



ELECTRONIC COPY

STATEMENT OF QUALIFICATIONS

# REPLACEMENT OF I-81 STRUCTURES 18942 & 18944 OVER ROUTE 808 HALLS BOTTOM ROAD AND SINKING CREEK

*State Project No.: 0081-095-038, Contract ID Number: C00107116DB85*

November 9, 2015



# SECTION 3.2

## Letter of Submittal





P.O. Box 1239 Hillsville, VA 24343  
276-728-2137 (P) | 276-728-2069 (F)

November 9, 2015

Suril R. Shah  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

RE: **LETTER OF SUBMITTAL FOR STATEMENT OF QUALIFICATIONS**  
**Replacement of I-81 Structures 18942 & 18944 over Rte. 808 Halls Bottom Rd and Sinking Creek**  
Washington County, Virginia  
State Project No.: 0081-095-038  
Contract ID Number: C00107116DB85

DLB, Inc. is pleased to submit our qualifications for the subject project. Enclosed, please find our proposal specifically aligned with VDOT’s goals for the successful completion of this project. As requested by the Department’s RFQ, our submission includes:

- One (1) original paper version of the Statements of Qualifications, with full supporting documentation, which bear original signatures,
- One (1) CD-ROM containing the entire Statement of Qualifications in a single cohesive Adobe PDF file, and
- Seven (7) abbreviated paper copies of the original Statements of Qualifications.

DLB has thoroughly reviewed the Department’s RFQ and RFQ Q&A (10/16/15). The following are responses to information and/or attachments requested in RFQ section 3.2.

**3.2.2 OFFEROR’S POINT OF CONTACT INFORMATION** | Our team has designated an official point of contact relative to this project; his information is as follows:

NAME & TITLE	ADDRESS	PHONE NUMBER	FAX NUMBER	EMAIL ADDRESS
J.W. “Dicky” Morgan Vice President	P.O. Box 1239 Hillsville, VA 24343	276-728-2137	276-728-2069	dicky@dlbincva.com

**3.2.3 PRINCIPAL OFFICER INFORMATION** | Serving as the Prime Contractor for this project, DLB’s principal officer’s information is as follows:

NAME & TITLE	ADDRESS	PHONE NUMBER	FAX NUMBER	EMAIL ADDRESS
Donald L. Branscome President	P.O. Box 1239 Hillsville, VA 24343	276-728-2137	276-728-2069	dlbinc@dlbincva.com

**3.2.4 OFFEROR’S CORPORATE STRUCTURE** | DLB is an active, registered corporation titled in the Commonwealth of Virginia and will be the sole major participant firm. DLB will hold all financial responsibility for the contract. A single 100% performance bond and a single 100% payment bond will be provided for the total contract value and time period.

**3.2.5 IDENTITY OF LEAD CONTRACTOR AND LEAD DESIGNER** | DLB, Inc. will serve as the prime/general contractor responsible for overall construction of the project and will be the sole legal entity who will execute the Contract with VDOT. KCI Technologies, Inc. (KCI) will serve as the prime design consulting firm

responsible for the overall design of this project. They will provide design project management, bridge design, utility coordination, surveying, and quality control inspection services.

**3.2.6 AFFILIATED/SUBSIDIARY COMPANIES** | DLB does not have any affiliated and/or subsidiary companies to report, as indicated on Attachment 3.2.6, provided in the Appendix.

**3.2.7 DEBARMENT** | Each of our team members certify that neither their firm nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency. Certification Regarding Debarment Forms for both Primary Covered Transactions on Attachment 3.2.7(a) and Lower Tier Covered Transactions on Attachment 3.2.7(b) have been signed and are included in the Appendix.

**3.2.8 VDOT PREQUALIFICATION** | DLB is active, in good standing, and prequalified to bid on this project as outlined in VDOT's Rules Governing Prequalification Privileges. DLB is prequalified with VDOT (Vendor Number D172) to provide grading, underground utilities, major structures, and demolition of structures. A copy of DLB's VDOT prequalification certificate is included in the Appendix.

**3.2.9 BONDING CAPACITY** | DLB is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in RFQ Section 2.1, which bonds will cover the project and any warranty periods as detailed in the attached Letter of Surety, found in the Appendix.

**3.2.10 SCC AND DPOR REGISTRATION** | All firms on our team comply with the law with regard to their respective organizational structure, any required registration with governmental agencies and/or entities, and any required governmental licensure, whether business, commercial, individual, or professional in nature. All team members are eligible at the time of this SOQ submittal, under the law and relevant regulations, to offer and to provide any services proposed or related to the project. All firms satisfy all commercial and professional registration requirements, including those requirements of the Virginia State Corporation Commission (SCC) and the Virginia Department of Professional and Occupational Regulations (DPOR). Full size copies of all SCC registrations and DPOR licenses, or evidence indicating the same, are included in the Appendix. Additionally, a table of this information is provided on Attachment 3.2.10 in the Appendix.

**3.2.11 DBE STATEMENT** | DLB fully supports VDOT's Disadvantaged Business Enterprise program and is committed to achieving or exceeding the two percent (2%) DBE goal for the entire value of the contract with the inclusion of DBE firms, including Accompong Engineering Group, LLC and construction subcontractors.

This SOQ is signed in ink by an authorized representative of DLB, Inc.

The DLB team is looking forward to working with and serving VDOT and the various project stakeholders on this project. We present to you a design-build team equipped with the experience, knowledge, and resources to successfully deliver the Replacement of I-81 Structures 18942 & 18944 over Rte. 808 Halls Bottom Rd and Sinking Creek, in partnership with VDOT and with comprehensive care for the impacts of the work.

We look forward to your favorable consideration of our qualifications.

Sincerely,

**DLB, Inc.**



J.W. "Dicky" Morgan

Vice President

## SECTION 3.3

### Offeror's Team Structure



### 3.3 OFFEROR'S TEAM STRUCTURE

**DLB:** DLB was started in 1978 by Mr. Donald Branscome and in 1985 DLB became pre-qualified with VDOT as a General Contractor. DLB operates from the main office in Hillsville, Virginia and has 105 employees working on projects in Central and Southwest Virginia and Northwestern North Carolina. DLB is a general contractor with diverse and extensive experience in road, bridge, and utility construction. DLB has crews with specializations ranging from complex utility projects to directional boring operations as well as large scale road and bridge construction. This broad diversity in crew specialization affords DLB the unique ability to call upon 'in house' personnel for many of the highly unique challenges encountered on complex urban projects. This alone separates DLB from the vast majority of large scale road contractors, who instead act as little more than contract administrators and depend heavily upon subcontractors for all aspects of construction. By self performing more work, a seamless, efficient, and high quality project can be provided in a way that affords confidence and security to any owner. DLB's personnel represent a well balanced cross section of the industry, including seasoned professionals with years of experience to draw upon and young innovators providing fresh views for new challenges. This balance of purpose has been demonstrated through a continuing reputation for old style quality in construction and rapid adoption of new standards for project delivery, such as design-build as well as cutting edge construction practices. DLB functions as a large construction family with members who excel in diverse areas of construction, both in the field and in the office, thus maximizing efficiency and ensuring success of the whole. On a project such as this, DLB stands out in an ability to perform under the design-build delivery method. The size, scope, and geographic location of this project make it not only one that DLB can successfully complete, but one that comprises DLB's core business, which affords the owner added assurance of quality throughout delivery.

**KCI:** KCI is an employee-owned, full service engineering firm employing 1,000 people operating in 32 offices including Richmond, VA. KCI was established in 1955 and has consistently been placed among ENR's top 100 engineering firms in the country. KCI has excelled in providing management and design services for fast track, design-build projects. This experience includes 35 major transportation design-build projects, either completed or currently under construction for VDOT, NCDOT, SCDOT, MoDOT, MDOT and ODOT. KCI's value engineering and innovative designs have saved our DOT clients \$18 million in the last 16 years. KCI also specializes in construction engineering and has a client list of over 50 highway/heavy contractors throughout the Southeast, which provides KCI's staff a competitive edge for constructability and efficient designs.

**Accompong Engineering Group, LLC (AEG):** AEG is a Virginia based DBE/MBE that provides professional services in transportation engineering and planning, civil engineering, environmental engineering and program/project management. The company was founded in 2009 by Conrad Scott, a former VDOT Roadway Design Section Manager with approximately 20 years of engineering experience. The firm is staffed with former DOT and municipal engineers that provide value added services and enhances Virginia communities by providing Multi-Modal and Context Sensitive Design Solutions. AEG staff understands VDOT delivery tools, as well as VDOT's policies and standards. AEG has a tremendous track record serving clients on projects throughout the Commonwealth of Virginia. Through successful project completion as well as ongoing involvement in roadway and traffic engineering assignments, our staff is continually involved in transportation engineering activities as



**DLB, Inc.**  
Project Management, Construction

**KCI Technologies, Inc.**  
Lead Designer, Bridge Design, Utility Coordination, Surveying, QC Inspection

**Accompong Engineering Group, LLC**  
Roadway Design, Traffic Engineering, Transportation Management Plan

**Rinker Design Associates, P.C.**  
Environmental Engineering, Hydraulics, Public Involvement/Relations

**Froehling & Robertson, Inc.**  
Geotechnical Design, Construction QC Testing

**Summit Design and Engineering Services, PLLC**  
Quality Assurance

**S&ME, Inc.**  
Quality Assurance Testing Lab

well as industry regulations and requirements.

**Rinker Design Associates, P.C. (RDA):** RDA is a Virginia-based firm with over 100 employees on staff, and locations in Manassas (main office), Fredericksburg, and Richmond, Virginia. RDA has been providing professional services throughout the Northern and Central Virginia area for over 33 years. RDA is a Virginia-Certified Small Business, and a leading provider of professional civil engineering, transportation engineering, traffic engineering, environmental, surveying, land planning, litigation support, and permitting services to both the public and private sector. As stewards of the land, the professionals at RDA have a mission to ensure that their clients' ideas, concepts and plans can be realized in harmony with federal, state and local regulations, while meeting the long-range planning and environmental goals of the communities in which they work.

**Froehling & Robertson, Inc. (F&R):** Established in 1881, F&R is the oldest independent consulting engineering/testing firm in the U.S. F&R maintains a fleet of drilling equipment, as well as accredited geotechnical and construction material testing laboratories that are utilized by each of their 12 offices throughout the Mid-Atlantic region. Since the 1950s, they have provided clients in the transportation sector with the full range of engineering services, including their core competencies of geotechnical engineering, construction materials testing, and environmental services. F&R offers a comprehensive scope of geotechnical engineering exploration and design services to assist in the design and construction of foundations, roadways and earth structures for all types of transportation projects. Their materials testing field and laboratory professionals are DOT certified throughout the Mid-Atlantic to provide the most thorough inspections and accurate reporting available in the industry.

**Summit Design and Engineering Services, PLLC (Summit):** Summit is a full-service transportation engineering firm with departments specializing in roadway design, construction materials testing, hydrologic/hydraulic design, geotechnical engineering, surveying and CEI/construction management. Since 1997, Summit has grown its core services and developed related disciplines to provide a full range of consulting engineering services to both public and private sector clients. Today, Summit employs over 160 professionals and technicians across various disciplines. Nearly one out of every three employees has a professional registration (PE, PG, PLS, AIA). Summit employs the most qualified professionals, ensuring maximum quality for every project. With offices in Hillsborough (corporate), Raleigh, Durham, Indian Trail, Fayetteville and South Boston, VA, Summit continues to expand its availability and resources.

**S&ME, Inc. (S&ME):** Founded in 1973, S&ME has grown to an 1100-person corporation operating from 36 offices across the US. We anticipate their Kingsport, TN laboratory will service this project. Their materials testing laboratories are equipped to perform a wide variety of soil, aggregate, and concrete testing. S&ME laboratories participate in the AASHTO Accreditation Program (AAP) which requires bi-annual inspections by the AASHTO Material Reference Laboratory (AMRL), and the Cement and Concrete Reference Laboratory (CCRL).

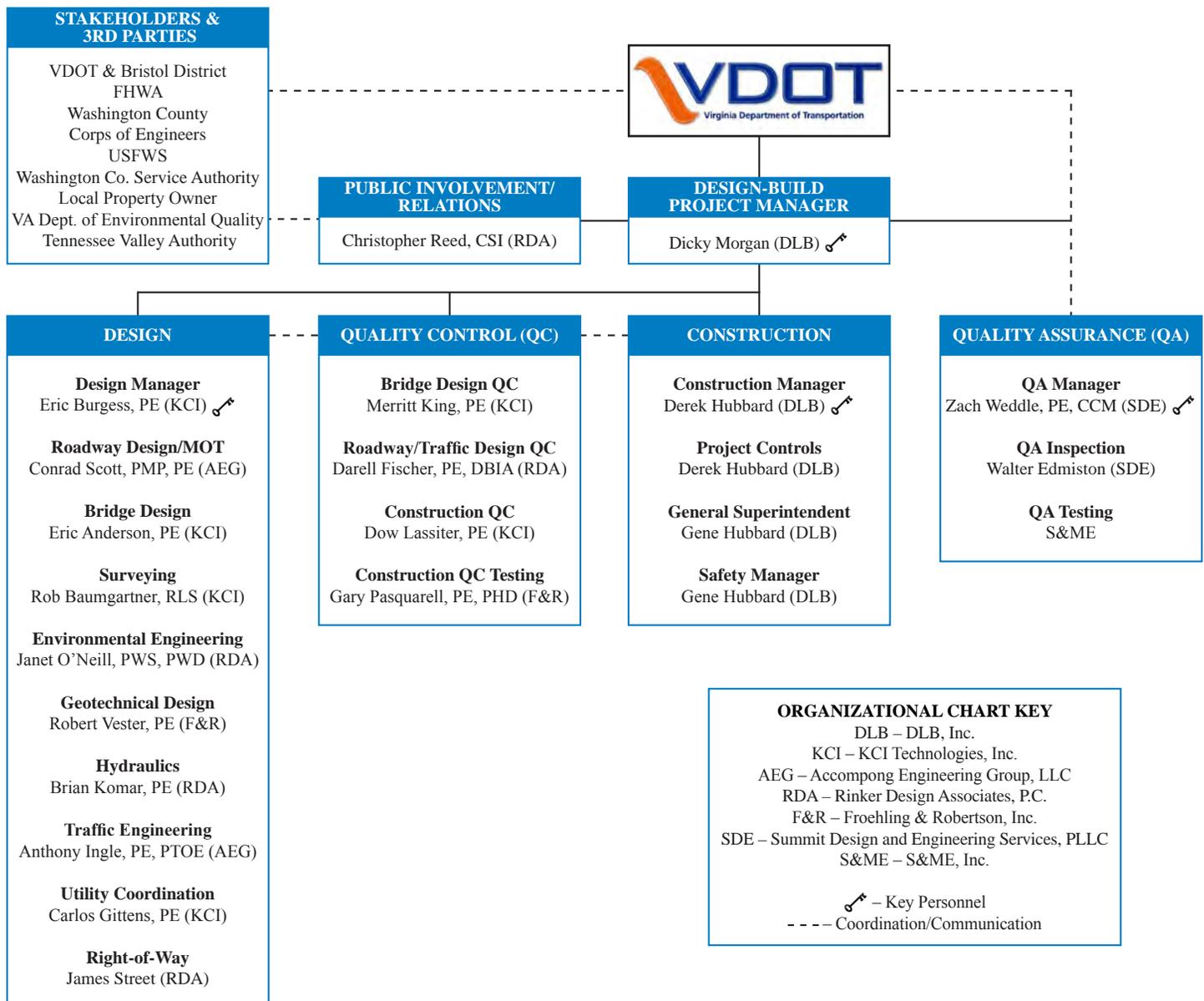
### 3.3.1 IDENTITY AND QUALIFICATIONS OF KEY PERSONNEL

Our management team includes four Key Personnel positions; each of these individuals have been selected due to their extensive experience and expertise in each of their respective areas of design, construction and administration of similar projects. No job duties or responsibilities of Key Personnel will be delegated to others for the duration of this contract. The chart below introduces our Key Personnel; resumes with qualifications are included in Appendix 3.3.1. More information on their roles and responsibilities can be found in section 3.3.2.

KEY PERSONNEL				
TITLE	NAME	FIRM	Years Exp.	DB Exp.
Design-Build Project Manager (DBPM)	Dicky Morgan	DLB	40	✓
Quality Assurance Manager (QAM)	Zach Weddle, PE, CCM	Summit	30	✓
Design Manager (DM)	Eric Burgess, PE	KCI	16	✓
Construction Manager (CM)	Derek Hubbard	DLB	17	✓

### 3.3.2 ORGANIZATIONAL CHART/NARRATIVE

Our team is illustrated on the organization chart below. We have established specific responsibilities for each key staff member of our organizational structure to ensure effective project management. The personnel presented are committed to the successful delivery of this project. Our team understands that no primary team member, including subcontractors and subconsultants, will be changed without VDOT approval. Our organizational chart shows the “chain of command” and reporting relationships of all team members. The solid lines represent reporting relationships in managing, designing, and constructing the project. The dashed lines represent the coordination and communication that will take place between the disciplines. Also shown below is the separation between QA and QC inspection and field/laboratory testing in accordance with the *Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012*. Paragraphs describing the functional roles of Key Personnel appear after the organizational chart.



**Design-Build Project Manager (DBPM):** Mr. Morgan will be the primary point of contact for this project. He has full authority of all aspects of our team's responsibilities. The Design Manager (DM), Construction Manager (CM), and Quality Assurance Manager (QAM) will all report directly to Mr. Morgan. He will be responsible for the overall project design and construction and has the necessary expertise and experience required to supervise and exercise a degree of control of the design, construction, quality management, contract administration, and other services required by the Contract Documents, including procuring and furnishing all materials, equipment, services and labor in a timely manner. He will be responsible for meeting our team's obligations under the Contract and avoiding and resolving disputes under Section 10.2.2 of RFP Part 4 - General Conditions of Contract. Mr. Morgan will also coordinate any required public outreach and public meetings. He will also proactively identify and mitigate project risks and will maintain the project schedule to ensure timely completion of design and construction.

**Quality Assurance Manager (QAM):** Mr. Weddle will report to our DBPM, with independent oversight by VDOT. He will remain independent from the construction QC team and will have no involvement in the construction operations. He will be responsible for the QA inspection and testing of all materials used and work performed on the project, to include monitoring of DLB's QC program. He will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements, and the "approved for construction" plans and specifications. He will have full authority to suspend work if conditions warrant. Mr. Weddle is a registered, licensed, Professional Engineer in the Commonwealth of Virginia.

**Design Manager (DM):** Mr. Burgess will report to the DBPM and coordinate with both the DBPM and CM to develop a cost effective, efficient, and constructible design. He will manage the design team and will be responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the Contract Documents. He will coordinate with the CM during construction to confirm field conditions meet design assumptions and reevaluate these assumptions if necessary. He will also be responsible for establishing and overseeing a design QC program for all pertinent disciplines involved in the design of the project, including review of design, working plans, shop drawings, specifications, and constructability for the project. Mr. Burgess is a registered, licensed, Professional Engineer in the Commonwealth of Virginia.

**Construction Manager (CM):** Mr. Hubbard reports directly to the DBPM and will communicate with the DM during both design and construction phases to ensure construction is consistent with the project design. He will oversee the entire construction team, including the General Superintendent, who will oversee construction crews in the field. He will also manage all construction QC activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. Mr. Hubbard will be located on the project site for the duration of construction operations. He currently holds a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC). Mr. Hubbard is currently assigned to the Route 779 project in Botetourt County, VA until May 2016. He serves as Superintendent, where he is overseeing bridge deck pours at various locations.

## SECTION 3.4

### Experience of Offeror's Team



### 3.4 EXPERIENCE OF OFFEROR'S TEAM

Our team has been involved in numerous VDOT, PPTA, and design-build projects and has a proven track record of providing successful projects completed on aggressive schedules and within budget.

**DLB** has completed numerous projects under challenging physical and traffic conditions. DLB performs construction of grading, storm sewer, sanitary sewer, water lines, reconditioning of existing storm sewer, and bridges. DLB has hands-on experience with relevant projects, effectively executing design and construction, as well as managing risk. DLB's experience on projects such as Route 58 Widening in Washington County, Route 114 Widening and Pedestrian Bridge in Montgomery County, Widening of US Route 460 in Salem, Route 11 Widening and Reconstruction in Salem and the Region 2, Project 2 Multiple Culvert Rehabilitation Design-Build project for 31 sites gives DLB the necessary experience for this project.

**KCI** is a leader in design-build and has provided design services on more than 35 design-build contracts across the United States, including the VDOT Route 288/I-64 Interchange PPTA in Richmond, VA and the recent VDOT Region 2 Multiple Bridge Rehabilitation Project in the Salem and Lynchburg Districts. Other design-build and similar experience includes the I-95 Access Improvements in Stafford County, VA; Intercounty Connector Design-Build in Montgomery County, MD; I-95/I-495/MD 210 Interchange Reconstruction in Prince George's County, MD; US 50 HOV from East of US 301 to West of MD 410 Design-Build in Prince George's County, MD; I-195 Interstate Access Road to BWI from I-95 to BWI Airport in Linthicum Heights, MD; SCDOT Statewide Bridge Replacement Program; SCDOT District 4 Bridge Replacements; and NCDOT Express Design-Build Bridge Replacements in Divisions 13 and 1. KCI's projects have been recognized with awards from ACEC, ASCE, MDOT, and several regional professional organizations.

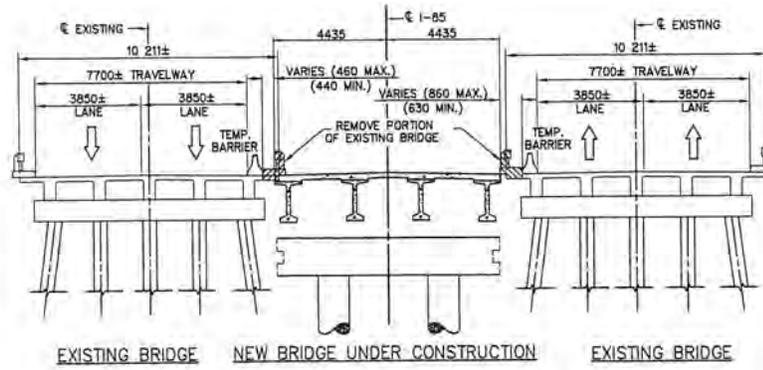
**AEG** has served on various complex urban and interstate projects and has successfully supported the delivery of several important VDOT design-build projects. These projects include I-395 HOV Ramp to Seminary Road and I-395 auxiliary lane widening in Alexandria, I-581 @ Valley View Interchange in Roanoke, Route 36 widening design-build at Fort Lee's entrance and the City of Hopewell, MWA Dulles Metro-Rail Extension Phase 2 in northern Virginia, as well as the expedited schedule I-264 Rehabilitation design-build project in Virginia Beach which carries approximately 186,000 vehicles per day. AEG recently completed traffic engineering and MOT/TMP designs for I-95 bridges replacement over the Meherrin River in Emporia which is very similar to this I-81 bridge replacement project.

**RDA**'s extensive design-build experience includes providing services on 18 projects within the last 10 years. They also consistently receive "Exceeds Expectations" ratings on their consultant performance reports from VDOT, including scores ranging from 3.76 to 4.0 on their Stringfellow Road project (design-bid-build). Some of RDA's design-build projects include Route 36 Improvements, Middle Ground Boulevard Extension, I-581/Elm Avenue Interchange Improvements, I-66/Route 15 Interchange Reconstruction, Seminary Road (Mark Center)/I-395 HOV Ramp, Sudley Manor Drive/Linton Hall Road PPTA, Route 29 Solutions, I-95 at Temple Avenue Interchange Improvements, 95 Express Lanes, Route 7 over Dulles Toll Road and Airport Access Highway Improvements, and I-495 HOT Lanes.

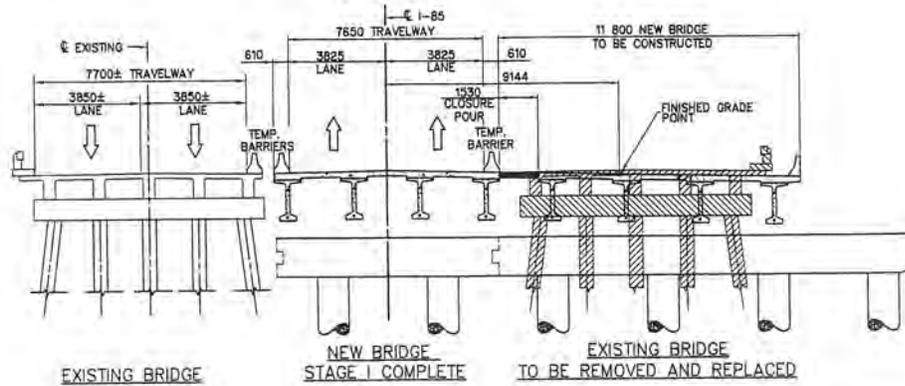
**F&R** has provided geotechnical engineering and QA/QC testing on more than 100 roadway projects across the Mid-Atlantic, including the VDOT Route 288/I-64 Interchange PPTA in Richmond, VA and the I-81 Corridor, Safety and Operational Improvements in Christiansburg, VA, and also the Quality Assurance Testing on the Downtown Tunnel/Midtown Tunnel/MLK Expressway Extension Project in Norfolk, VA.

For additional information on our team's experience, Work History Forms for both DLB and KCI have been provided in the Appendix on Attachment 3.4.1. These projects demonstrate our team's relevant experience on projects with similar scope and complexity.

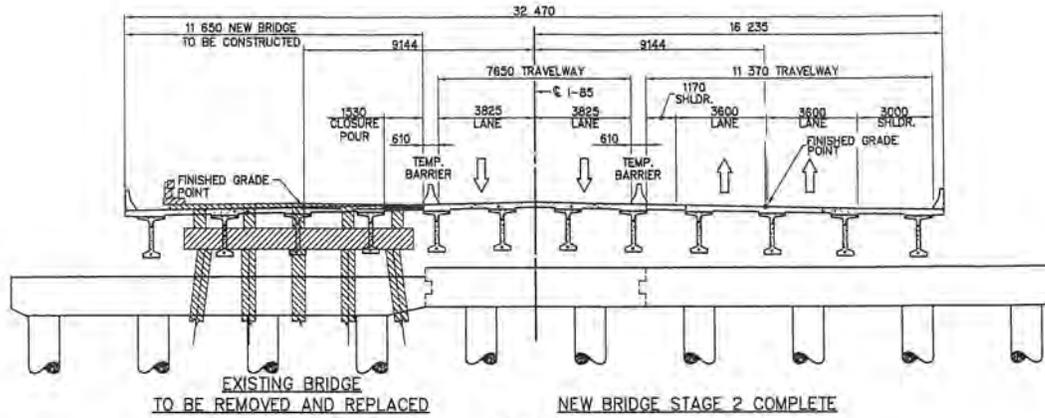
Our team has considerable experience with interstate bridge replacements with multi-phased construction and staging, as shown on page 8. This drawing came from the plans of I-85 Dual Bridge Replacements over South Tyger River, which can be found in KCI's Work History Form.



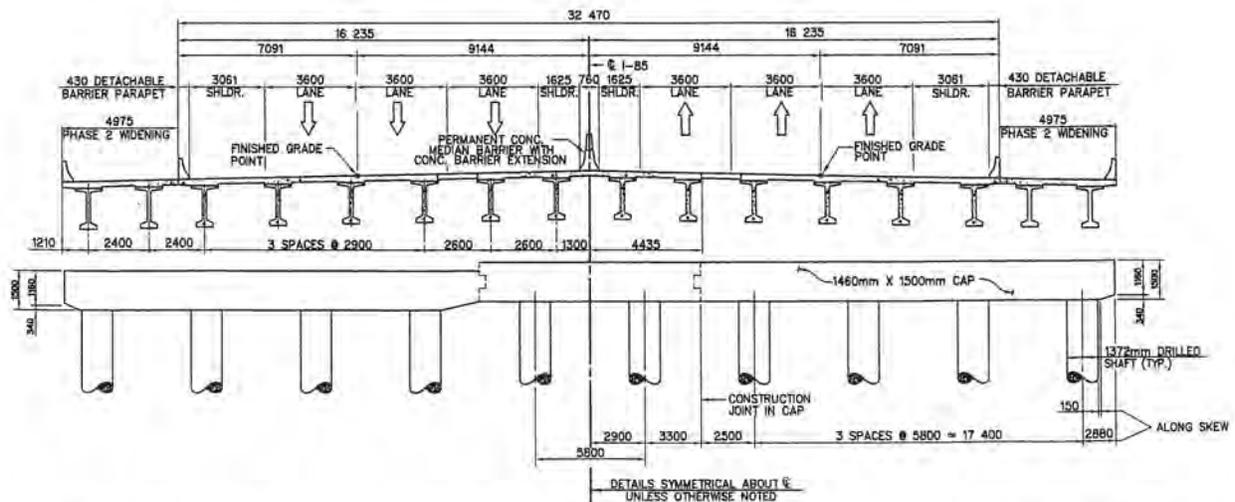
STAGE 1



STAGE 2



STAGE 3



FUTURE EXPANSION

NEW BRIDGE STAGE 3 COMPLETE

FUTURE EXPANSION

# SECTION 3.5

## Project Risks



### 3.5 PROJECT RISKS

Successfully mitigating risk is essential to minimizing project costs and maintaining the project schedule. Our risk mitigation strategies are based on personal and organizational experience working with key project stakeholders and managing complex design-build projects. Our team has evaluated this project in detail to identify the potential risk factors encountered on a design-build project of this nature.

#### 3.5.1 CRITICAL RISKS

As referenced in the RFQ Section 3.5 “Project Risks,” our team has identified three major areas of risk that we consider to be critical to the project’s success:

- **Risk No. 1 – Project Safety via Maintenance of Traffic**
- **Risk No. 2 – Existing Geotechnical Conditions**
- **Risk No. 3 – Environmental/Permitting**

The three critical risk factors are described in greater detail below with proposed solutions and mitigation strategies.

#### **Risk No. 1 – Project Safety via Maintenance of Traffic**

##### **Description**

I-81 is a critical north-south artery for commuters, and commerce travelling on the western side of the state. Within the limits of this project, I-81 has 22% truck traffic and carries an estimated 46,000 vehicles per day which is expected to reach approximately 72,000 vehicles per day by 2041. This high traffic volume justifies the importance for implementing a proper traffic operations plan as well as maintaining a safe work zone. Some potential negative impacts resulting from improper or inadequate implementation could cost motorists delays and frustration, impacts to the construction schedule, as well as safety issues for both the public and construction personnel.

Our team’s assessment of this I-81 bridge replacement project revealed site specific items that will pose MOT challenges. These include the raising the I-81 roadway profiles approximately 3-feet to 5-feet higher than the current profile as depicted in the SOQ plans. This will be challenging to accomplish while maintaining two lanes of traffic for the northbound and southbound roadways. The implementation of 3-feet to 5-foot grade raise on this project is a major challenge as it relates to applying a safe and effective means of maintaining traffic and minimizing excessive temporary roadway construction. The application of this major profile change will require temporary shoring subjected to traffic surcharge in order to construct the Stage 1 portion of the new bridge. Additional shoring will also be required to accommodate the temporary pavement required to access the Stage 1 portion of the new bridge within the current median. Limited clearance between new portions of the structure and the existing travel lanes will require construction equipment with minimal clear zones to perform this work. Due to the proposed grade change and limited clearance between the existing structures temporary barrier moment slabs may be required at location where temporary shoring is required to retain the roadway fill slopes. The required approach embankment work will make tie-in locations for the lane shifts more complicated. This grade raise also poses safety challenges associated with a longer work zone that what would be typical for a bridge replacement going back on similar vertical alignment.

##### **Impact**

Providing the proposed change in roadway vertical profile associated with this project makes providing a safe and effective MOT difficult. Temporary roadway construction, bridge staging, traffic shifts, and work zone/ construction length all add safety risks associated with providing the proposed change in vertical profile. The additional safety risks have impact on both the traveling public and our team’s construction personnel.

##### **Mitigation**

Our team recognizes the importance of the risk of maintaining traffic safely and efficiently given the challenges of the proposed bridge replacement and associated roadway work. Our TMP goals for this I-81 bridges replacement

project are to:

- Improve work zone safety to the travelling public, construction workers and inspectors;
- Promote public awareness and minimize complaints from the travelling public, adjacent communities, businesses, as well as primary and secondary stakeholders; and
- Promote efficient and effective construction phasing and staging to minimize the construction schedule and control cost.

We intend to design and implement a MOT/TMP focused on maximizing safety and mobility throughout construction. Our team understands that one of the primary goals for a successful I-81 bridge replacement project is the efficient handling of traffic through and around construction operations; while giving paramount importance to the safety of motorists, construction crew as well as Emergency Services personnel. Our team plans to prepare a comprehensive “Type C” Transportation Management Plan (TMP) and site specific Temporary Traffic Control Plan (TTCP) that is consistent with VDOT’s IIM-241.5 (work-zone safety and Mobility) and TE351 (Work Zone Speed Analysis) requirements. The TMP and TTC plan will be designed, implemented, and inspected by staff with VDOT certification in Work Zone Traffic Control. Our staff is also experienced in applying the principles of the 2009 MUTCD and VDOT’s 2011 Virginia Work Area Protection Manual (Revision 1). Our team will provide an extensive constructability review of the project in coordination with the development of our MOT plan in order to provide the safest work zone configurations possible. During the preliminary design phase, our team will coordinate our TMP and TTCP development with input from structural and roadway engineers in order to evaluate potential design features that may help to mitigate the risk associated with the profile change. We feel if we can limit the profile change, we will be able to reduce the construction time required and therefore, reduce impacts to the roadway users and stakeholders. This will minimize the risk associated maintain traffic on I-81.

Our team is aware that communication is one of the key items in gaining the trust and patience of the traveling public and stakeholders. Through our Public Relations (PR) Manager, our team will ensure that road users and stakeholders are continually updated on work progress and schedule, delays within the project’s vicinity, accidents, and lane closures. Our approach to the communications management for these types of events will involve our PR Manager ensuring that the traveling public and key stake-holders are notified, through VDOT approved procedures. They will be informed of activity/incident and be provided with anticipated schedules for the necessary construction stages. We believe if the traveling public and stakeholders are notified of situations within the construction zones, then they can make necessary adjustments or accommodations to suit their personal life-styles. These notifications will be done through our proactive communications and outreach efforts in support for the Traffic Management Program. The strategies will include using Portable Changeable Message Signs (PCMS) to warn motorists of changes to the traffic patterns within the project limits. We will work with VDOT and the Regional Traffic Operations Center (TOC) who will be able to control the PCMS boards remotely as well as notify 511 Virginia. The TMP strategies for this I-81 bridges replacement project will be coordinated with any additional VDOT improvement projects along I-81 as well as within the areas surrounding the project site to ensure a smooth transition into the various work-zones. This includes the interchange construction at Exit 14 that will be going on during this project.

### **VDOT/Agency Roles**

During the development of TTC and TMP documents, we anticipate VDOT’s role being associated with a timely review and approval of plans. We anticipate working with VDOT as they access and approve our methods of switching traffic onto the temporary and permanent roadways. We also anticipate VDOT being a part of the public outreach processes as the TMP/MOT plans are developed and advanced into construction.

## **Risk No. 2 – Existing Geotechnical Conditions**

### **Description**

Based on review of Geologic mapping of the area as well as the Geotechnical Data Report for this project, Karst topography is a risk that will need to be addressed. The proposed project is in Washington County and lies within the Valley and Ridge Physiographic province of Southwest Virginia and is underlain by Cambrian-aged rocks of the Elbrook Formation. The upper portion of the underlying Elbrook Formation is primarily composed of fine to medium graded, laminated to thick bedded dolostone as well as fine grained, thin to medium bedded limestone. The mineral residues remaining after the parent limestone, and/or dolomite have weathered are known as residual soils and typically consist of medium/low to highly plastic silts and clays. Transitional zones of partially weathered rock of varying thickness may occur between the residual soils and the underlying bedrock. The bedrock layers have varying degrees of susceptibility to weathering that create seams of soil-like material sandwiched between weather resistant rock. Specifically, carbonate rocks are susceptible to dissolution in the presence of acidic groundwater.

### **Impact**

F&R's experience in the area of the project site has been that continued subsurface dissolution of the carbonate bedrock leads to a moderately irregular rock profile that includes potential voids and/or discontinuities (open or soil-filled) within the underlying bedrock as well as very soft, wet, and highly plastic soil immediately above the bedrock surface. Based on our review of the GDR as well as sinkhole mapping of the area, there are documented sinkholes in the vicinity of the project area. Karst topography presents challenges to construction. Due to a potentially irregular bedrock surface and potential voids, the contractor may need to account for quantity overrun on foundation elements such as additional pile lengths or additional concrete for drilled shafts due to loss of concrete through voids. The various and unknown subsurface conditions place financial and schedule risk on the project.

### **Mitigation**

A final subsurface exploration and geotechnical engineering program will be developed to supplement the information provided in the RFP Geotechnical Engineering Data Report (GDR) and to provide a complete exploration program that meets or exceeds the minimum recommendations provided in VDOT's Manual of Instructions (Chapter III). Considering the geologic conditions underlying the project site, the final subsurface exploration will likely include geophysical testing to further evaluate the presence of karst features that may exist below planned structures. More specifically, the final subsurface exploration may incorporate electrical resistivity survey imaging that will portray continuous cross-sectional images of the subsurface conditions in selected areas between test boring locations performed for the project. When utilized in conjunction with standard test borings, resistivity imaging can reveal soil-filled voids or large air-filled voids. Resistivity imaging can also reveal other important features such as the top-of-bedrock surface, which is expected to be moderately irregular across the project site.

During construction of both shallow and deep foundation elements, further field evaluation of the rock bearing conditions directly beneath each element can be facilitated through the inclusion of a probe hole program. The purpose of the probe hole program would be to evaluate the presence of voids or soil-filled seams directly below the bottom elevation of each foundation element. Should voids or soil filled seams be encountered in the probe holes, the lead geotechnical engineer on the project may require further embedment of the foundation element within bedrock.

### **VDOT/Agency Roles**

Our geotechnical engineer will engage VDOT's geotechnical and materials engineers in discussions during the early stages of the design process to reach consensus on geotechnical recommendations. VDOT's input will be requested in selecting the appropriate foundation system for the geologic conditions encountered.

### **Risk No. 3 – Environmental/Permitting**

#### **Description**

The environmental process for this project was only partially completed with approval of the programmatic categorical exclusion (PCE). The PCE approval was based on the satisfactory completion of two more environmental requirements that could pose potential risks, namely the design-builder must obtain the necessary water quality permits and the potential presence of the Indiana and Gray bat, both federally-listed as endangered under the Endangered Species Act.

In and of itself, the risk associated with water quality permitting could be minor and the proposed action may not require any permits if impacts to the stream and any associated wetlands can be avoided. The Corps of Engineers (Corps) does not regulate bridges over Section 404-only waters, and the Tennessee Valley Authority (TVA) generally considers replacement of bridges of the same or greater hydraulic capacity (provided that they do not create new or additional obstructions and are within the same highway alignment) as maintenance activities, which do not require a TVA Section 26a permit. Even if the project requires grading within the stream or wetlands, the impacts are likely to qualify under the Corps Nationwide permit #23, which permits other agencies' activities that are categorically excluded under NEPA. Provided the project stays pretty much within the same envelope as assessed in the Programmatic Categorical Exclusion already prepared, this risk should not change. However, if substantive changes are made to the preliminary concept plans, these changes may trigger the need, not only for a change in the scope of the permit process but also, for a re-evaluation of the NEPA documentation (namely, the PCE).

The potential presence of the two endangered bat species (Indiana and Gray) could also pose a risk. The FHWA and USFWS, through their Programmatic Agreement, have cleared the project provided that any tree clearing adheres to the April 15 to September 15 time-of-year restriction. If for some reason, we cannot meet this constraint – if we cannot clear before the April 15 date – it could stall the project. This risk also plays into both the PCE approval, and the Corps and TVA permit processes. Neither agency can approve a permit unless they make a determination of No Adverse Effect on species listed as threatened or endangered under the Endangered Species Act

#### **Impact**

Any changes to the design concept that are more than minor in terms of the project area as evaluated in the PCE could add months to the project schedule. The new areas of potential impact would need to be delineated for wetlands and streams, checked for cultural resources, and possibly require additional coordination with the VDHR and natural resources agencies. Changes to the preliminary plan could push the project beyond the Nationwide Permit #23 terms and conditions, and require processing under the State Program General permit. Preparation of the Joint Permit Application (JPA) requires more time and effort than preparation of the nationwide permit Pre-Construction Notification (PCN), and there is generally more time and effort required in follow-up once the JPA is submitted.

Inability to clear the trees from the project area could delay construction up to six months (September 2016) until the bat roosting season is over.

#### **Mitigation**

The risk posed by design changes will be greatly reduced through rigorous internal communication between the design and environmental staff as the plans are developed and changes are proposed. The environmental staff will provide an early-evaluation of the impact of the change on the validity of the PCE, and on the water quality permitting process.

The risk posed by the Indiana and Gray bats may possibly be mitigated through further coordination with the USFWS to obtain a No Adverse Effect determination outside the FHWA/USFWS Programmatic Agreement. We have had some luck obtaining No Adverse Effect determinations from the USFWS on projects that have involved minimal tree clearing along existing roadways. If this approach is not successful, we could also inspect the

underside of the bridge as the TYR date approaches.

**VDOT/Agency Roles**

We would seek VDOT's assistance in obtaining a No Effect determination for the endangered species as quickly as possible to facilitate an early completion of the project.

# APPENDIX

## Attachments



# ATTACHMENT 3.1.2

## SOQ Checklist



**ATTACHMENT 3.1.2**

**Project: 0081-095-038, Contract ID#: C00107116DB85**

**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 Attachment 3.1.2
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix Attachment 2.10
<b>Letter of Submittal (on Offeror's letterhead)</b>				1-2
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	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix Attachment 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix Attachment 3.2.7
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix Appendix 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix Appendix 3.2.9

**ATTACHMENT 3.1.2**

**Project: 0081-095-038, Contract ID#: C00107116DB85**

**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 Attachment 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix Appendix 3.2.10
<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>				3-6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix Attachment 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix Attachment 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5-6
<b>Experience of Offeror's Team</b>				7-8

**ATTACHMENT 3.1.2**

**Project: 0081-095-038, Contract ID#: C00107116DB85**

**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>
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1
<b>Project Risk</b>				9-13
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-13

# ATTACHMENT 2.10

Form C-78-RFQ



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

RFQ NO. C00107116DB85  
 PROJECT NO.: 0081-095-038

**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 09/25/2015  
(Date)
2. Cover letter of **RFQ Addendum No. 1** 10/15/2015  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

J.W. Morgan, Jr. VP.  
SIGNATURE

10/29/2015  
DATE

J.W. Morgan, Jr.  
PRINTED NAME

Vice President  
TITLE

## ATTACHMENT 3.2.6

### List of Affiliated and Subsidiary Companies





# ATTACHMENT 3.2.7

## Debarment Forms



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0081-095-038  
Contract ID#: C00107116DB85

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.

*J. W. Morgan* *VP.*

Signature

10/29/2015

Date

Vice President

Title

DLB, Inc.

Name of Firm



ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0081-095-038

Contract ID#: C00107116DB85

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.

  
Signature

10/28/15  
Date

President  
Title

Aacompong Engineering Group LLC  
Name of Firm

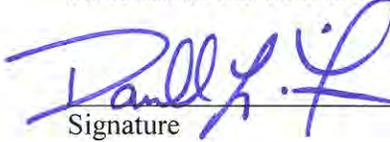
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0081-095-038  
Contract ID#: C00107116DB85

- 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.

  
Signature \_\_\_\_\_  
Date 10/31/2015

Assistant Dir. of Transportation/General Mgr,  
Title Richmond Office

Rinker Design Associates, P.C.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0081-095-038  
Contract ID#: C00107116DB85

- 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.

	10/27/2015	CEO
Signature	Date	Title

Froehling & Robertson, Inc.  
Name of Firm



ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0081-095-038  
Contract ID#: C00107116DB85

- 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.

 _____ Signature	<u>Nov 3, 2015</u> _____ Date	<u>Vice President</u> _____ Title
<u>S&amp;ME, Inc.</u> _____ Name of Firm		

## APPENDIX 3.2.8

### Offeror's VDOT Prequalification Certificate





COMMONWEALTH OF VIRGINIA



## CERTIFICATE OF QUALIFICATION

**DLB, INC.**

Vendor Number: **D172**

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

**PREQUALIFIED**

Your firm specializes in the noted Classification(s):

**GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; UNDERGROUND UTILITIES**

Issue Date: April 30, 2015

This Rating and Classification will Expire: April 30, 2016

A handwritten signature in cursive script, appearing to read "Suzanne FR Lucas", written over a horizontal line.

Suzanne FR Lucas, State Prequalification Officer

A handwritten signature in cursive script, appearing to read "Don E. Silles", written over a horizontal line.

Don E. Silles, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

# APPENDIX 3.2.9

## Letter of Surety



November 4, 2015

Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: DLB, Inc.

Project: 0081-095-038 Replacement of I81 Structures 18942 & 18944 over  
Route 808 (Halls Bottom Rd.) and Sinking Creek  
Contract ID C00107116DB85 – Washington County

To whom it may concern:

Please let this letter serve as a bonding reference for our valued client, DLB, Inc.

Our experience with DLB, Inc. has been excellent. We find this firm to be very well qualified, capably managed, well-staffed and organized, reputable, cooperative and extremely credit worthy. We are more than willing to consider providing bonds on any project that DLB, Inc. may seek to obtain.

Our approval of such a request would be conditioned upon applicable underwriting considerations at the time of the bond request. This letter is not an assumption of liability. We have issued this letter only as a bonding reference requested by our client.

I trust this to be a satisfactory reference, but if additional information is needed, please feel free to contact our office. For your further reference, Westfield Insurance Company is a multi-line property and casualty insurance company founded in 1848, and is currently rated "A" by A.M. Best and combined with other companies in our group, has a Treasury department single project qualification of more than \$200 million.

Sincerely yours,



Cynthia Ellinwood  
Senior Surety Account Manager

/cae

# ATTACHMENT 3.2.10

## SCC and DPOR Information Tables



## ATTACHMENT 3.2.10

**State Project No. 0081-095-038, Contract ID#: C00107116DB85**

### 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>
DLB, Inc.	0183420-9	Stock Corporation	Active	P.O. Box 1239 Hillsville, VA 24343	Class A H/H	2701022512	05-31-2016
KCI Technologies Inc.	F059869-0	Foreign Stock Corporation	Active	936 Ridgebrook Road Sparks, MD 21152	ENG	0407003113	12-31-2015
				6802 Paragon Place, Suite 410 Richmond, VA 23230	ENG	0411000938	02-29-2016
				3014 Southcross Blvd. Rock Hill, SC 29730	ENG	0411000956	02-29-2016
Accompong Engineering Group, LLC	S283521-5	Limited Liability Company	Active	9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832	ENG	0407005442	12-31-2015
Rinker Design Associates, P.C.	02270627	Corporation	Active	9385 Discovery Boulevard, Suite 200 Manassas, VA 20109	ENG LS	0405000502	12-31-2015
				927 Maple Grove Drive Suite 105 Fredericksburg, VA 22407	ENG LS	0410000156	02-29-2016
				4301 Dominion Boulevard, Suite 100 Glen Allen, VA 23060	ENG	0410000220	02-29-2016
Froehling Robertson Inc.	0027211-2	Stock Corporation	Active	1734 Seibel Drive, NE Roanoke, VA 24012	ENG	0411000053	02-29-2016
Summit Design and Engineering Services, PLLC	T0306474	PLLC	Active	1320 Seymour Drive South Boston, VA 24592	ENG	0414000013	02-29-2016
S&ME, Inc.	115456	Stock Corporation	Active	644 Eastern Star Rd Kingsport, TN 37663	ENG	0411000663	02-29-2016



## APPENDIX 3.2.10

SCC and DPOR registrations/licenses



SCC9

183420

COMMONWEALTH OF VIRGINIA  
STATE CORPORATION COMMISSION

RICHMOND, January 28, 1986

The accompanying articles having been delivered to the State Corporation Commission on behalf of

DLB, INC. (formerly BRANSCOME CONSTRUCTION CORP., DONALD L. )

and the Commission having found that the articles comply with the requirements of law and that all required fees have been paid, it is

ORDERED that this CERTIFICATE OF AMENDMENT

be issued, and that this order, together with the articles, be admitted to record in this office of the Commission; and that the corporation have the authority conferred on it by law in accordance with the articles, subject to the conditions and restrictions imposed by law, effective January 28, 1986 .

Upon the completion of such recordation, this order and the articles shall be forwarded for recordation in the office of the Clerk of the Circuit Court, City of Martinsville .

STATE CORPORATION COMMISSION

*Elizabeth B. Lacey*  
BY \_\_\_\_\_  
Commissioner

16310

VIRGINIA  
In City of Martinsville Circuit Court, Clerk's office  
*February 14* 19 *86*  
This *Order Amend & Certify* was this day received in  
this office at *3:55* o'clock *P*. M and recorded in  
*Charter* Book No. *10* Page *174*  
Taster: *Rehly R. Fritchett* Clerk

500 10 176

2 2 3

# Commonwealth of Virginia



## State Corporation Commission

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

KCI Technologies, Inc., a corporation existing under the laws of DELAWARE, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on December 19, 1988.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
March 19, 2010*



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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, February 17, 2009*

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

**Accompong Engineering Group, 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: February 17, 2009*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That Rinker Design Associates, P.C. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 24, 1982;

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 20, 2015*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# 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:  
March 12, 2015*

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

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF FACT

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

That Summit Consulting Engineers, PLLC (USED IN VA BY:Summit Consulting - Engineering, Architecture and, a limited liability company organized under the law of North Carolina, obtained a certificate of registration to transact business in Virginia from the Commission on May 8, 2006; and

That it is registered to transact business 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:*

*November 18, 2011*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

CISECOM

Document Control Number: 1111185284

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That S&ME, Inc., a corporation incorporated under the law of North Carolina, 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 October 29, 1997; 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:*

*November 3, 2015*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON  
05-31-2016

NUMBER  
2701022512

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* BLD ELE GFC H/H HVA PLB

D L B INC  
PO BOX 1239  
HILLSVILLE, VA 24343



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

REPRODUCTION 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)

(DETACH HERE)  
COMMONWEALTH OF VIRGINIA  
CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

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

\*CLASSIFICATIONS\* BLD ELE GFC H/H HVA PLB  
NUMBER: 2701022512 EXPIRES: 05-31-2016

D L B INC  
PO BOX 1239  
HILLSVILLE, VA 24343



(FOLD)

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**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  
0407003113**

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

**PROFESSIONS: ENG**

**KCI TECHNOLOGIES INC  
936 RIDGEBROOK ROAD  
SPARKS, MD 21152**



*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)

(DETACH HERE)

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA  
BOARD FOR APPEALS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003113 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
KCI TECHNOLOGIES INC  
936 RIDGEBROOK ROAD  
SPARKS, MD 21152**



(FOLD)

**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.

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

0411000938

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

PROFESSIONS: ENG

KCI TECHNOLOGIES INC  
6802 PARAGON PLACE  
SUITE 410  
RICHMOND, VA 23230



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
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NUMBER  
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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

KCI TECHNOLOGIES INC  
3014 SOUTHCROSS BLVD  
ROCK HILL, SC 29730



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

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

EXPIRES ON  
12-31-2015

NUMBER  
0407005442

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

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

PROFESSIONS: ENG

ACCOMPONG ENGINEERING GROUP, LLC  
9510 IRON BRIDGE RD  
SUITE 200  
CHESTERFIELD, VA 23832



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

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COMMONWEALTH OF VIRGINIA  
BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005442 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
ACCOMPONG ENGINEERING GROUP, LLC  
9510 IRON BRIDGE RD  
SUITE 200  
CHESTERFIELD, VA 23832



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

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**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

0405000502

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC  
9385 DISCOVERY BOULEVARD  
SUITE 200  
MANASSAS, VA 20109



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

**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

0410000156

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

PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC  
927 MAPLE GROVE DR STE 105  
FREDERICKSBURG, VA 22407



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

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  
0410000220

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

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC  
4301 DOMINION BOULEVARD, SUITE 100  
GLEN ALLEN, VA 23060



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

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



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Nick A. Christner, Interim Director

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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



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10010 (7/11) 107028-3

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COMMONWEALTH OF VIRGINIA**

**EXPIRES ON**

02-29-2016

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

**NUMBER**

0414000013

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL LIMITED LIABILITY COMPANY BRANCH OFFICE REGISTRATION  
PROFESSIONS: ENG

SUMMIT DESIGN AND ENGINEERING SERVICES PLLC  
1320 SEYMOUR DRIVE  
SOUTH BOSTON, VA 24592



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

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COMMONWEALTH OF VIRGINIA

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BOARD FOR AP/ELSC/DLA  
PROFESSIONAL LIMITED LIABILITY COMPANY BRANCH OFFICE  
REGISTRATION  
NUMBER: 0414000013 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
SUMMIT DESIGN AND ENGINEERING SERVICES PLLC  
1320 SEYMOUR DRIVE  
SOUTH BOSTON, VA 24592



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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000663

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

PROFESSIONS: ENG

S&ME, INC  
644 EASTERN STAR ROAD  
KINGSPORT, TN 37663



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000663 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
S&ME, INC  
644 EASTERN STAR ROAD  
KINGSPORT, TN 37663



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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
06-30-2017

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

NUMBER  
0402040847

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

ZACHARY PHILIP WEDDLE  
4512 BRENTWOOD DRIVE  
SOUTH BOSTON, VA 24592



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

**EXPIRES ON**  
02-28-2017

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

**NUMBER**  
0402048509

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

ROBERT ERIC BURGESS  
KCI TECHNOLOGIES, INC  
3014 SOUTHCROSS BLVD  
ROCK HILL, SC 29730



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

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**COMMONWEALTH OF VIRGINIA**  
BOARD FOR APPEALS  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402048509 EXPIRES: 02-28-2017

ROBERT ERIC BURGESS  
KCI TECHNOLOGIES, INC  
3014 SOUTHCROSS BLVD  
ROCK HILL, SC 29730



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

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# ATTACHMENT 3.3.1

## Key Personnel Resume Forms



**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>J.W. (Dicky) Morgan, Jr., Vice President</b>
b. Project Assignment: <b>Design-Build Project Manager</b>
c. Name of Firm with which you are now associated: <b>DLB, Inc.</b>
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>38</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>Name of Firm:</b> DLB, Inc. <span style="float: right;"><b>Start Date:</b> 2012 <b>End Date:</b> Present</span> <b>Position:</b> Vice President Mr. Morgan is responsible for projects from the estimating and bidding stage to final completion. He provides technical and managerial aid to project team members, provides needed assistance with project submittals and, collaborates with team member to prepare and update schedules and allocate resources.  <b>Name of Firm:</b> Simpson Construction Company, Inc. <span style="float: right;"><b>Start Date:</b> 1996 <b>End Date:</b> 2012</span> <b>Position:</b> Co-owner & Vice President Mr. Morgan was responsible for overall company management as well as project management activities. He managed office activities and provided project management including providing technical and managerial aid to project team members, providing necessary submittals.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Tech./Blacksburg, Va./BS/1976/Civil Engineering Virginia Tech./Blacksburg, Va./MS/1993/Civil Engineering, Construction Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #:
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>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>Progress Street Extension/ Givens Lane, Blacksburg, VA</b> <b>Owner</b> – Town of Blacksburg <b>Firm</b> – DLB, Inc. <b>Dates</b> – 2012-2014 <b>Role and Description</b> – <i>Project Manager.</i> This project consisted of the reconstruction of Givens Lane and construction of Progress Street Extension. The \$7 million project consisted of 7022 linear feet of road reconstruction and one single span bridge. Mr. Morgan’s duties included the preparation of the bid and pre-construction documents, project management activities, preparing submittals for project, comparing actual project progress with actual progress in terms of time & costs, negotiating work orders and consulting with project team about resource allocation.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

#### **Route 114, Montgomery County, VA**

**Owner** – VDOT

**Firm** – DLB, Inc.

**Dates** – 2012-2014

**Role and Description** – *Project Manager*. This project consisted of upgrading a section of Route 114 and the construction of a pedestrian bridge over Route 114. This \$13.5 million project consisted of the construction of additional lanes on Route 114 and upgrading current lanes and the construction of a four-span pedestrian bridge over Route 14 for pedestrians to use on Huckleberry Trail. Mr. Morgan's duties included preparation of the bid and pre-construction documents, project management activities, preparing submittals for project, comparing actual project progress with actual progress in terms of time & costs, negotiating work orders and consulting with project team about resource allocation.

#### **Route 6, Fluvanna County, VA**

**Owner** – VDOT

**Firm** – DLB, Inc.

**Dates** – 2014-2015 (est.)

**Role and Description** – *Project Manager*. This project consisted of the reconstruction of the bridge over the Rivianna River. This \$6.8 million project consisting of a four-span bridge over the Rivianna River and the construction of approaches to bridge. Mr. Morgan's duties include preparation of the bid and pre-construction documents, project management activities, preparing submittals for project, comparing actual project progress with actual progress in terms of time & costs, negotiating work orders and consulting with project team about resource allocation.

\* 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.

N/A

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Zachary (Zack) Weddle, PE, Engineering Branch Manager-VA</b>
b. Project Assignment: <b>Quality Assurance Manager (QAM)</b>
c. Name of Firm with which you are now associated: <b>Summit Design and Engineering Services, PLLC</b>
d. Years experience: With this Firm <u>1.25</u> Years With Other Firms <u>30</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>Name of Firm:</b> Summit Design and Engineering Services, PLLC <b>Start Date:</b> 2014 <b>End Date:</b> Present <b>Position:</b> Engineering Branch Manager-VA Mr. Weddle leads Summit's Virginia office, managing and overseeing all projects undertaken through that office and its Professional Engineering and Construction Engineering Staff.  <b>Name of Firm:</b> Virginia Department of Transportation <b>Start Date:</b> 1987 <b>End Date:</b> 2014 <b>Position:</b> Assistant Resident Engineer; Area Construction Engineer; Acting District Construction Engineer/Project Development Engineer/Environmental Manager Mr. Weddle managed multi-million dollar construction and maintenance programs including project development, construction/maintenance contracts and associated budgets. He supervised/managed residency staff members in several disciplines: contract administration, construction management and inspection, land use, maintenance management, business administrator, clerical, human resources, public relations, and employee safety and health. Mr. Weddle worked with officials in Halifax and Charlotte counties to develop road projects, managed secondary six plan development and budgets. He worked to solve all issues related to area highways. He managed Residency Office Capital construction project for new facilities including equipment shop and Area Headquarters buildings during this tenure. Mr. Weddle supervised construction project managers, inspectors, consultant staff and administrative support. He prepared pre-advertisement schedules, reviewed and approved contract schedules. Mr. Weddle conducted pre-advertisement and pre-construction conferences. He conducted constructability and bid ability reviews. He was responsible charge for all contract construction activities, design changes, change orders, quality control/quality assurance, and claims for over \$200 million of construction and maintenance contracts. Mr. Weddle managed district construction, preliminary engineering and environmental programs. He planned and implemented strategies for program wide improvements, facilitated collaboration between project development/delivery stake holders, promoted teamwork, set vision and goals to strengthen District Construction, L&D and Environmental sections.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Community College of the Air Force/A.A.S./Civil Engineering Alphena Community College/A.A.S/Business Management Averett University/B.B.A George Washington University School of Business/Master's Certificate
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2005/Professional Engineer/0402040847 Certified Construction Manager (CCM) #2834
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

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

#### **Franklin Turnpike Connector, Danville/Pittsylvania County, VA**

**Owner** - VDOT

**Firm** - VDOT

**Dates** - 2009-2011

**Role and Description** - *Area Construction Engineer*. This project consisted of construction of a new four-lane roadway, major intersection improvements, twin bridges over Fall River, and an interchange with U.S 29. Mr. Weddle served as the Responsible Charge Engineer for contract construction for VDOT. The contract amount was \$29,983,382.

#### **Robertson Bridge Project, Danville, CA**

**Owner** - VDOT

**Firm** - VDOT

**Dates** - 2010-2012

**Role and Description** - *Area Construction Engineer*. This project consisted of bidge demolition and the reconstruction of four-lane major city connector routes. Mr. Weddle served as the Responsible Charge Engineer for contract construction for VDOT. The contract amount was \$17,041,048.

#### **ARRA Funded Design Build for Multiple Bridge Replacements (12), Lynchburg and Salem Districts, VA**

**Owner** - VDOT

**Firm** - VDOT

**Dates** - 2009- 2011

**Role and Description** - *Area Construction Engineer*. This project consisted of bridge demolition and the reconstruction of multiple superstructures in two districts. Mr. Weddle served as the Responsible Charge Engineer for contract construction for VDOT. The contract amount was \$4.9 million.

\* 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.

N/A

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Eric Burgess, PE, Transportation Structures Practice Leader</b>
b. Project Assignment: <b>Design Manager</b>
c. Name of Firm with which you are now associated: <b>KCI Technologies, Inc.</b>
d. Years experience: With this Firm <u>16</u> Years With Other Firms <u>0</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>Name of Firm:</b> KCI Technologies, Inc. <b>Start Date:</b> 2000 <b>End Date:</b> Present <b>Position:</b> Transportation Structures Practice Leader Responsible for design and design management of highway bridge projects. Mr. Burgess has served as project engineer, project manager, vice president of design services and now, transportation structures practice leader. His duties include contract executions, business development, marketing and managing all engineers, designers and technicians within the design team. He has served as a lead engineer for fast-paced value engineering and design-build projects for bridge contractors as well as traditional design-bid projects directly for state departments of transportation.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  Clemson University/B.S./1997/Civil Engineering Clemson University/M.E.1999/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:  2011/Professional Engineer/0402048509
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>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>VDOT Route 288/I-64 Interchange Design-Build, Richmond, VA</b> <b>Owner -</b> VDOT <b>Firm –</b> KCI Technologies, Inc. <b>Dates –</b> 2001-2003 <b>Role and Description –</b> <i>Lead Bridge Engineer.</i> The Route 288/I-64 Interchange was part of the \$236 million design-build project funded through the Public-Private Transportation Act of 1995 (PPTA) and was completed within two years. Mr. Burgess served as the lead bridge engineer for Ramps E, G & H at the interchange of Route 288 and I-64. These bridges are all multi-span, horizontally curved continuous steel plate girder structures with spans ranging from 211' to 246'. The superstructures are supported on drilled shaft foundations and hammerhead piers. The abutments were supported by driven steel pipe pile and Ramps G & H utilized a shared MSE retained wall, with heights as great as 70'. With an accelerated schedule, the ramps were designed in 10 months and constructed in 20 months.  <b>VDOT Multiple Bridge Replacements Design-Build Project, Region II, VA</b> <b>Owner –</b> VDOT <b>Firm –</b> KCI Technologies, Inc. <b>Dates –</b> 2009- 2012

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

**Role and Description** – *Project Manager*. KCI served as the lead engineering firm for VDOT’s first-ever multiple bridge rehabilitation projects. The contract included the complete replacement of the superstructures and substructure repairs and rehabilitation on 12 bridge sites. Mr. Burgess served as a project manager for this project. His duties include design coordination and oversight for the bridge design team. Mr. Burgess was actively involved in the bid process including field reconnaissance to determine the overall project approach for each site. A major portion of the project approach was the evaluation of existing substructures to determine rehabilitation and modification requirements to suit the new superstructures. KCI provided design and coordination of bridge plans on an accelerated schedule requested by the contractor. The majority of design on the 12 bridge sites was completed within three months of the contract award date. KCI also provided design alternatives that reduced the impacts of construction to the traveling public.

#### **I-520 Palmetto Parkway Design-Build, Phase I and II, Aiken County, SC**

**Owner** – SCDOT

**Firm** – KCI Technologies, Inc.

**Dates** – 2002-2009

**Role and Description** – *Phase I: Lead Engineer; Phase II: Project Manager*. This \$192M, major design-build project consisted of connecting I-20 to I-520 Bobby Jones Expressway. This four lane divided interstate facility on new alignment is controlled access and includes 11 major interchanges, 12 miles of interstate and 21 bridges. The project also included roadway improvements to US Route 25, SC 126 (Clearwater Road), S-33 (Asauga Lake Road) and various secondary and local roads. Mr. Burgess served as the Lead Engineer and Project Manager for this project. He managed all aspects of design and was responsible for the coordination between all of the subconsultants for geotechnical, hydrology and bridge design and with the SCDOT Project Manager for submittals and approvals. Under Mr. Burgess’s management, KCI was able to provide final design and plan details for the bridge over the Savannah River in only five months and provided responsive contractor support during construction to ensure that the project was completed ahead of schedule.

#### **I-77 Interchange Improvement (Double Crossover Diamond), York County, SC**

**Owner** – York County

**Firm** – KCI Technologies, Inc.

**Dates** – 2015-Present

**Role and Description** – *Project Manager*. York County is experiencing unrepresented growth in the northeastern portions of the county and with that, several interchanges along I-77 are overwhelmed. This interchange was selected as the first to be funded with Capital Projects Sales and Use Tax funds and has been designated as the first double crossover diamond design in the state. KCI has been working closely with SCDOT and others to develop statewide design criteria for this type of interchange. This project includes funding from local, state and federal sources.

#### **I-95 Bridge Widening and Rehabilitation over S-26 (TV Road), Florence County, SC**

**Owner** – SCDOT

**Firm** – KCI Technologies, Inc.

**Dates** – 2002-2004

**Role and Description** – *Lead Bridge Engineer*. Mr. Burgess served as the Lead Bridge Engineer for the I-95 bridge widening and rehabilitation over S-26 (TV Road) site as part of the 13.5 mile, \$72M Interstate improvement project. The design consisted of median widening of the existing 190-foot-long, three-span dual bridges. An additional 64 feet of bridge deck width joined the independent dual bridges in the median into a single bridge through continuous reinforcement tied to the new bridge deck. The longitudinal joint and associated maintenance concerns were eliminated. The outdated post and beam bridge rails on the inside shoulders of the existing bridges were also replaced with the current and standard SCDOT concrete bridge barrier. Seismic restrainers were incorporated into the new bridge widening, and designed to withstand the seismic forces associated with the entire bridge. A concrete overlay applied to the entire bridge deck surface improved ride ability and drainage characteristics with drainage accommodations in the center median. Joint replacement, substructure repairs, epoxy injection and spall repairs were coordinated with the SCDOT district and management staff and included in the design and plan process.

\* 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.

N/A

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Derek Hubbard, Superintendent</b>
b. Project Assignment: <b>Construction Manager</b>
c. Name of Firm with which you are now associated: <b>DLB, Inc.</b>
d. Years experience: With this Firm <u>8</u> Years With Other Firms <u>9</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>Name of Firm:</b> DLB, Inc. <b>Start Date:</b> 2012 <b>End Date:</b> Present <b>Position:</b> Superintendent Mr. Hubbard's responsibilities include all aspects of bridge building, equipment operator, and crane operator.  <b>Name of Firm:</b> DLB, Inc. <b>Start Date:</b> 2008 <b>End Date:</b> 2012 <b>Position:</b> Crane Operator Mr. Hubbard's responsibilities included operating cranes and other equipment.  <b>Name of Firm:</b> Burleigh Construction <b>Start Date:</b> 2003 <b>End Date:</b> 2008 <b>Position:</b> Crane Operator Mr. Hubbard's responsibilities included operating cranes and other equipment.  <b>Name of Firm:</b> Branch Highways <b>Start Date:</b> 2002 <b>End Date:</b> 2003 <b>Position:</b> Crane Operator Mr. Hubbard's responsibilities included operating cranes and other equipment.  <b>Name of Firm:</b> Mill Ridge Structures <b>Start Date:</b> 2001 <b>End Date:</b> 2002 <b>Position:</b> Crane Operator Mr. Hubbard's responsibilities included operating cranes and other equipment.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDOT Erosion & Sediment Control Contractor Certificate #: 1-04479 CPR, AED, and Basic First Aid Certification expires 2/7/16 ACI Concrete Field Testing Technician Grade I #: 1164-4451 Commonwealth of Virginia State Water Control Board (Responsible Land Disturber) VDOT Intermediate Work Zone Traffic Control Training and Flagger Certification #: 22814022 CCO – Certificate Crane Operator Certificate #: 060929363R
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

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

**Progress Street Extension/ Givens Lane, Blacksburg, VA**

**Owner** – Town of Blacksburg

**Firm** – DLB, Inc.

**Dates** – 2012-2014

**Role and Description** – *Superintendent*. This project consisted of the reconstruction of Givens Lane and construction of Progress Street Extension. The \$7 million project consisted of 7022 linear feet of road reconstruction and one single span bridge. This was a VDOT Locally Administered Project (LAP). Mr. Hubbard's duties included supervising employees, ordering materials, and keeping time records.

**Route 122, Franklin County, VA**

**Owner** – VDOT

**Firm** – DLB, Inc.

**Dates** – 2013-2014

**Role and Description** – *Superintendent*. This project consisted of a bridge replacement on Route 122 in Franklin County, VA. Mr. Hubbard's duties included supervising employees, ordering materials, and keeping time records.

**Route 779, Botetourt County, VA**

**Owner** – VDOT

**Firm** – DLB, Inc.

**Dates** – 2013-2016 (est.)

**Role and Description** – *Superintendent*. This project consisted of a bridge replacement on Route 779 in Botetourt County, VA. Mr. Hubbard's duties included supervising employees, ordering materials, and keeping time records.

\* 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.

**Route 779, Botetourt County, VA** until May 2016. Superintendent – helping pour bridge decks at various locations.

# ATTACHMENT 3.4.1

## Work History Forms



**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>I-81 Bridge Replacement</b>  Location: <b>Smyth County, VA</b>	Name: <b>VDOT</b>	Name of Client/ Owner: <b>VDOT</b> Phone: <b>276-228-2154</b> Project Manager: <b>Craig Jones, PE</b> Phone: <b>276-228-2154</b> Email: <b>ctjones@vdot.virginia.gov</b>	<b>09/2012</b>	<b>09/2012</b>	<b>\$5,674</b>	<b>\$5,826</b>	<b>\$4,078</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.



**RELEVANCY**

- ✓ Provide total construction services to replace bridges on I-81
- ✓ Maintenance and protection of traffic
- ✓ High traffic volume/ high profile project
- ✓ VDOT project
- ✓ Detailed and extensive MOT and TMD required during project

**FEATURES**

- ✓ Replace NBL and SBL bridges
- ✓ Coordinate with VDOT
- ✓ Critical Traffic Maintenance

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- ✓ DLB completed this project on time and on budget



This project utilized DLB's talent for traffic control and bridge building under extreme conditions. The bridges on this project were constructed in phases. One lane of traffic was maintained in each direction while bridges were replaced. This project included spread footers, sheet pile shoring, soldier pile shoring, steel beams, rip rap slope protection and, bridge demolition. Extensive coordination was required for phasing of project to maintain traffic. DLB coordinated with all subcontractors.

\*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts 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 58 Widening, Phase III</b>  Location: <b>Washington County, VA</b>	Name: <b>Rummel, Klepper, &amp; Kahl, LLP</b>	Name of Client/ Owner: <b>VDOT</b> Phone: <b>276-228-2154</b> Project Manager: <b>Craig Jones, PE</b> Phone: <b>276-228-2154</b> Email: <b>ctjones@vdot.virginia.gov</b>	<b>06/2012</b>	<b>09/2012 (Due to Substantial Increase in Scope)</b>	<b>\$20,095</b>	<b>\$20,319 (Due to substantial increase in the scope of work)</b>	<b>\$14,424</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.



- DLB, Inc. provided the following construction services for this project:
- Grading required to construct 2 additional lanes, turn lanes and reconstruct existing two lane travel roadway.
  - Water line relocation required to accommodate the new travel lanes and upgrade of existing travel lanes.
  - Storm sewer construction to accommodate storm water run-off.
  - Construction of 4 span bridge across Holston River.
  - Extensive traffic maintenance required for phasing of project.
  - Extensive environmental structures to prevent run-off into river.
  - Coordinate with subcontractors such as:
    - soil nail walls
    - paving
  - Coordinate with utility companies for relocation of electrical and telephone structures.

**FEATURES**

- ✓ Roadway widening
- ✓ Four-span bridge across Holston River
- ✓ Rework entrances to businesses and residences
- ✓ Extensive erosion control protection corresponding to MOT phases
- ✓ Storm water management meeting DEQ requirements
- ✓ Coordination with VDOT & Other Agencies
- ✓ Critical Maintenance of Traffic

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- ✓ DLB completed this complex widening project both on-time and on-budget.



**RELEVANCY**

- ✓ DLB provided total construction services to provide additional lanes on Rt. 58 and reconstruct existing lanes.
- ✓ Maintenance and protection of traffic
- ✓ Coordination within businesses and residences to reconstruct entrance to property
- ✓ Utility relocations
- ✓ High traffic volume / high profile project
- ✓ Significant sized project - \$ 20 million
- ✓ VDOT project
- ✓ Detailed and extensive MOT & TMP required during project
- ✓ Coordination with multiple Agencies/ Stakeholders

This project showcases the company's wide range of technical capabilities and expertise. The scope of work included widening two miles of four-lane road construction, two 350 foot bridges, and a 100 foot triple barrel box culvert. This project included: spread footers, 72 in. steel beams continuous span, sheet pile shoring, hilfinker shoring, solider pile shoring, barrier rail, soil nail retaining wall, 72 inch – 15 inch storm drain, 272,153 cubic yards of earth work, blasting, curb and gutter, under drain, paving, 16 inch – ¾ inch waterline, disposal sites, guardrail, highway signs, rock slides, paved ditches, rip-rap slopes, stripping, coffer dams, in-streams plans, seeding, and bridge demo.

\*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts 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 460 Business Bridge Replacement</b>  Location: <b>Smyth County, VA</b>	Name: <b>VDOT</b>	Name of Client/ Owner: <b>VDOT</b> Phone: <b>276-676-5582</b> Project Manager: <b>Robert Baker, PE</b> Phone: <b>276-676-5582</b> Email: <b>rbaker@vdot.virginia.gov</b>	<b>09/2013</b>	<b>09/2013</b>	<b>\$3,129</b>	<b>\$3,162</b>	<b>\$2,213</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.



- DLB, Inc. provided the following construction services for this project:
- Maintenance of traffic
  - Construction bridges in phases
  - Coordination with subcontractors
  - Coordination of the design of the pedestrian bridge
  - Construction and demolition of the pedestrian bridge
  - Coordination with VDOT, railroad and utility companies

**RELEVANCY**

- ✓ Provide total construction services
- ✓ Maintenance and protection of traffic
- ✓ Coordinate design of pedestrian bridge
- ✓ High traffic volume/ High profile project
- ✓ VDOT project
- ✓ Detailed and extensive MOT and TMD required during project

**FEATURES**

- ✓ Widen and update existing structure
- ✓ Rework intersection
- ✓ Maintain erosion control next to river
- ✓ Coordinate with VDOT and railroad

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- ✓ DLB completed this project on time and on budget



This project utilized DLB's talent for traffic control, pedestrian access and bridge building under extreme conditions. Two way traffic was maintained while bridge construction was taking place. Also pedestrian traffic was safely maintained around the site during construction. Project included spread footers, coffer dams temporary pedestrian bridge and, bridge demolition. Extensive coordination was required for phasing of project and to maintain vehicular and pedestrian traffic.

\*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts 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 Start Date	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>I-85 Dual Bridge Replacements over South Tyger River</b>  Location: <b>Spartanburg County, SC</b>	Name: <b>Lee Construction of the Carolinas</b>	Name of Client.: <b>South Carolina Department of Transportation</b> Phone: <b>803-737-1571</b> Project Manager: <b>Jeff Sizemore, PE</b> Phone: <b>803-737-1571</b> Email: <b>sizemorejc@scdot.org</b>	<b>08/1999</b>	<b>04/2001</b>	<b>\$8,466</b>	<b>\$8,421</b>	<b>\$220</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.



the old, dual bridges with one, 106'-6" wide structure to accommodate the final typical section of three lanes of traffic in each direction, inside and outside shoulders and concrete median barrier for the final typical section. The new design accommodates future widening of the I-85 corridor on the bridges by designing and constructing the substructure foundations and cap beams for the interior piers and abutments and caps to support a future 16' of roadway on the bridge in each direction. The design used a detachable barrier parapet for the outside barrier parapets to allow future outside widening for the bridge.

The new bridge structure consists of BT-63, pre-stressed concrete beams with concrete deck supported on 4.5' diameter concrete drilled shafts and 4.0' diameter rock sockets for interior bents and driven HP 12 x 53 steel piles for abutments. The superstructure is designed for continuous deck for live load with closure diaphragms to eliminate joints to reduce future maintenance.

This design required close coordination with the SCDOT Design and Construction offices and the contractor in order to complete the design and construction within the original contract time. The design of the bridge was completed in just three months.

**RELEVANCY**

- ✓ Replacement of interstate dual bridges
- ✓ Heavily traveled corridor with heavy truck traffic counts
- ✓ Multi-phased design and construction staging
- ✓ Maintaining two lanes of interstate traffic at all times
- ✓ Design and construction on an accelerated schedule
- ✓ Complex MOT
- ✓ Accommodate future widening

**FEATURES**

- ✓ Interstate facility
- ✓ Dual bridges
- ✓ Economical design
- ✓ Low maintenance bridges

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- ✓ Completed project on accelerated schedule within original time
- ✓ Saved client \$45,000 in value engineering



During the project letting phase, the contractor elected to bid an alternate to the original contract drawings allowing the use of an alternate superstructure and substructure. KCI was selected to design the new bridge type for this site while completing the design, preliminary plans and final plans under the original contract time on an accelerated schedule and saving the SCDOT \$45,000. This section of the I-85 corridor in Spartanburg County between Charlotte, NC and Atlanta, GA is heavily traveled with an ADT of 58,700 and 13% truck traffic.

KCI performed the bridge design for this new, 318', four-span, continuous for live load bridge supported on drilled shaft foundations. The design and construction required several traffic phases and construction stages in order to maintain the required two lanes of traffic in each direction while replacing

\*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts 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 Start Date	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)	
<p>Name: <b>I-95 Bridge Widening and Rehabilitation over S-26</b></p> <p>Location: <b>Florence County, SC</b></p>	<p>Name: <b>Lane Construction</b></p>	<p>Name of Client.: <b>South Carolina Department of Transportation</b>                      Phone: <b>803-737-1571</b>                      Project Manager: <b>Jeff Sizemore, PE</b>                      Phone: <b>803-737-1571</b>                      Email: <b>sizemorejc@scdot.org</b></p>	<p><b>02/2002</b></p>	<p><b>03/2004</b></p>	<p><b>\$6,804</b></p>	<p><b>\$6,804</b></p>	<p><b>\$135</b></p>
<p>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.</p>							
		<p>the independent dual bridges in the median into a single bridge through continuous reinforcement tied to the new bridge deck. The longitudinal joint and associated maintenance concerns were eliminated. The outdated post and beam bridge rails on the inside shoulders of the existing bridges were also replaced with the current and standard SCDOT concrete bridge barrier. Seismic restrainers were incorporated into the new bridge widening, and designed to withstand the seismic forces associated with the entire bridge. A concrete overlay applied to the entire bridge deck surface improved ride ability and drainage characteristics with drainage accommodations in the center median. Joint replacement, substructure repairs, epoxy injection and spall repairs were coordinated with the SCDOT district and management staff and included in the design and plan process.</p> <p>The final 144-foot-wide bridge allows for three, 12-foot lanes in each direction from the original two, 12-foot lanes, along with outside shoulders and inside median for inside shoulders and future lane widening. Construction staging allowed for the existing two, 12-foot lanes in each direction to be maintained at all times during construction of this heavily traveled section of I-95 (40,000 VPD and 18% truck traffic). By designing the widening to the median and connecting the dual bridges into one structure with a permanent concrete median barrier, this allowed the bridge to accommodate for the future widening of I-95 with an additional 12-foot lane and inside shoulder in each direction while maintaining minimum vertical clearances for Route S-26 underneath.</p> <p>The efficient design consisted of three structural steel superstructure spans of readily-available rolled sections of W 36 x 260 for the interior span, and W30 X 99 for the two end spans with MC diaphragms supported on 4.5'</p>			<p>diameter concrete drilled shafts and for interior bents and driven 18" concrete piles for abutments.</p> <p>This design required close coordination with the consultants on the team and the SCDOT Design and District Construction offices in order to deliver plans within the extremely tight schedule. This project was completed on time and under budget and was featured in <i>Roads &amp; Bridges Magazine</i> for one of the <i>Top 10 Road Projects in 2004</i>.</p> <p><b>RELEVANCY</b></p> <ul style="list-style-type: none"> <li>✓ Widening interstate dual bridges</li> <li>✓ Heavily traveled corridor with heavy truck traffic counts</li> <li>✓ Multi-phased design and construction staging</li> <li>✓ Maintaining two lanes of interstate traffic at all times</li> <li>✓ Design on an accelerated schedule</li> <li>✓ Complex MOT</li> <li>✓ Accommodate future widening</li> </ul> <p><b>FEATURES</b></p> <ul style="list-style-type: none"> <li>✓ Interstate facility</li> <li>✓ Dual bridges</li> <li>✓ Efficient and cost saving design elements</li> <li>✓ Low maintenance bridges</li> </ul> <p><b>VERIFIABLE EVIDENCE OF GOOD PERFORMANCE</b></p> <ul style="list-style-type: none"> <li>✓ 2005 ACPA Concrete Pavement Excellence SCAN Award</li> <li>✓ National <i>Roads &amp; Bridges Magazine</i> Top 10 Projects designation</li> <li>✓ Completed project on accelerated schedule to receive federal funding</li> </ul>		
<p>KCI was selected as part of the design team for the I-95 interstate widening and bridge rehabilitation project for SCDOT in Florence County. KCI performed the preliminary and final design and plans for the I-95 bridge widening and rehabilitation over S-26 (TV Road) site as part of the 13.5 mile, \$72M interstate improvement project. This project required KCI to engage engineering and management staff for this federally funded interstate widening under an accelerated schedule, in order to secure federal funding in time for the construction letting for the project. The design and final plans for this site was completed in just three months from notice to proceed.</p> <p>The design consisted of median widening of the existing 190-foot-long, three-span dual bridges. An additional 64 feet of bridge deck width joined</p>							

\*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts 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 Start Date	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>I-95/I-495/MD 210 Widening &amp; Interchange Reconstruction</b>  Location: <b>Prince George's County, MD</b>	Name: <b>Wagman</b>	Name of Client.: <b>Maryland State Highway Administration</b> Phone: <b>410-545-8765</b> Project Manager: <b>Lindsay Bobian</b> Phone: <b>410-545-8765</b> Email: <b>lbobian@sha.state.md.us</b>	<b>09/2008</b>	<b>01/2009</b>	<b>\$59,469</b>	<b>\$61,564</b>	<b>\$10,707</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.



KCI provided structural design for noise walls, numerous complex retaining walls and seven bridges to be constructed in multiple maintenance of traffic phases. The bridges include a single span 75 foot long bridge for I-495/I-95 over Livingston road; a two span 410 foot long bridge for MD 210 over I-495/I-95; a four span 380 foot long bridge for Bald Eagle Road over I-495/I-95; a seven span 1060 foot long curved ramp bridge over I-495/I-95 for ramp B; a two span 140 foot long bridge for MD 210 over Oxon Hill Road; and two single span bridges for Ramp F over Oxon Hill road and Ramp G. KCI also provided full geotechnical design investigations, reports and recommendations for the foundations of all structures.

KCI reviewed value engineering proposals by the contractor on the mainline retaining walls and worked with the GEC and SHA teams to prepare comments to address the proposal and continue to review the shop drawings. KCI also performed Environmental Monitoring for the Mitigation design projects.

**RELEVANCY**

- ✓ Multi-phased construction
- ✓ Widening of interstate facility
- ✓ Complex phased MOT
- ✓ Public & 3rd party coordination

**FEATURES**

- ✓ Interstate facility
- ✓ Environmentally sensitive project
- ✓ Extensive utility coordination & relocation

KCI provided preliminary and final design services for the reconstruction of the I-95/I-495/MD 210 interchange as part of the Woodrow Wilson Bridge project to replace the existing six lane structure spanning the Potomac River between Maryland and Virginia. KCI and its subconsultants provided: highway design for widening I-95/I-495, reconstructing the MD 210 interchange and ramps, and relocating Bald Eagle Road and Oxon Hill Roads; structural design for seven bridges, two noise walls, and 22 retaining walls; traffic design for signals, signing, pavement marking, and ITS; geotechnical design for foundations and slope stability; utility designation, test pits and relocation; and plats, surveys, landscaping, and public involvement.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- ✓ Mid-Atlantic Construction Magazine, Award of Merit, Best of 2004 Award, Environmental
- ✓ American Road and Transportation Builders Association, Globe Award, Extraction and Production Process
- ✓ ASCE Maryland Chapter, 2007 Outstanding Civil Engineering Achievement, Small Project
- ✓ ASCE Maryland Chapter, 2007 Award of Merit, Environmental
- ✓ National Association of Environmental Professionals, 2007 Environmental Excellence Award, Environmental Streamlining
- ✓ National Finalist, American Council of Engineering Companies.



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