's QA/QC plan; performance of QA testing and inspection in accordance with VDOT's August 2008 design-build guidelines; and the preparation, maintenance, and submission of associated project documentation. Also managed and developed the project QA/QC plan as well as assisted with the QA process for the development of project plans. **Performed with NXL (2010-2011)**

**Project: Pacific Boulevard Widening Design-Build, VDOT Northern Virginia (NOVA) District, VA Project Role: Quality Assurance Manager Responsibilities:** As QAM, developed the project's QA/QC plan; performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages; and preparation and submission of final records. The project involved the widening of Pacific Boulevard from two to four lanes from Sterling Boulevard (Route 846) to Relocation Drive (Route 775), a five-foot sidewalk and a ten-foot multi-use path in the NOVA District. Approximately nine calendar months of construction-related activities. **Performed with NXL (2010-2011)**

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Mr. Grigg's responsibilities will be to serve as the project's QAM. Services to include development of project's QA/QC plan; performance of QA testing and inspection in accordance with VDOT's current design-build guidelines; managing the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, materials notebook/documentation, as-built sketches; review pay documents including verifying and certification for payment of the monthly pay application by the Design Builder; and preparation and submission of final records.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Ian Johnston, PE, Transportation Engineer</b>
b. Project Assignment: <b>Design Manager</b>
c. Name of Firm with which you are now associated: <b>Clark Nexsen</b>
d. Years experience: With this Firm <u>6</u> Years With Other Firms <u>10</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <p><b>Clark Nexsen, Inc.:</b> <u>Project Manager (2011-present):</u> Responsible for management of transportation projects for state and local government clients. Responsibilities include oversight of project scope, schedules, and budgets, and ensuring that both in-house and sub-consultant design teams are providing project deliverables in accordance with established schedule and quality requirements. Responsible for financial status and reporting of projects to management team. Primary point of contact with the client and responsible for ensuring that all activities and deliverables are to their satisfaction. Activities include running and facilitating project meetings, planning and implementing change management actions, and leading and motivating design and project staff. Responsible for marketing and business development in support of firm's business goals.</p> <p><b>VDOT Hampton Roads District PMO:</b> <u>Design Project Manager (2005-2011):</u> Responsible for the management of preliminary engineering projects for the Hampton Roads District of VDOT. Responsible for the project scope, schedules, and budgets, and delivering projects in accordance with the VDOT Dashboard guidelines. Projects managed were primarily consultant designs, and therefore was responsible for scoping and negotiating the consultant contracts, overseeing the fiscal control of the contracts, and ensuring payment in accordance with the Prompt Payment Act. Some elements of design projects were in-house designs, and therefore was responsible for coordinating with internal staff and section managers for successful delivery. Responsible for maintaining and updating project information and budgets within VDOT's Integrated Project Manager (iPM), Six Year Improvement Program (SYIP), and Project Cost Estimating System (PCES) databases. As project leader, responsible for coordinating and communicating info related to assigned projects with representatives from the Federal Highway Administration, local governments and the Metropolitan Planning Organization, as well as the District and Central Offices. Responsible for making presentations to citizens, stakeholders, and local authorities. Upon successful delivery of design projects to construction, responsible for coordinating any design changes or revisions as a result of changed conditions or errors and omissions. Served as a District Project Manager on a Design-Build and PPTA project (see work history for further project information).</p> <p><b>Clark Nexsen:</b> <u>Senior Roadway/Civil Engineer (2002-2005):</u> Roadway/Civil Engineer responsible for the design of state and local government transportation and public works improvement projects, as well as Federal/Department of Defense design projects. Responsible for design projects from preliminary design to final construction documents, including development of plans, estimates, and specifications. Performed designs using Microstation and AutoCad design software. Responsible for overseeing design work of junior staff, and providing quality control reviews. Activities also included coordinating designs with project manager, other internal design sections, sub-consultants, and client technical staff. Developed fee estimates in support of cost proposal submissions to clients. Attended construction progress meetings and coordinated construction services on projects, including reviewing shop drawings, responding to RFI's, and performing plan revisions. Supported business development initiatives by firm's project managers. Worked primarily on the VDOT Route 1 widening in Richmond, and Elbow Road and Seaboard Road for the City of Virginia Beach. Was lead designer on a roadway relocation project for the DoD in Key West, Fla.</p> <p><b>Hayes Seay Mattern &amp; Mattern:</b> <u>Civil Engineer (2001-2002):</u> Civil/Transportation engineer responsible for roadway and drainage design for VDOT and local government clients. Developed designs in Microstation, Geopak, and AutoCad. Projects included arterial road widening projects and site development projects. Worked primarily on the VDOT Warwick Boulevard widening project in Newport News, Virginia.</p> <p><b>Earth Tech:</b> <u>Transportation Engineer (1998-2001):</u> Transportation engineer responsible for developing design documents for VDOT and SCDOT projects. Developed designs in Microstation and iGRDS. Responsible for preparing design documents, performing quantity take-offs, and preparing estimates. Worked primarily on the Route 288 project in Richmond, Virginia, from the James River Bridge to Broad Street, a distance of approximately 6 miles.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Rochester Institute of Technology, NY/ B.S. /1998/Civil Engineering Technology SUNY Alfred, NY/A.A.S./1994/Construction Engineering Technology

f. Active Registration: Year First Registered/ Discipline/VA Registration #:  
Professional Engineer / Civil / 2004 / Virginia # 1863

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
- Note your specific responsibilities and authorities for each project, not those of the firm.*
  - Note whether experience is with current firm or with other firm.*
  - Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

**(List at least three (3), but no more than five (5) relevant projects\* for which you have performed a similar function.)**

**Project: I-264/64 Ramp Widening (0264-122-108), Norfolk , VA Project Role: Design Project Manager**

**Responsibilities:** Mr. Johnston was VDOT's Project Manager for this project which includes widening the I-64 westbound to I-264 eastbound ramp, construction of 3 new bridges, addition of a new collector-distributor road on I-264, and construction of MSE and noise barrier walls. The NEPA document was approved in the Spring of 2011, the Design Public Hearing was conducted in July of 2011, and approval of the Interstate Modification Report was issued by FHWA in October of 2011. The next scheduled steps are the design approval by the Chief Engineer and development of total take right-of-way plans. The total combined PE, R/W, and CN cost for the project is \$132.3 mil. The project is consultant designed with survey support from the District. **Performed with VDOT. (2006 thru 2011)**

**Project: I-264/Witchduck Interchange (0264-134-102), Virginia Beach, VA Project Role: Design Project Manager**

**Responsibilities:** Mr. Johnston was the Project Manager for this project which is the downstream interstate improvements associated with the I-264/64 Ramp project (0264-121-705). The project includes interchange improvements at the Newtown and Witchduck interchanges, interstate widening and collector distributor roads, arterial street improvements on Greenwich, Newtown and Witchduck Roads, signal improvements at the interchange off-ramps, a bridge crossing over I-264 on new location, and a new roundabout at the Newtown Interchange/I-264 eastbound on-ramp. Approximately 70 parcels are impacted by the project, with 12 being total acquisitions/displacements. The project is following the same schedule as the I-264/64 Ramp project. The total combined PE, R/W, and CN cost for the project is \$174.5 mil. The project is consultant designed with survey support from the District. **Performed with VDOT. (2006 thru 2011)**

**Project: Princess Anne Road (0165-134-V05), Virginia Beach, VA Project Role: Design Project Manager**

**Responsibilities:** Mr. Johnston was VDOT's Project Manager for this urban arterial project located in Virginia Beach. The project includes widening the existing two-lane undivided section into a four-lane divided highway. The project included transportation planning elements, traffic signalization and ITS, roadway and hydraulics design, wetland permitting, aesthetic elements, public participation, public utility improvements and private utility relocations, and storm water management. The project was awarded in 2010 and is currently under construction. The project is primarily funded by American Recovery and Reinvestment Act (ARRA) funds. The total combined PE, R/W and CN cost for the project is \$61.4 mil. The project is consultant designed with survey support from the District. **Performed with VDOT. (2005 thru 2011)**

**Project: I-264/Martin Luther King Extension, Portsmouth, VA Project Role: District Project Manager**

**Responsibilities:** Mr. Johnston was the Hampton Roads District Project Manager for this new interchange project on I-264. The project will be constructed with the Midtown Tunnel PPTA project. The design included approximately 0.75 miles of elevated viaduct from High Street to Interstate 264, a new interchange on I-264 between the Frederick Boulevard and Effingham Street Interchanges, collector distributor roads, and a partial diamond interchange at High Street. Mr. Johnston was responsible for coordinating the project with the Innovative Project Delivery PM during the PPTA initial procurement phase. Tasks included working with Central Office and District staff to help complete the IJR and NEPA phases of the project, and serve as the District's liaison during Independent Review Panel the technical proposal review processes. The total PE, R/W and CN cost for the project is approximately \$250 mil. **Performed with VDOT. (2007 thru 2009)**

**Project: Malbone Wetland Mitigation Design-Build Project, Virginia Beach, VA Project Role: Project Manager**

**Responsibilities:** Mr. Johnston served as the District Project Manager for this 25 acre compensatory wetland mitigation design-build project in the agricultural zone of Virginia Beach. The project provides compensatory wetland mitigation for the impacts associated with the Princess Anne Road and Nimmo Parkway roadway widening projects. Mr. Johnston worked with the Central Office Innovative Project Delivery Division to establish the project for Design-Build delivery and develop the procurement documents. The project was initially developed as a two-phase best value procurement; however it was later modified to a single step low bid procurement. Mr. Johnston managed the project through both the design and construction phases. The project substantial completion (construction completion) was completed in May of 2011, and is now under a 10 year monitoring phase. The design-build contract value was approximately \$1.5 mil. **Performed with VDOT. (2008 thru 2011)**

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Kevin Conner –Construction Manager</b>
b. Project Assignment: <b>Construction Manager</b>
c. Name of Firm with which you are now associated: <b>Orders Construction Company, Inc.</b>
d. Years experience: With this Firm <u>10</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Orders Construction Company, Inc.:</b> <u>Construction Manager (2004-present)</u> : Responsibilities include all phases of on-site construction including engineering, personnel supervision, soil and concrete testing, subcontractor management, materials coordination, job site safety, owner relations, and ensuring compliance with environmental regulations. <b>DLB, Inc.:</b> <u>Construction Superintendent, Party Chief (1993-2004)</u> : Responsibilities as Construction Superintendent included being the direct site manager for production, safety, schedule, and quality; managing material orders and subcontractor work. Responsibilities as Party Chief included overseeing all site layouts and making record drawings of completed work.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Bluefield State College, Bluefield, WV / BS / 1985 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia DEQ (formerly DCR) RLD Certification (Certification 36521) VDOT ESCCC (Certification Number 1559C) Intermediate Work Zone Traffic Control Certification (Certification No.: 041411058) ACI Concrete Certification (Certification ID# 01035442)
g. Document the extent and depth of your experience and qualifications relevant to the Project. <i>a. Note your specific responsibilities and authorities for each project, not those of the firm.</i> <i>b. Note whether experience is with current firm or with other firm.</i> <i>c. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>Project: Route 60 Main Street Bridge Replacement, Clifton Forge, VA Project Role: Construction Manager</b> <b>Responsibilities:</b> This design-build project was to replace the Route 60 bridge in downtown Clifton Forge, VA. This project involved replacing a bridge, which abuts commercial building on both sides, on Route 60 West bound over Smith Creek in downtown Clifton Forge and rebuilding Main Street from Commercial Avenue to Ridgeway Street. The project also involved changing Route 60 Business from a one-way (East bound only) to a two-way road and removing a traffic island that separated Route 60 Business East and Route 60 West (Main Street). Additionally, traffic signals were added at the intersection of Route 60 and Commercial Avenue. Mr. Conner's responsibilities included day-to-day site operations including directing manpower and equipment; managing subcontractors and vendors; resolving on-site disputes; traffic control inspection; E&S inspections; safety; and working daily with QA/QC manager. <b>Performed with Orders Construction Company Inc. (2011 thru 2013)</b>  <b>Project: Marlowe Overpass, Berkeley Co., WV Project Role: Construction Manager</b> <b>Responsibilities:</b> Located in Berkeley County on heavily traveled I-81, this project required widening the interchange overpass and mainline approach roadway from four lanes to six. Two lane traffic was maintained in both directions at all times. An additional complication was that roadway and bridge pavement grade elevations were raised as much as six feet requiring extensive shoring of new embankments for the roadway portion of the work and excavations for the bridge portion. Mr. Conner's responsibilities included day-to-day site operations including supervision of manpower and equipment, up to 40 workers; managing subcontractors and vendors; resolving on-site disputes; installation and monitoring of traffic control, with 55,000 ADT on I-81; monitoring erosion control to protect Chesapeake Bay watershed; monitoring quality control; safety; developing efficient sequence of construction over four phases; and monitoring layout to ensure proper alignment of staged construction. <b>Performed with Orders Construction Company Inc. (2010 - 2012)</b>  <b>Project: I-81 Tabler Station Interchange, Berkeley Co., WV Project Role: Construction Manager</b> <b>Responsibilities:</b> The project consisted of constructing 1.55 miles of new 4-lane highway, with a center turning lane,

along new and existing alignment. Relocation of utilities, demolition of structures, and new drainage was required to complete the roadway. A 2-lane overpass bridge crossing I-81 was dismantled and replaced with a new 4-lane bridge in phased construction. An on grade railroad crossing was constructed across the Winchester and Western Railroad. During construction of the overpass across I-81 numerous night time lane closures in heavy traffic were required. Mr. Conner's responsibilities included day-to-day site operations including directing manpower and equipment; managing subcontractors and vendors; resolving on-site disputes; monitoring traffic, erosion, and quality control; safety; coordination of night closures for steel erection and bridge demolition over I-81; coordination of construction of highway/rail crossing with the Winchester and Western Railroad; and coordination of utility relocations. **Performed with Orders Construction Company Inc. (2009 thru 2011)**

**Project: US 220 Bypass at Rocky Mount, Franklin County, VA Project Role: Construction Manager**

**Responsibilities:** This \$4 million project includes an overpass and new approaches at Route 220 (S. Main Street) over Pigg River Bridge in phased construction. Other work includes excavation, road widening, and demolition of the existing concrete arch structure. Mr. Conner's responsibilities included day-to-day site operations including directing manpower and equipment; managing subcontractors and vendors; resolving on-site disputes; monitoring traffic control, erosion control, and quality control; safety; administration of on-the-job training program; preparation of shield, demolition, and steel erection plans for work over railroad; and coordination of work with railroad traffic.

**Performed with Orders Construction Company Inc. (2012 thru Current)**

**Project: I-81 over Maury River, Rockbridge County, VA Project Role: Construction Manager**

**Responsibilities:** This \$19 million project included demolition and replacement of two existing bridges, approximately 300,000 m<sup>3</sup> of excavation, and maintenance of traffic on I-81, including the installation of a traffic management system. Mr. Conner was responsible for day-to-day site operations, including scheduling men and equipment; overseeing quality control testing; conducting bridge layout; and conducting on-site quality control testing. **Performed with Orders Construction Company Inc. (2004- 2006)**

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

**Assignment:** I-64 over Maury River Bridge Rehabilitation

**Role:** Construction Manager

**Duration:** Orders anticipates promoting the Assistant Construction Manager on this project to fill Kevin Conner's role in Spring 2015

APPENDIX D  
WORK HISTORY FORM  
ATTACHMENT 3.4.1 (A) - LEAD CONTRACTOR  
ATTACHMENT 3.4.1 (B) - LEAD DESIGNER

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Relocated WV 9</b>  Location: <b>Berkeley/Jefferson County, WV</b>	Name: <b>West Virginia Department of Transportation</b>	Name of Client./ Owner: <b>West Virginia Department of Transportation</b> Phone: <b>304-289-3521</b> Project Manager: <b>Gary Long</b> Phone: <b>304-289-2251</b> Email: <a href="mailto:Gary.S.Long@wv.gov">Gary.S.Long@wv.gov</a>	<b>08/2010</b>	<b>08/2010</b>	<b>\$50,097</b>	<b>\$51,786</b>	<b>\$51,786</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Orders served as contractor for this \$50 million project, which involved the replacement and realignment of WV Route 9 between Martinsburg and Charles Town, WV. This 4.6-mile segment of new 4-lane highway, through an environmentally sensitive area, consisted of 1,900,000 cubic yards of excavation, roadway drainage features, nine bridge structures, utility relocations (water and sanitary sewer), 149,000 square yards of concrete paving, 40,000 square feet of MSE wall, 4.5 miles of shared use path, 30,000 linear feet of pipe, 28,000 linear feet of silt fence, asphalt paving, signing, and guardrail.

Evidence of good performance: Orders finished this project ahead of schedule and under budget.

Lessons learned: Orders gained valuable experience which will apply to the Odd Fellows Road project. Excavation and grading presented unique challenges due to the hard limestone and soft soils in the greater Shenandoah River Valley. Orders gained additional experience building a shared use path, as well as multiple, large MSE walls. Phased traffic control was used to open the north half of the roadway to traffic while construction continued on the southern end. Foundations were constructed (deep and spread types) in karst terrain.



\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Route 11 Bridge over Norfolk Southern Railroad</b>  Location: <b>Smyth County, VA</b>	Name: <b>Virginia Department of Transportation</b>	Name of Client./ Owner: <b>Virginia Department of Transportation</b> Phone: <b>276-669-6151</b> Project Manager: <b>Craig Jones, ACE, PE</b> Phone: <b>276-228-2154</b> Email: <a href="mailto:CT.Jones@VDOT.Virginia.gov">CT.Jones@VDOT.Virginia.gov</a>	<b>05/2012</b>	<b>02/2012</b>	<b>\$2.646</b>	<b>\$2,956</b>	<b>\$2,956</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Orders teamed with W&L on this high profile time sensitive project. The raising of the bridge-roadway was critical to Norfolk Southern's new double stack freight line and the lengthening of the bridge allowed NS to add a main line track. Orders demolished the existing bridge one half at a time, controlling Route 11 traffic with a temporary signal and working near and over the tracks with RR flagmen and outages. The bridge was raised 5 feet vertically and lengthened about 45 feet to allow the grading for a new track through the project by W&L. W&L also widened and raised approximately 4300 lf of Route 11 to meet the new bridge, half at a time and switched traffic with the bridge sequence, relocated the Route 11--Route 683 intersection to reposition it away from the lengthened bridge and installed new utility trunk and service lines to the area. On time completion for the RR use was a must and the Orders-W&L team met the challenge.

Evidence of good performance: Orders completed this project ahead of schedule, ended with a 96.8 CPE rating out of 100 possible and due to good relationships with NS railroad was asked to do similar type work on their fast track double stack rail line improvements.

Lessons learned: Working in conjunction with NS's needs and using what was sometimes daily correspondence with their consultant, raising the clearance and installing temporary rail crossings in lieu of outages of traffic was more obtainable in a timely fashion than was previously anticipated or achieved.



\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Route 60 Main Street Bridge Replacement</b>  Location: <b>Town of Clifton Forge Alleghany County, VA</b>	Name: <b>Clark Nexsen, Inc.</b>	Name of Client./ Owner: <b>Virginia Department of Transportation</b> Phone: <b>800-367-7623</b> Project Manager: <b>George Bezold</b> Phone: <b>540-462-6990</b> Email: <a href="mailto:George.Bezold@VDOT.Virginia.gov">George.Bezold@VDOT.Virginia.gov</a>	<b>12/2012</b>	<b>10/2012</b>	<b>\$3,488</b>	<b>\$3,488</b>	<b>\$3,488</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Orders was general contractor on this design-build project to replace the Main Street Bridge in downtown Clifton Forge. The greatest challenge was to build the bridge which directly abuts old historical and commercial buildings on both sides and also provide public access to these buildings throughout construction. The contract also included the reconstruction of Main Street, reconfiguration of two-way traffic flow on Ridgeway Street, and the addition of traffic signals at the intersection of Route 60 and Commercial Avenue. Orders worked closely with the entire design-build team, the Town of Clifton Forge, and VDOT and resolved several unforeseen issues during construction without a single change order to the project and still completed the project two months ahead of schedule.

Evidence of good performance: The project was ahead of schedule; quality was in the forefront; and there were no deficiencies. Through careful management of public relations with affected businesses and city officials, all stakeholders remain supportive of the project, in spite of its effect on the downtown area.

Lessons learned: Truck traffic was one of the big concerns at Clifton Forge, and the project had tight constraints on the Route 60 detour. The computer program Auto Turn was used to ensure that large trucks could navigate the roadway. While the westbound Route 60 bridge was being replaced, Clark Nexsen designed and Orders constructed a 2 way traffic system on Clifton Forge's Ridgeway Street by widening turns and reconfiguring parking arrangements to allow truck and bus traffic to navigate the town. Elevated temporary walkways were also designed and implemented to allow pedestrian traffic to access local businesses on Main Street while the bridge structure was being replaced. Also, well-planned signage and pavement markings prevented traffic accidents on the detour. This experience will apply at the Odd Fellows Road project as MOT is handled. The Clifton Forge project required maintenance of access to the commercial areas, as will be necessary at the Odd Fellows Road project. This project was also constrained by limited right-of-way needed to accomplish widening. Additionally, relocating and finding the location of existing utilities in old town sections of the municipality required a significant amount of test pit excavation and working with the town public works department. Many of the buried lines had not been mapped or documented and coordination and field investigation were a must. This utility experience will carry over to the Odd Fellows Road project. At Clifton Forge there were also unique requirements of working in a historic district. Downtown Clifton Forge is on the National Register of History Places, and the history Masonic Theater was one of the structures touching the bridge to be replaced. The theater merited special consideration in Orders' demolition and erection plans, and construction impacts were tracked through the installation of vibration monitors on the structure. The construction phase of this project was much more streamlined and coherent than traditional design-bid-build.



\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 210 Bridge over Route 29</b>  Location: <b>Amherst County, Virginia</b>	Name: <b>W. C. English, Inc.</b>	Name of Client.: <b>Virginia Department of Transportation</b> Project Manager: <b>Milton Pritchett (Retired)</b> Contact: <b>David D. Nuckols, P.E.</b> Phone: <b>804.786.4643</b> Email: <a href="mailto:David.Nuckols@VDOT.Virginia.gov">David.Nuckols@VDOT.Virginia.gov</a>	<b>2003</b>	<b>2003</b>	<b>\$11,000</b>	<b>\$11,000</b>	<b>\$89 (Bridge Only)</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

This bridge is a part of the overall Route 210 / 29 Interchange (partial diamond / cloverleaf interchange) that provides access from Route 29, through the Old Town Connector, into Madison Heights. At the bridge crossing, Route 29 is a four-lane divided highway with wide grassy median. As a subconsultant to Site-Blauvelt under a Statewide Contract for New Bridge Design, Clark Nexsen was selected to provide all engineering services for this grade separation structure. Services included coordination with roadway design, preliminary and final bridge design, and shop drawing review. Clark Nexsen completed all of these services from our Norfolk, Virginia office.

The bridge design efforts included the complete design of 47' wide, 247' long, 2-span continuous (115'-128') steel plate girder superstructure supported on concrete abutments and a concrete multi-column frame bent pier. The west abutment is a shelf abutment supported by spread footing founded on rock; the pier columns are supported by spread footings founded on rock; the east abutment is a semi-tall abutment supported by steel piles driven into rock. To reduce overall maintenance costs and increase service life, the design provided a jointless structure utilizing integral backwall abutments and weathering steel girders. This structure was designed for Seismic Category B.



\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Volvo Parkway / Independence Parkway Roundabout Design</b>  Location: <b>Chesapeake, Virginia</b>	Name: <b>Higgerson-Buchanan</b>	Name of Client.: <b>City of Chesapeake</b> Phone: <b>757.382.6101</b> Project Manager: <b>Mr. Scott Frechem</b> Phone: <b>757.382.6319</b> Email: <b>sfrechem@cityofchesapeake.net</b>	<b>05/2013</b>	<b>07/2013</b>	<b>\$1,073</b>	<b>\$915</b>	<b>\$167</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

**Prime Design Firm: Clark Nexsen Office Location: Norfolk, VA**

**Description:** In an effort to improve safety, Clark Nexsen (Norfolk, VA Office) was the prime designer for the City of Chesapeake's first roundabout and median improvements at intersections along Volvo Parkway in the City of Chesapeake, Virginia. Volvo Parkway is a four-lane divided roadway and had an existing signalized intersection at the intersection with Independence Parkway (also four-lane divided). Volvo Parkway, along with Independence Parkway and Tintern Street provide access to Commercial properties including a Lowe's and Home Depot as well as a large office park, residential neighborhoods, and light industrial including trucking centers and repair shops. With this large number of trucks utilizing this intersection, Sidra analysis was used to verify that a roundabout would work effectively at this intersection. Based on the analysis, it was recommended that the existing signalized intersection of Volvo Parkway and Independence Parkway be replaced with a "Turbo" roundabout designed to accommodate a high percentage of WB-67 trucks. A "Turbo" roundabout has a combination of single and dual-lane approaches and circulating lanes which spiral outwards. This spiral design eliminates the weaving maneuvers within the roundabout, increasing safety. Another benefit to a turbo roundabout design is that the roundabout can be converted to a full two lane roundabout with modifications to pavement markings rather than costly changes to the roundabouts infrastructure. In addition to the roundabout, a high crash intersection was located just east of the intersection with Independence Parkway at the existing intersection of Volvo Parkway at Tintern Street. This intersection was unsignalized with stop control on the minor streets and allowed full turning movements. To address the existing crash patterns, median modifications were designed to restrict left-turn movements from the minor approaches and thus, pushed more traffic, including large trucks, into the roundabout for improved and safer mobility.

**Design challenges** with this project included accommodating a large volume of pedestrian traffic as well as truck traffic within the roundabout and improving the existing drainage system. The entrance radii of the roundabout and the design of the splitter islands were closely examined with relation to the pedestrian crossings.

**Maintenance of traffic** was also a challenge given the large amount of diverse users and vehicles that use this intersection. A detailed MOT/ SOC plan was developed to keep all four lanes of traffic open during construction to accommodate the adjacent commercial, residential, and business users. The MOT plan was developed with key stakeholder input to ensure that all movements were being accommodated as well as access to the adjacent properties.

**Public Involvement** – since this project was the first roundabout constructed in the City of Chesapeake, an extensive public involvement campaign was conducted to not only make sure the users and property owners were aware of the proposed construction, but also to provide educational information on how to use roundabouts.

**Public and Franchise Utility Coordination and Relocation:** close coordination was required with the franchise utility companies including Verizon, Cox, Virginia Natural Gas, and Dominion Virginia Power to first determine prior rights and then to relocate their facilities to accommodate the roundabout design. Easements were obtained for the utilities that were in conflict and moved to outside of the proposed right-of-way. The project also included relocation of city water and sewer facilities including main lines and service connections..



\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Wesleyan Drive Improvements (U000-134-159)</b>  Location: <b>Virginia Beach, Virginia</b>	Name: <b>E.V. Williams, Inc.</b>	Name of Client.: <b>City Of Virginia Beach</b> Phone: <b>757.385.4131</b> Project Manager: <b>Annette Hare</b> Phone: <b>757.385.4836</b> Email: <b>AHare@vb.gov.com</b>	<b>07/2014</b>	<b>07/2014</b>	<b>\$7,073</b>	<b>\$8,117</b>	<b>\$1,269</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

**Prime Design Firm: Clark Nexsen Office Location: Norfolk, VA**

**Description:** This project was a VDOT Funded (RSTP) Project located in both the City of Norfolk and the City of Virginia Beach adjacent to Interstate 64. Because the project spanned two municipalities, this project required extensive coordination between the two Cities. The existing road was an urban minor arterial, undivided, with two 12-ft lanes, curb and gutter, sidewalk on one side and no bicycle accommodations. The 2013 average daily traffic (ADT) volume along the project corridor (0.85 miles) extending from Northampton Boulevard to Baker Road was approximately 17,000 vehicles per day. The project included widening the road from two lanes to four lanes, adding a landscaped median, on-street bike accommodations, pedestrian walkways, a detailed transportation management plan, signalized intersections, street lighting, a new regional type storm water management facility, and extensive public and franchise utility relocations. Traffic engineering elements of this project included turning movement counts, signal warrant analyses and signal design to both City of Norfolk and City of Virginia Beach standards which differed greatly.

**Schedule Challenge:** Prior to the 60% design stage it was determined that based on the funding source (RSTP) that the both the Design and the Public Hearing processes had to be completed within a one year time frame so the funds could be encumbered to advertise for construction. This required an acceleration of the planned design efforts during the middle of the project. Clark Nexsen completed the remaining tasks including the design public hearing, field inspection plan submittal, right-of-way plan submittal, NEPA document, and final construction plans within an 8-month period, well within the one year requirement.

**Maintenance of traffic:** a detailed MOT/SOC plan and TMP were developed for this project. The plan provided for construction of the new lanes while keeping all lanes of traffic open, temporary signalization, continuous access to the schools, residents, and churches, and continuous pedestrian access along the corridor.

**Public Involvement** A key goal of this project was the engagement of stakeholders along the corridor early in the project development including Virginia Wesleyan College, Norfolk Academy (a private K-12 school), a large neighboring Civic League (L&J Gardens), and a Church. Over twenty (20) individual stakeholder meetings were held during the design process as well as a Citizens Information Meeting and a Design Public Hearing.

**Public and Franchise Utility Coordination and Relocation** close coordination was required with the franchise utility companies including Verizon, Cox, Charter, Virginia Natural Gas, and Dominion Virginia Power to first determine prior rights and then to relocate their facilities to accommodate the pavement widening. Easements were obtained for the utilities that were in conflict and moved to outside of the proposed right-of-way. The project also included relocation of city water and sewer facilities including main lines and service connections.



\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.



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