

Request for Qualifications



Design-Build Greenview Drive Widening

From: Hermitage Road (Route 1541)
To: 0.2 Miles South of Leesville Road (Route 682)
City of Lynchburg and Campbell County, Virginia

State Project No.: U000-118-259, R201, C501
Contract ID Number: C00106320DB79

CD-ROM Copy



A Statement of Qualifications from



&



July 31, 2014

Submitted to: **Virginia Department of Transportation**

1401 E. Broad Street
Richmond, Virginia 23219

3.2

Letter of Submittal





July 31, 2014

Brenda L. Williams
Commonwealth of Virginia
Virginia Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 East Broad Street
Richmond, Virginia 23219

Re: Statement of Qualifications
Design-Build Project - Greenview Drive Widening
From: Hermitage Road (Route 1541)
To: 0.2 Miles South of Leesville Road (Route 682)
State Project No.: U000-118-259, R201, C501
Contract ID Number: C00106320DB79

Dear Ms. Williams:

DLB, Inc.. (DLB) is pleased to submit our qualifications for the Greenview Drive Widening Design-Build project. As requested by the Department's RFQ, our submission includes:

- One (1) original paper version of our Statement of Qualifications (SOQ)
- Eight (8) abbreviated copies of the original paper version
- One (1) CD-ROM containing the entire original in a single PDF file

DLB has thoroughly reviewed the Department's RFQ and the RFQ Q&A (07/24/14). Following are responses to information and/or attachments requested in RFQ section 3.2.

3.2.2 Official Representative and Point of Contact—J.W. "Dicky" Morgan - Vice President- P.O. Box 1239, Hillsville, VA 24343. He can be reached at 276-728-2137 (T), 276-728-2069 (F), or dicky@dlbinc-va.com.

3.2.3 Principal Officer Information—Donald L. Branscome - President- P.O. Box 1239, Hillsville, VA 24343 is the principal officer of the legal entity (Offeror) with whom a design-build contract with VDOT will be written. He can be reached at 276-728-2137 (T), 276-728-2069 (F), or donald@dlbincva.com.

3.2.4 Corporate Structure—DLB will be the design-build contracting entity for the Greenview Drive Widening Design-Build project. DLB is a corporation titled in the Commonwealth of Virginia and will be the sole major participant firm and responsible party to the design-build contract with the Virginia Department of Transportation (VDOT). DLB will hold all financial responsibility for the contract (a surety letter is provided in the Appendix).

3.2.5 Lead Contractor and Lead Designer—DLB is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. A. Morton Thomas and Associates, Inc.

(AMT) will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

3.2.6 Affiliated/Subsidiary Companies—Neither DLB nor AMT have affiliated or subsidiary companies to report. Attachment 3.2.6 is provided in the Appendix.

3.2.7 Debarment Forms—Certification Regarding Debarment Forms for both Primary Covered Transactions [Attachment 3.2.7(a)] and Lower Tier Covered Transactions [Attachment 3.2.7(b)] have been signed and are included in the Appendix.

3.2.8 VDOT Prequalification Evidence—DLB is pre-qualified with VDOT (Vendor Number D172 - active and good standing) to provide Grading, Underground Utilities, Major Structures and Demolition of Structures. The standard VDOT pre-qualification certificate is presented as Attachment 3.2.8 in the Appendix.

3.2.9 Surety Letter—A surety letter stating that DLB is capable of obtaining a performance and payment bond based on the current estimated contract value, along with which bonds will cover the project and any warranty periods, is provided as Attachment 3.2.9 in the Appendix.

3.2.10 DPOR Licenses and SCC Registrations—The required license and registration information is shown as Attachment 3.2.10 in the Appendix and includes supporting documentation.

3.2.11 DBE Requirements—DLB will fully meet the DBE participation goal of seven percent (7%) of the entire value of the contract with the inclusion of DBE/MBE subcontractors and subconsultants including Accompong Engineering Group, LLC, Traffic Signals Plus, PLLC and Utility Professional Services, Inc.

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

The DLB team is most interested in serving the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge and resources to successfully deliver the Greenview Drive Widening, 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,



J.W. "Dicky" Morgan, Vice President
dicky@dlbineva.com

3.3 Team Structure





DLB, INC.

Construction and Project Management

A. MORTON THOMAS AND ASSOCIATES, INC.

Lead Designer, Construction Quality Assurance Management

Accompong Engineering Group, LLC

TMP/MOT, Signs and Markings

Bowman Consulting

ROW Acquisition

ECS MidAtlantic, LLC

QC Inspection, QC Lab, Geotechnical Engineering

Traffic Signals Plus, PLLC

Roadway Lighting

Utility Professional Services, Inc.

Dry Utility Relocation

Froehling & Robertson, Inc.

QA Lab

3.3 TEAM STRUCTURE

DLB, Inc. (DLB) brings to the Greenview Drive Widening project a track record of success on similar design-build efforts, including for the Virginia Department of Transportation. The firm's hands-on experience with relevant projects—effectively executing design and construction as well as managing risk—includes the Phase III Widening of Route 58, Widening of US Route 460 in Salem, and Route 114 Widening and Reconstruction.

DLB, Inc. was started in 1978 by Mr. Donald Branscome and in 1985 DLB, Inc. became pre-qualified with VDOT as a General Contractor. Projects included highway and bridge projects. As DLB, Inc. grew, the company expanded into directional bores and utility construction as well. With 42 years experience in the construction industry, DLB, Inc. is well suited to handle the most difficult projects and complete them on time and under budget.

DLB also has a solid reputation for aligning strategically with design-build partners that are most suited to meet the specific needs of a given project. For the Greenview Drive Widening project, we selected **A. Morton Thomas and Associates, Inc. (AMT)** as our lead design firm. AMT will also be responsible for construction quality assurance management. For nearly 60 years, AMT has been a respected provider of transportation design and construction phase expertise in Virginia, including design-build projects. Key personnel have successfully delivered design services on Virginia's busiest and most heavily traveled roadways for dozens of project in the past five years alone.

Both DLB and AMT have Lynchburg VDOT District Design-Build experience. DLB served as the Lead Contractor and AMT served as the Lead Designer for the Region 2, Project 2 Multiple Culvert Rehabilitation Design-Build project for 31 sites. This project was delivered on-time and on-budget.

In addition to AMT, we have included subconsultants with specialized expertise in TMP/MOT, ROW acquisition, quality control inspection, roadway lighting, and utility relocation.

Accompong Engineering Group, LLC (AEG) a certified DBE/SWaM firm will provide professional services to complete the Transportation Management Plan (TMP), Maintenance of Traffic (MOT) plan. AEG will also provide professional services with relation to roadway signage and pavement markings. AEG is an innovative company focusing on delivering services in Transportation and Civil Engineering, Planning and Program/Project Management.

Bowman Consulting (BC) will provide ROW acquisition and associated services. In business for nearly 20 years, BC has worked on hundreds of successful projects in Virginia, providing an array of development, engineering, planning and construction management services. Key personnel at Bowman offer a particular strength in pre-construction activities such as clearing parcels through appraisals, offers, negotiations, title reporting and settlements.

ECS Mid-Atlantic, LLC (ECS) will provide Construction Quality Control inspection, (QC), QC lab services, and geotechnical engineering. ECS is a multi-discipline engineering consulting firm specializing in the related fields



of QC inspections, geotechnical engineering, and environmental planning and engineering. The firm was founded in 1988 and employs a staff of more than 500 throughout the region. Staff includes registered professional engineers and geologists, certified lab technicians and construction inspectors, and field engineers.

Traffic Signals Plus, PLLC (TSP) a certified DBE/SWaM firm, will provide roadway lighting design services. TSP was formed in 2010 and is managed and operated by Earl G. Hughes, PE, PTOE. Mr. Hughes has over 24 years of experience including 15 years with the Virginia Department of Transportation and 9 years with the private sector. TSP specializes in traffic engineering design services. The company also offers services in the areas of lighting design, maintenance of traffic, work zone safety, crash analysis, traffic calming and catalog cut/shop drawing review.

Utility Professional Services, Inc. (UPS) is a certified DBE/SWaM firm and will provide dry utility relocation coordination services. Founded in 2002, the firm's current staff has 300 years of combined utility experience. UPS performs advance, pre-purchase or budget-ready feasibility reporting, dry utility relocations and utility service extension costs analysis. Utility Professional Services has a staff PE and produces certified, permit submission-ready photometric and electrical design plans. UPS has access to a third-party legal resource for telecommunications contract reviews and recommendations.

Froehling & Robertson, Inc. (F&R) will provide QA lab testing services for the Greenview Drive Widening project as needed. F&R has a lab located in nearby Roanoke, Virginia. F&R was established in 1981 and is one of the oldest independent consulting testing firms in the United States. Each year they provide testing services for numerous transportation projects across the Commonwealth of Virginia.

3.3.1 KEY PERSONNEL

DLB has assembled a team of highly-qualified and experienced individuals for this project; both from DLB's ranks, and those of our consultant teaming partner. In a variety of configurations, the included staff members and design firms have worked together previously. Our team for this roadway widening project is structured to ensure performance excellence and efficiency. We understand that each member of the team—whether project leadership and management, technical designer, or field personnel—plays a part in the ultimate success of the project.

The following chart introduces our Key Personnel. Attachment 3.3.1 Resumes can be found in the Appendix:

Role	Key Personnel	Firm
Design-Build Project Manager (DBPM)	Dicky Morgan	DLB
Quality Assurance Manager (QAM)	Isaac "Chuck" Whited, PE	AMT
Design Manager (DM)	Jeff McKay, PE	AMT
Construction Manager (CM)	Robert Wagoner	DLB

Additional Construction and Design Support

In addition to the required Key Personnel, the DLB team includes other personnel to complete the team and ensure all project needs are pro-actively addressed. These personnel include principal oversight from both DLB and AMT as well as specialized design engineers, construction technicians, and quality assurance. Some of these personnel include:

Design QA/QC Manager, Fred Wagner, PE, will report to the DBPM. He will arrange for all design quality control procedures in accordance with the quality control plan. He will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews by DLB staff. Fred has nearly 40 years of experience in highway design and has recently been instrumental in the QA/QC aspects of AMT's US Route 1 Widening Design-Build project in Fairfax County, the US 460 Corridor Improvements (PPTA) Project, and the New Interchange and Roadway Improvements at Southgate Drive and US 460 Bypass project in Blacksburg.

Executive Committee, Donald Branscome and Michael Wiercinski, PE, LS, will serve as the Executive Committee Representatives from DLB and AMT, respectively. Donald has had several years of field experience which has resulted in the successful and efficient completion of numerous projects. In his position as the President of DLB, Donald is responsible for all field and office operations of the company, including field supervision, estimating, personnel management as well as sales and purchasing. Like Donald, Michael brings significant experience at both the project and oversight levels. Informed by 38 years of experience, he ensures appropriate resources are available for all project needs, and provides guidance and reviews on AMT's significant projects.

Roadway Design, Bill Stagg, PE., has over 16 years of experience in key roles on VDOT projects in the Commonwealth, including US Route 1 Modernization, Dupuy Avenue Modernization, Lynnhaven Parkway, and Route 250 Improvements. Bill has also been involved in the Route 460 PPTA project in southeast Virginia where, as the Senior Project Engineer he was responsible for 14.6 miles of the new alignment which included diamond interchanges at Routes 625, 602 and 40. Bill and Jeff McKay worked closely together on this project to ensure that the roadway, drainage and bridge designs were coordinated effectively. Bill has extensive VDOT and design-build experience with major roadway widening projects and is well-versed with VDOT standards, specifications, policies and procedures. Bill will report to Jeff McKay, Design Manager, and will be the backup point of contact for design.

Safety Manager, Michelle Call is a college graduate and holds a background in Construction Safety and Health and currently holds a CMESH (Construction Manager of Environmental, Safety & Health) title-certificate. She is responsible for the coordination of the company's Safety and Health activities in assigned areas, including cranes, excavations, and confined space. This includes providing day-to-day OSHA compliance support, conducting routine compliance assessments/audits, identifying and conducting safety-related training. She is also responsible for developing and implementing regulatory compliance programs and processes in order to continuously improve the health and safety performance in assigned areas while maintaining compliance with corporate, state and federal requirements and construction best practices.

Traffic Engineering & Traffic Control Device Design, Jack Goode, PE, PTOE, has over 18 years of experience in traffic engineering including the design of traffic control device plans for urban and primary roadway projects. His design experience includes traffic signalization; signing and pavement marking; maintenance of traffic; and transportation management plans. He has recently prepared traffic signal plans for the Southgate Drive / US 460 Bypass Interchange project. He is extensively familiar with the Institute of Traffic Engineer's Transportation and Traffic Engineering Handbook, the federal and Virginia Manual on Uniform Traffic Control Devices, the Virginia Work Area Protection Manual, Traffic Engineering Design Manual, and the standards and procedures of VDOT. Jack is a certified work zone traffic control training instructor for Basic, Intermediate, and Advanced courses. He will report to Jeff McKay, Design Manager.

Joining Jack for traffic engineering and for the Transportation Management Plan (TMP) is **Conrad Scott, PE**, President of Accompong Engineering Group, LLC. Conrad has 20 years in performing civil and transportation engineering services including roadway design, construction staging and maintenance of traffic plan development, traffic control devices designs, safety studies and the successful coordination and delivery for a variety of significant transportation projects. His design expertise includes complex urban streets, freeways as well as interchanges. Conrad's experience also includes projects consisting of various complexities including high traffic volumes with restricted lane closure durations, critical environmental and right of way constraints, utility coordination and design, public and stake-holders involvement, accommodation of residential and commercial access throughout construction, and a variety of other complicated site features including rolling and mountainous terrain, unsuitable and challenging soils, enclosed and open drainage.

Roadway Lighting Design, Earl Hughes, PE, PTOE, has over 24 years of experience in the traffic and transportation planning and design profession. The majority of his career has been with the Virginia Department of Transportation where he held positions of increasing skill, complexity, and responsibility. His specific areas of expertise include signal design, traffic control device planning, sign design, roadway lighting design, traffic

evaluation, traffic safety, traffic management systems, accident data analysis, and pavement markings/markers. Some of Earl's notable projects include the US Route 50 and Route 29 Widening Lighting, Columbia Pike (Route 244) and Sleepy Hollow Road (Route 613) Traffic Signal Design, and Old Keene Mill Road, Torrence Street and the lighting for the new interchange and roadway improvements at Southgate Drive and US 460 Bypass.

Hydraulics and Stormwater Management Design, Don Rissmeyer, PE, CFM, reports to Design Manager, Jeff McKay. He has over 24 years of experience in drainage design for roads and bridges, as well as stormwater management utilizing VDOT's preferred software. Don's experience includes design-build projects, such as the Russell Road Widening at Quantico, the VDOT Chantilly/Clifton Area Headquarters, the 460 Mobility Partners corridor improvements, and the U.S. Route 1 project at Ft. Belvoir. He has also served as an on-call consultant for the VDOT drainage section, and in similar roles on many other VDOT projects including the VDOT Route 460/Southgate project, and the Riverside Parkway Bridge over Goose Creek.

Erosion/Sediment Control Engineer, Rebecca Ward, PE, reports to the Design Manager Jeff McKay. She has over 15 years of experience in erosion and sediment control design and permitting, utilizing VDOT and DEQ standards. Rebecca's experience includes erosion and sediment control design, and providing detail plan review as a certified ESC Combined Administrator. She is currently working on the Design-Build Route 1 project in Ft. Belvoir, as well as the the New Interchange and Roadway Improvements at Southgate Drive and US 460 Bypass, providing services similar to this project.

Utility Design Engineer, Keith Sinclair, PE, has 38 years of experience in utility design and coordination, nearly all within Virginia. He knows the importance of early coordination with utility agencies and is conversant in VDOT's current policies and procedures for utility relocations. Keith will be responsible for coordinating the design and/or relocation of utilities within the project limits, some of which may include underground, overhead and bridge-mounted electrical and telecommunication lines, fiber optic cables, a 24" gas main and an abandoned gas line. His projects include the Southgate Drive / US 460 Bypass Interchange in Blacksburg, and I-95/395 HOV Lanes. Keith will report to Design Manager Jeff McKay and interact with Construction Utility Manager. Keith is providing identical services as required here for the Route 1 Design-Build project at Ft. Belvoir and works with Jeff McKay on the US 460 Corridor Improvements (PPTA) Project.

Keith will be joined by **Wade Woolard of Utility Professional Services, Inc.** for dry utility relocation. Wade has over 35 years of experience providing electrical, telecommunication lines, gas, and fiber optic cables consulting services and best practice designs to builder/developer clients to guarantee least cost method of utility installation. He is responsible for service delivery of both design and coordination of all dry utility designs. Mr. Woolard reviews utility installation pricing to provide alternate installation options to produce client cost savings. Mr. Woolard is currently working on the US Route 1 Improvements project with AMT.

ROW Manager, Ronnie Van Cleve, Jr. and Bowman Consulting (Bowman), will play an integral role in pre-construction activities by leading all elements of ROW acquisition for the Martins Construction Corp DB Team and subsequently the Commonwealth of Virginia. Balancing pre-construction activities such as clearing parcels is an important step in maintaining the entire project schedule. Pro-actively working with property owners in partnership with our design team promotes fair, equitable, and good faith negotiations. Ronnie will manage all associated ROW activities for our Team including: (1) Prepare the Right of Way Acquisition Plan (ROWAP) for VDOT approval, (2) VDOT formatted title reports, (3) VDOT formatted appraisals, (4) independent appraisal reviews, (5) coordination with VDOT of approved just compensation, (6) preparation of the offer, acceptance and/or refusal packages, (7) RUMS data entry efforts, (8) presenting bona-fide offers to the landowners, and good faith negotiations, (9) closing/ settlements services, (10) parcel file management, and (11) ROW Acquisition Status Reporting. Ronnie will facilitate timely and yet sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining landowner. Ronnie will work in conjunction with Rickey Stuchell, a VDOT approved appraiser on Bowman's staff (DPOR license in Appendix), and with Stephen Crawford with River Ridge Evaluations, a VDOT approved appraisal reviewer for the third party appraisal reviews, and report directly to the DBPM.

Environmental Permitting Designer, John Farrell, AICP, CEP, 17 years of experience in environmental planning, NEPA evaluations and environmental assessments leading to Findings of No Significant Impact (FoNSI) decisions and Categorical Exclusions (CE). His expertise, aside from transportation related planning services, includes wetland delineation and permitting, streams classification, floodplain assessments, forest conservation, historic resource review, and related environmental services. He also provides coordination and permitting leadership through various State, Federal, and local agencies and has established relationships with these agencies to help steer projects through the design approvals and permitting process. John will report to Jeff McKay, the Design Manager.

Geotechnical Engineer, J. Randy Wirt, PE, serves as the Vice President and Director of Engineering Services for ECS Mid-Atlantic, LLC. Mr. Wirt's 15 years of experience covers a broad range of soil and rock conditions. He has managed or served as Principal Engineer on more than 200 geotechnical and construction testing projects in the Commonwealth. His responsibilities include consulting services related to the design and construction of pavements, roadways, utility systems, bridges, retaining systems, stormwater management systems, and shoring systems.

Landscape Architect, Greg Osband, CLA, ISA, offers over 33 years of experience in landscape architecture, context sensitive design solutions, and environmental design for transportation projects, including planning, roadway design, pedestrian, bicycle and vehicular circulation improvements, streetscapes and public spaces. He has provided these services for the Route 1 design-build project and the US 460/Southgate Drive project near Virginia Tech.

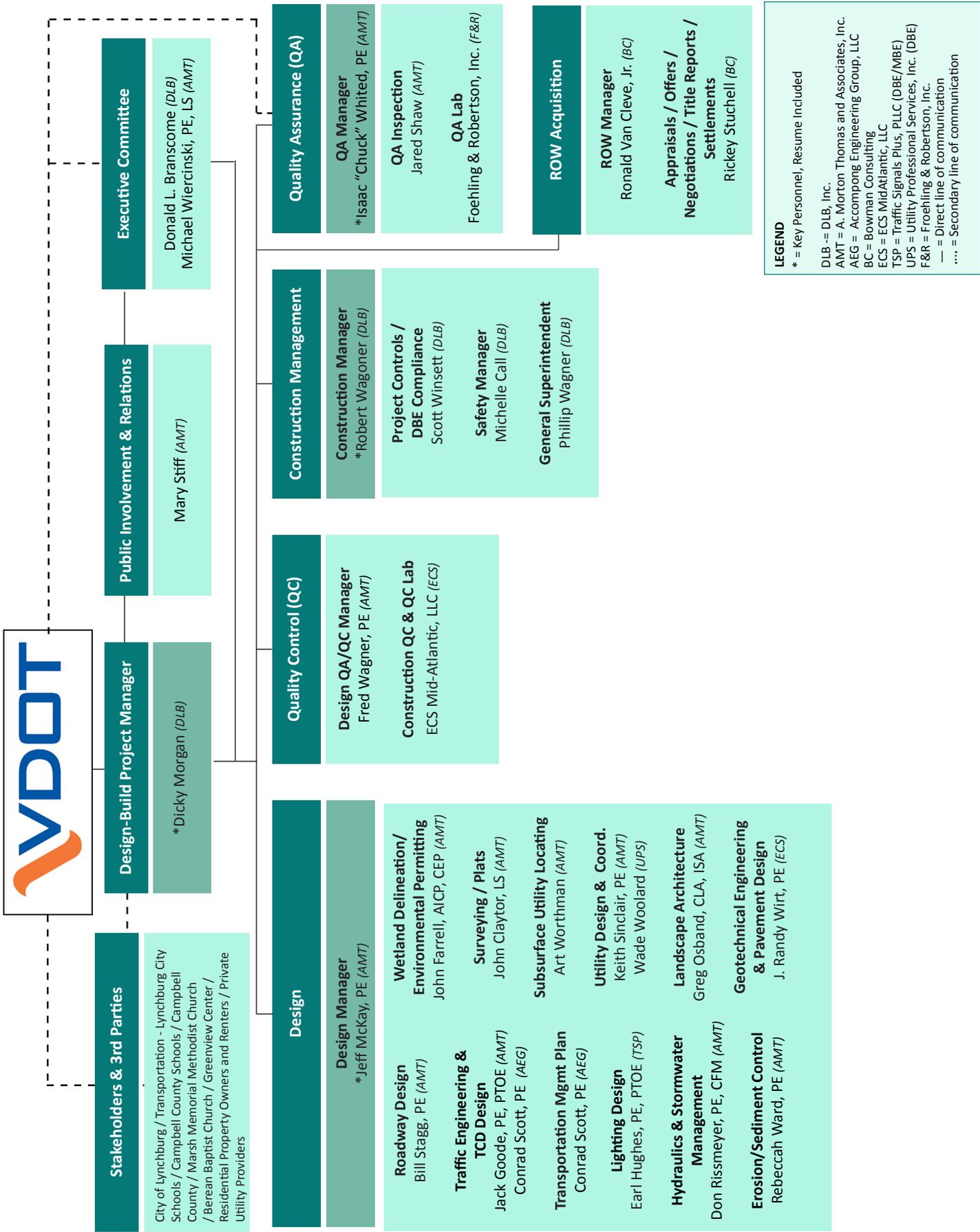
3.3.2 ORGANIZATIONAL CHART

The DLB team organizational chart on the following page illustrates our reporting and functional structure and notes the Key Personnel team members. Solid lines identify reporting relationships of our team members in managing, designing and constructing the project. They illustrate reporting lines from the Design-Build Project Manager to the design and construction teams. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. Note that the Construction Quality Control function is clearly separate from the Construction Quality Assurance team.

Paragraphs describing the functional roles of Key Personnel appear after the organizational chart. (Please also see resumes in the Appendix, Attachment 3.3.1.)

Design-Build Project Manager (DBPM), Dicky Morgan, has complete authority over all project design and construction matters for the team. Dicky's 26 years of experience partnered with his Master's degree in Construction Management will provide VDOT with a well season, highly educated Design Build Project Manager. He is responsible for managing the project from start to completion, including all contract management and administration. Dicky is VDOT's primary point of contact throughout the life of the project. He has responsibility and authority for coordination, integration and direction of the entire design-build team: design, construction, quality assurance, MOT, and public relations. He will supervise the other Key Personnel throughout the project. Starting with preconstruction, Dicky will be involved through design, construction and project closeout. He will assist with constructability reviews and safety audits and will oversee the quality management program, purchasing and construction operations. He will also be responsible for third-party communication for the team.

Quality Assurance Manager (QAM), S. Isaac "Chuck" Whited, PE., reports to the DBPM and will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements as well as accepted construction plans and specifications. He will be responsible for the development and adherence to the QA Plan, QA inspection and testing of materials used, and associated work performed. He will have the ability to stop construction, enforce compliance with all specifications, and issue and require resolution of all Non-Conformance Reports (NCRs). He will manage all aspects of the QA program including the QA inspector and independent QA testing firm and testing technicians. The QA team will conduct independent and



concurrent tests and analysis of the work with the construction quality control team. Scott will maintain project quality records, and approve and submit pay estimates. In addition, he will submit monthly written reports to both the VDOT project manager and DLB's executive team.

Design Manager (DM), Jeff McKay, PE, will also report to the DBPM. He is responsible for ensuring all design work is performed in accordance with current VDOT policies, procedures and guidelines. He will manage all aspects of design including roadway, traffic control devices, hydraulics/SWM, utility relocation and design, geotechnical engineering, lighting, landscape, and surveying/SUE. Jeff will be responsible for providing quality product and input into the project schedule, meeting all design milestones and interfaces, and ensuring the Design QC Manager's involvement. He will assign resources as needed, oversee the design subconsultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and ensure environmental compliance measures are integrated into the design. Jeff will maintain involvement in the project once construction begins to oversee any plan modifications and shop drawings, and review construction activities with the Construction Manager as work progresses. He will collaborate with the entire design and construction team leadership for constructability characteristics and project cost control.

Construction Manager (CM), Robert Wagoner, will report directly to the DBPM. He will manage the efforts of the on-site construction team including the Construction QC Manager, Safety Manager, General and Grading Superintendents, and any other technicians. His duties will also include the Environmental, Utility, and MOT management for this project. He will be assigned to the project and on-site full time for the duration of construction. He will play a key role in constructability reviews for all aspects of the design. Along with his staff, he will focus on ensuring the construction is performed safely. He will coordinate with the Design-Build Project Manager, Dicky Morgan, during construction for the proper and timely issuance and review of any RFI's and shop drawings, as well as field visits, preparation of as-builts and plan revisions.

The keys to the success of this design-build project will be communication and coordination between the many team members, VDOT, review agencies and stakeholders. During the design phases, the DLB DB team will hold regular internal meetings with key construction and design staff, and utilize tracking sheets to track progress and approvals. Participants will be reduced to the key design personnel and design discipline leads once construction starts. Others such as Construction QCM, superintendents and field surveyors will be added to the meetings as construction is underway. Key stakeholder representatives may take part as well.

Quality assurance will be independent of day-to-day quality control activities, but coordinated to ensure appropriate on-site visits and document compliance.

3.4

Experience of the Team



3.4 TEAM EXPERIENCE

DLB, Inc. has been pre-qualified with VDOT since 1985 performing numerous projects under challenging physical and traffic conditions. DLB, Inc. performs work on grade work, storm sewer, sanitary sewer, water lines, reconditioning of existing storm sewer, and bridges. DLB, Inc. operates from the main office in Hillsville, Virginia and has 176 employees working on projects in Central and Southwest Virginia and Northwestern North Carolina. DLB, Inc. experience on projects such as Route 58 Widening in Washington County, Route 114 Widening and Pedestrian Bridge in Montgomery County and Route 11 Widening in Salem, Virginia gives DLB, Inc. the experience needed to build a project like Greenview Drive Widening.

AMT is an *Engineering News-Record* "Top 250 Design Firm" and a ZweigWhite Hot Firm and has been providing consulting engineering services for nearly 60 years. The firm's specific service offering includes transportation design (roadways, intersections, and structures), traffic engineering, stormwater management and storm drainage, utility design and coordination, surveying, and construction administration and inspection. With more than 425 employees and operating from six offices in Virginia, AMT's focus has always been in the mid-Atlantic region. The firm maintains a solid reputation by teaming with clients and communities to provide high-quality, sustainable projects.

AMT's experience on such projects as the Southgate Drive / US 460 Bypass Interchange in Blacksburg and US 460 Corridor PPTA in Southeast Virginia, as well as the the Route 1 Design-Build Improvements at Fort Belvoir and the VDOT US 460 Connector Design-Build project in southwestern Virginia, equips our team with the know-how to deliver the Greenview Drive Widening design on time and within budget. AMT has consistently earned outstanding performance scores due to dedicated and skill professionals. Over the past decade, AMT has consistently earned high marks in design and construction management by project owners. In a recent annual review, VDOT's District staff commented: "AMT continues to exceed expectations for work performed. AMT has responded very quickly to requests to do constructability and environmental reviews and has done an excellent job." Additional evidence of AMT's qualifications is contained in the Lead Designer Work History Forms included in the Appendix.

Design-Build and Teaming Experience

The members of our team are proponents of the design-build model of project delivery. Not only do the designers and contractors benefit from creating greater understanding and working relationships, projects benefit from the efficiencies inherent in the process. The integration allows us to interact and partner with VDOT and other stakeholders, streamline the reviews, eliminate possible field problems during construction, and deliver the project safely, as early as possible.

In a variety of configurations, DLB, AMT and our other subconsultant specialists have worked together previously. DLB and AMT have successfully worked together on the Lynchburg District's Region 2, Project 2 Multiple Culvert Rehabilitation Design-Build project. DLB served as the Lead Contractor and AMT served as the Lead Designer. The scope of the project was to rehabilitate existing corrugated metal culverts utilizing VDOT and industry means and methods. DLB chose to rehabilitate the existing culverts with custom fabricated smooth-walled steel liners with a minimum wall thickness of ½ inch. The primary objective of the hydraulic analysis was to ensure that the overall hydraulic capacity of the culvert systems was not reduced by the rehabilitation process. In addition, the 100-year flood elevation could not be raised substantially.

AMT and DLB have also worked together on the following VDOT construction projects:

- Route 58 Widening Phase III
- Route 11 Bridge over the Norfolk Southern Railroad
- Route 100 Bridge over Reed Creek
- Route 100 over the New River
- District-Wide Culvert Lining and Repairs
- Route 460 Overlays and Bridge Repair over the Norfolk Southern Railroad
- I-81 Scratch Gravel Bridge Replacement
- Front Street Bridge Replacement and Intersection Modifications
- I-77 over the New River at Poplar Camp

3.5

Project Risks



3.5 PROJECT RISKS

Our DB Team is prepared to address project risks by using a formal risk management approach endorsed by the Construction Management Association of America (CMAA). Through this process, the Team is able to identify a list of risks, potential impacts to the project, and mitigation strategies for each issue. This "Risk Register" includes the following five steps:

1. **Identify Risks** - name risks, cause and effect, possible consequences and responses
2. **Qualitative Risk Analysis** - assign probability of occurrence, rank priority/severity, categorize
3. **Quantitative Risk Analysis** - quantify risk severity, determine risk exposure, establish tolerance, probability of achieve time/cost objectives
4. **Plan Risk Responses** - define response plans and actions, establish risk ownership, manage response
5. **Monitor/Control Risks** - monitor and update, assess outcomes/trends, close risks no longer applicable



Having reviewed available project information and visited the project site, our design and construction team members discussed the project risks and offer identification and strategies for mitigation herein.

Risk No. 1 - UTILITY RELOCATIONS

Several buried and overhead public and private utilities are located within the project limits. The project will require public utility design/construction and substantial design/relocation efforts by private utility owners, such as American Electric Power (AEP), Verizon and Columbia Gas. Public utility design reviews and approvals by the City of Lynchburg will also be required during design and prior to commencement of utility construction activities.



Utility Relocation will be a Key Element of the Project Schedule

Why this Risk is Critical: VDOT and Design-Build teams have experienced issues with responses and delivery times for private utility relocations on recent past projects. Utility relocations are often a critical path task on project schedules and are often affected by delays and issues associated with utility provider designs. This often results in a direct impact to the D-B team's project schedule, costing time and money.

Risk Impact: Delays resulting from utilities could affect the design and construction schedules. Delays in private utility relocations have a direct bearing on when certain construction activities can commence. Design reviews/approvals by public utility providers can also affect the schedule during the design phase. Major anticipated utility impacts on this project include:

◇ **Private Utilities**

- 8" gas main along the north side of Greenview Drive
- Overhead electric, telecommunications and cable along the north side of Greenview Drive and the west side of Leesville Road
- Overhead and underground electric, telecommunications and cable services

◇ **Public Utilities**

- 24" water main under Leesville Road - to be relocated outside of proposed r/w along the east side of improved Leesville Road in new 20' easement

- 12” water main along west side of Leesville Road, south side of Greenview Drive and under existing intersection – sections in conflict with lower proposed grades at intersection to be relocated as generally shown in RFQ plans
- Potential conflicts between 10” and 12” water mains to remain in place and proposed storm sewer systems – utility test pits will be required and adjustments may be necessary
- Abandoned 6” and 10” water mains to be removed
- Proposed 8” sanitary sewer along the north side of Greenview Drive and the east side of Leesville Road – design reviews/approvals by the City will be required in addition to design reviews/approvals for relocated water mains and adjustments mentioned above

Delays associated with utility company designs and construction/relocations are often a critical factor on project schedules. Even though the Design-Builder will be paying for their engineering and relocation services, our Team is at the mercy of the utility companies for timely design and completed relocations if the utility process is not coordinated properly.

Risk Mitigation: Our Team assessed the potential impact of each component of this risk and determined steps for mitigation. Our Team consists of experienced individuals that know how to successfully navigate utility provider procedures and work pro-actively to resolve issues in a timely manner. To mitigate this risk, our Team will utilize the following approach:

- ◇ Place high emphasis on close coordination with VDOT utility staff for preparation, submittal, and review of the necessary utility relocations.
- ◇ Utilize D-B team members’ experience with similar situations/utility owners and “lessons learned” from past projects. Our proposed Dry Utility consultant Utility Pros has past private utility employees on staff who understand utility provider policy and procedures and how to obtain and supply information to them in the format and detail they desire.
- ◇ Allow sufficient design and review time for utility providers in the project schedule. Pro-actively partner with providers to answer questions and facilitate their reviews where possible.
- ◇ Identify which utilities will most likely be impacted during the procurement phase of the project. Include timeframes for coordination and utility designs/reviews in the baseline schedule. Show every potential utility relocation as a separate task in the project schedule.
- ◇ Identify utility test holes that will be required and include this task as early as possible in the schedule.
- ◇ Develop mitigation strategies after project award to minimize/eliminate utility relocations. Engage utility owners early. Work closely with the providers and offer recommendations / solutions where appropriate. Set milestones in the schedule where utility relocation decisions must be made.
- ◇ Partner with reviewing agencies, such as the City of Lynchburg, and other utility owners during design by setting up regular bi-weekly utility task force meetings. This provides the D-B team constant awareness of utility company/reviewer schedules, potential issues that could result in project delays and the need for additional information/clarification to complete their designs/reviews and remain on schedule.
- ◇ Utilize D-B team staff for private utility designs or construction activities should the utility companies not have the adequate resources to perform the work per the proposed project schedule.

Role of VDOT and Other Agencies: The team fully expects to manage the risks associated with the utility relocations. No role is anticipated from VDOT or any other state agency other than standard oversight and plan reviews.

Risk No. 2 - MAINTENANCE OF TRAFFIC

The conceptual plans provided by VDOT indicate the desired intersection modifications for Greenview Drive at the intersection with Leesville Road and Airport Road. To modify the intersection from its current grade and configuration to the desired grade and configuration, changes to vertical alignments and additional turn lanes

will be required. These changes will impact utilities as well as residential and commercial access to properties adjacent to the proposed improvements. These planned improvements will require temporary short term detour(s), lane shifts, and restricted traffic movements during construction and create entirely new traffic patterns in the long-term.

Why this Risk is Critical: These changes require advance notice to local residents, businesses, police/fire/EMS, schools, major stakeholders, and motorists to avoid unexpected roadway traffic pattern changes to users. Changes in travel ways and access can be confusing, which increases the probability of accidents on roadways under construction. With an Average Daily Traffic of nearly 20,000 vehicles per day, this could be especially true along the congested intersection of Airport Road, Leesville Road, and Greenview Drive. The traffic shifts to accommodate construction at the intersection could present significant challenges and confusion to travelers, particularly those unfamiliar with current traffic patterns or who may not drive the corridor regularly. In addition, the phased construction will reduce the existing capacity of the all the roads increasing congestion and impacts to users outside the planned work zones. These traffic pattern changes pose a significant safety concern not only in the work zone but leading into the work zone as well.



Existing Traffic Pattern on Greenview Drive

The proposed profile grade of the Greenview Drive /Airport Road/Leesville Road intersection will need to be lowered to correct substandard vertical sight distance issues that currently exist. While the lower grade corrects the sight distance issue, constructing the improvements while maintaining traffic creates a challenge. In the preliminary plans, the grade differential between existing and proposed roadway surfaces appear to be as much as 5 feet lower in some locations. In these areas of pavement undercutting, traffic will need to be shifted multiple times to construct the lower proposed grades of the intersection where the existing travel lanes are today. In addition, a short term weekend closure of the intersection may be required to allow grading work to be completed which will necessitate the establishment of a temporary detour.

Risk Impact:

- ◇ **Safety** – Vehicles being led into or through an active work zone must be protected from one another and from construction. Temporary traffic controls and protection measures must be in place to avoid accidents and impacts throughout construction. Residents living along the corridor will experience safety and accessibility concerns during construction.
- ◇ **Public Relations** – Residents, businesses, and public institutions along the corridor will be a main focus when developing the Transportation Management Plan (TMP) and communication plan. This will ensure that DLB and the project meet the needs of the Lynchburg community, major stakeholders, and motorists during construction.

Risk Mitigation: This risk can be effectively managed by first developing a detailed TMP. The DLB DB Team will develop a Maintenance of Traffic (MOT) and Sequence of Construction (SOC) Plan with a major focus on the safe passage of vehicular traffic and maintaining access for residents, businesses, public institutions during each phase of construction. The same attention will be paid to the final design of the ultimate traffic patterns. The DLB DB Team will emphasize public involvement when developing the TMP and develop a defined schedule for public outreach. Additionally, we will systematically implement the MOT/SOC plans and clearly define traffic movements for each of the construction phases. Below are examples of implementing an effective TMP:

- ◇ As part of the TMP, a traffic model will be developed in order to optimize traffic operations during construction and minimize disruption and delay to motorists. As necessary, traffic analyses will be performed for the various MOT conditions including signal timing and phasing.

- ◇ Access to churches, businesses, residences, and residential neighborhoods along the Greenview Drive Corridor and portions of Airport Road and Leesville Road corridors will be affected during construction of proposed improvements. Raising public awareness of traffic pattern changes will be early on and throughout the project. The Team's mitigation strategy includes developing the TMP early in the design phase and will include a public outreach campaign to lay the ground work in communicating traffic pattern and access changes. With the construction taking place in multiple phases, the TMP must outline the steps in providing continuous traffic flow throughout the corridor during construction. The DB team leaders will ensure that the affected motorists are made aware of the impending changes and duration of impacts likely to be faced. We envision partnering with VDOT, the City of Lynchburg, Campbell County, City of Lynchburg schools, Campbell County Schools, Chamber of Commerce, airport, churches, homeowners and homeowner associations, and businesses to get input on construction sequencing, MOT alternatives and suggestions which generate the most effective means in getting the word out on planned improvements.
- ◇ The DLB DB Team will place temporary traffic controls to guide motorists through the construction zone and evaluate each construction phase against the MOT Plan to determine if any adjustments are needed. The temporary travel ways will need to be designed using a WB-67 design vehicle to accommodate truck traffic. Temporary guide signs/pavement markings will be provided along the temporary travel ways and checked frequently for effectiveness and proper placement/maintenance. Message boards can be utilized in advance of the work zones as an additional means of communication with the travelling public.

Role of VDOT and other Agencies: Participate in partnering and public outreach/information campaign led by DLB

Risk No. 3 - RIGHT-OF-WAY ACQUISITIONS

The acquisition of necessary right of way and easements for the Greenview Drive project could present risks to the project schedule that must be mitigated. It will be critical to have effective project coordination for prioritization of parcel activities to allow for utility relocations, relocation assistance and advisory services, and effective negotiations of acquisitions to not delay the project.

Risk Impact: Significant acquisitions resulting in potential challenges:

- ◇ 42 impacted parcels requiring 37 landowner appraisals and negotiations for the acquisition of necessary right of way and easements for the project
- ◇ Parcels which have high priority utility easement acquisitions required to maintain utility relocation design and construction schedules, i.e. 24" water line, 8" sewer line and 8" gas line
- ◇ The acquisition of 2 residential parcels long Greenview Drive
- ◇ 2 residential parcels requiring relocation services per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- ◇ 2 residential parcels requiring property management services; asbestos/lead inspections, utility disconnect requests, and demolition coordination
- ◇ 2 parcels owned by churches; Marsh Memorial Methodist Church and Berean Baptist Church
- ◇ 2 parcels identified as; 25' Outlet Road and 50' Right of Way "Unknown"
- ◇ 1 parcel owned by the City of Lynchburg



Existing Home to be Acquired along Leesville Road

Risk Mitigation: Right of Way acquisition will be taken into consideration in scheduling this project. The following are mitigation strategies to address the potential right-of-way acquisition risks:

- ◇ Use a VDOT approved right of way consultant with extensive experience with the VDOT process and the FHWA Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

- ◇ The right of way consultant will have access to VDOT's Right of Way and Utility Management System (RUMS) and will insure parcel file data entry and contact logs are maintained allowing VDOT staff to generate RW24 & RW26 Reports for their review.
- ◇ Use experienced VDOT approved appraisers and appraiser reviewer
- ◇ The right of way consultant would review preliminary plan sheets and provide recommendation on which parcels could utilize Basic Administrative Reports (BARS) based on VDOT criteria and forward to VDOT for approval. This would greatly reduce the valuation process in-lieu of using "NARRATIVE" and "AA" appraisals requiring an appraisal review efforts.
- ◇ Prioritize the parcels into phases so that the right of way consultant acquires right of way and easements sensitive to;
 - Construction and Utility Relocation Schedules
 - Parcels owned by churches requiring longer negotiation time due to churches cannot convey right of way or easements and must be by court order.
 - Parcel owned by the city of Lynchburg. Will make early inquiry as to the appropriate point of contact and the confirm the process to acquire needed right of way and easements
 - Parcels identified as a "25' outlet road" and "50' Right of Way" will need to be researched to determine ownership. If ownership cannot be determined with certainty, the parcels will have to be posted and a certificate of take package will have to be prepared to forward to VDOT.
 - Right of entry agreements could be utilized between the landowner, utilities and DBr to avoid delays
- ◇ Right of Way consultant will prepare a "Right of Way Acquisition Plan" (ROWAP) in coordination with the utility relocation and construction sequence efforts and forward to VDOT for review and approval. From the ROWAP a detailed schedule will be prepared to anticipate and accommodate VDOT milestones dates.
- ◇ Maintain direct communications between the Team's right of way manager and the VDOT staff member assigned to the project from the very beginning of the project until all parcels are clear. The right of way consultant will prepare a detailed "Right of Way Acquisition Status Report" spreadsheet and provide it to VDOT.
- ◇ Assess opportunities to accelerate the negotiation process prior to VDOT giving the notice to proceed (NTP) with negotiations. The team will closely monitor the anticipated VDOT NTP date and begin; title reports, document preparation and the appraisal efforts to preform necessary research of similar lands sales for their valuation efforts. Appraisals would be prepared in a "Draft Mode" until the right of way plans sheets have been approved and NTP provided by VDOT. Once NTP has been provided, the approved right of plan sheets would be provided to the appraiser to complete the appraisal. The appraisal will be forwarded to the appraisal reviewer. Once completed the appraisal would be forward to VDOT for final review and approval and landowner's and negotiators offer packages on finalized waiting on VDOT's approval of the appraisals.
- ◇ Obtain timely approvals from VDOT on appraisals, administrative settlements, certificate of take requests, and relocation benefits for the landowner or tenant they are eligible for per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- ◇ Early coordination with affected utilities to determine point for contacts, process, and lead times for utility disconnect requests for the 2 residential parcels being acquired for the demolition of the two buildings prior to the asbestos/lead inspections.
- ◇ Begin preparation of condemnation documents 30 days after negotiations commence with individual landowners. Closely monitor the 30 day negotiation timeframe with the landowner. If the landowner is being unresponsive, request VDOT to approve sending the 10-day letter and request VDOT to sign the "Intent to File" letter. The "10-day Letter" and the "Intent to File" letter would be forwarded to the landowner via certified mail with return receipt requested.

Role of VDOT and other Agencies: The DLB team will manage the risks associated with ROW acquisitions. No role is anticipated from VDOT or any other state agency other than standard oversight and plan reviews.

Appendix



3.1.2 (a) – C-78 SOQ Checklist



ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

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.

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendices
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendices
Letter of Submittal (on Offeror's letterhead)				
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	1-2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendices
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendices
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendices
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendices

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendices
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendices
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendices
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendices
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-9
Identify of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	7
Experience of Offeror's Team				10

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices
Project Risk				11-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	11

3.1.2 (b) – C-78

Acknowledgement of Addendum



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

RFQ NO. C00106320DB79

PROJECT NO.: U000-118-259, R201, C501

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 06/30/2014
(Date)
2. Cover letter of [Addendum No. 1 – 07/24/2014](#)
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

July 31, 2014

DATE

3.2.6 Affiliates and Subsidiaries



ATTACHMENT 3.2.6

State Project No. U000-118-259, R201, C501

Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary of Bowman Consulting	Bowman Environmental, LC	14020 Thunderbolt Place Suite 300 Chantilly, VA 20151
Subsidiary of Bowman Consulting	Bowman Colorado, LC	603 Park Point Drive Suite 100 Golden, CO 80401
Subsidiary of ECS Mid-Atlantic, LLC	ECS Carolinas, LLP	1812 Center Park Drive, Suite D, Charlotte, NC 28217
Subsidiary of ECS Mid-Atlantic, LLC	ECS Southeast, LLC	1281 Kennestone Circle, NE, Suite 200, Marietta, GA 30066
Subsidiary of ECS Mid-Atlantic, LLC	ECS Midwest, LLC	1575 Barclay Blvd, Buffalo Grove, IL 60089
Subsidiary of ECS Mid-Atlantic, LLC	ECS Capitol Services	655 15th Street, NW, Washington, DC 20005
Subsidiary of ECS Mid-Atlantic, LLC	ECS Central	318 Seaboard Lane, Franklin, TN 37067
Subsidiary of ECS Mid-Atlantic, LLC	ECS Texas, LLP	4950 Keller Springs Rd, Suite 480, Addison, TX 75001
Subsidiary of ECS Mid-Atlantic, LLC	ECS Florida, LLC	2815 Directors Row, Suite 500, Orlando, FL 32809

3.2.7

Debarment Forms

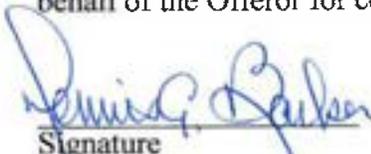


ATTACHMENT NO. 3.2.7 (a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

- 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.

 Signature	<u>7-23-14</u> Date	<u>Vice President</u> Title
<hr/>		
DLB, Inc. Name of Firm		

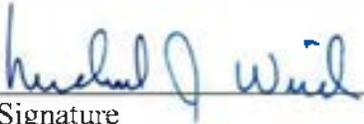
ATTACHMENT No. 3.2.7 (b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

UPC No.: U000-118-259, R201, C501

- 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 proposal.

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

	July 31, 2014	Principal
Signature	Date	Title

A. Morton Thomas and Associates, Inc.
Name of Firm

ATTACHMENT No. 3.2.7 (b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

UPC No.: U000-118-259, R201, C501

- 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 proposal.

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



Signature

July 31, 2014

Date

President

Title

Accompong Engineering Group LLC

Name of Firm

ATTACHMENT No. 3.2.7 (b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

UPC No.: U000-118-259, R201, C501

- 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 proposal.

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


Signature

July 31, 2014
Date

Chief Engineer
Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: U000-118-259, R201, C501

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

7/23/2014

Date

Chief Executive Officer

Title

Froehling & Robertson, Inc..

Name of Firm

ATTACHMENT No. 3.2.7 (b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

UPC No.: U000-118-259, R201, C501

- 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 proposal.

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


Signature

July 31, 2014
Date

Managing Member
Title

Traffic Signals Plus, PLLC
Name of Firm

ATTACHMENT No. 3.2.7 (b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

UPC No.: U000-118-259, R201, C501

- 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 proposal.

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


Signature

July 31, 2014
Date


Title


Name of Firm

3.2.8

VDOT Contractor Prequalification



TRANSPORT - E22
LSPFPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 07/18/2014

07/18/2014
2:01 PM
PAGE 135

- D -

D172
DLB, INC.
PREQ. EXP : 04/30/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P O. BOX 1239 002 - GRADING
HILLSVILLE, VA 24343-7239 003 - MAJOR STRUCTURES
PHONE : 276-728-2137 007 - MINOR STRUCTURES
FAX : 276-728-2069 045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: ALDERMAN, VERONICA LYNN
EMAIL: DLBINC@DLBINCVA.COM

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

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

DLB, Inc.'s prequalification status was recently renewed by VDOT. The full size copy of their current prequalification certificate has been mailed by VDOT, but not received by the contractor at the time of this submittal.

3.2.9

Evidence of Bonding



July 22, 2014

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

RE: DLB, Inc.
Project U000-118-259, Greenview Drive Widening
Contract Price Estimate: \$15,000,000

To whom it may concern:

The Hanover Insurance Company ("Hanover") with AM Best Financial Strength Rating of A and Financial Size Category Rating of XIV is surety for DLB, Inc. As surety, Hanover will provide a 100% performance and payment bond in the amount of the anticipated cost of construction of the captioned project to cover the project and warranty periods on behalf of DLB, Inc. in the event that such firm is the successful bidder and enter into a contract for this project.

Such approval is conditioned upon applicable underwriting considerations and acceptable contract terms and bond forms, financing and favorable review of current underwriting information at the time of the request for the bonds, as well as any other information we deem appropriate.

This letter is not an assumption of liability nor is it a bond. It is used only as a bonding reference requested from us by our client.

Sincerely,

The Hanover Insurance Company



By: William Linthicum
Surety Underwriter

3.2.10

SCC & DPOR Checklist & Copies



ATTACHMENT 3.2.10

State Project No. U000-118-259, R201, C501

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.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
DLB, Inc.	0183420-9	S-Corp	Active	P.O. Box 1239 Hillsville, VA 24343	Class A H/H	2701 022512	05/31/2016
A. Morton Thomas and Associates, Inc.	F049431-2	S-Corp	Active	100 Gateway Centre Parkway, Suite 200 Richmond, VA 23235	ENG LS	0411 000587	02/29/2016
				125 Deadmore St., SE Abingdon, VA 24210	ENG	0411 001044	02/29/2016
				14900 Conference Center Drive, Suite 180 Chantilly, VA 20151	ENG LS	0411 000586	02/29/2016
				800 King Farm Blvd 4th Floor Rockville, MD 20850	ENG LA LS	0407 003077	12/31/2015
Accompong Engineering Group LLC	S283521-5	LLC	Active	9510 Ironbridge Road, Suite 200 Chesterfield, VA 23832	ENG	0407 005442	12/31/2015
Bowman Consulting Group, Ltd.	0448198-2	S-Corp	Active	9813-9815 Godwin Dr Manassas, VA 20110	ENG LS	0411 000497	02/29/2016
ECS Mid-Atlantic, LLC	S120821-6	LLC	Active	20436 Lynchburg Highway, Suite L Lynchburg, VA 24052	ENG	0411 000832	02/29/2016
Froehling & Robertson, Inc.	0027211-2.	S-Corp	Active	1734 Seibel Drive, NE Roanoke, VA 24012	ENG	0411 000053	02/29/2016
Traffic Signals Plus, PLLC	S299757-7	LLC	Active	621 French's Store Rd. Cumberland, VA 23040	ENG	0413 000317	12/31/2015
Utility Professional Services, Inc.	0588987-8	S-Corp	Active	P.O. Box 923 Colonial Beach, VA 22443	ENG	0407 005942	12/31/2015

ATTACHMENT 3.2.10

State Project No. U000-118-259, R201, C501

SCC and DPOR Information

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DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
A. Morton Thomas and Associates, Inc.	Jeff McKay	Richmond, VA	11113 Sterling Cove Drive Chesterfield, VA 23838	ENG	0402 034639	06/30/2016
A. Morton Thomas and Associates, Inc.	Isaac Whited	Abingdon, VA	602 Arbroath Rd. South Boston, VA 24592	ENG	0402 035104	09/30/2014
A. Morton Thomas and Associates, Inc.	William Stagg	Richmond, VA	11841 Wakehurst Dr. North Chesterfield, VA 23236	ENG	0402 042017	01/31/2015
A. Morton Thomas and Associates, Inc.	J. Keith Sinclair, Jr.	Chantilly, VA	1009 Tyler Street Herndon, VA 20170	ENG	0402 011195	09/30/2014
A. Morton Thomas and Associates, Inc.	Donald Rissmeyer	Richmond, VA	10710 Midlothian Tnpk, Ste 202 Richmond, VA 23235	ENG	0402 026104	06/30/2015
A. Morton Thomas and Associates, Inc.	Rebeccah Ward	Richmond, VA	5941 Chelsea Brook Lane Glen Allen, VA 23060	ENG	0402 037457	12/31/2014
A. Morton Thomas and Associates, Inc.	John Claytor	Richmond, VA	9409 Derbyshire Rd. Richmond, VA 23229	LS	0403 002288	01/31/2016
A. Morton Thomas and Associates, Inc.	Jack Goode	Rockville, MD	11407 Snow Drop Ct Upper Marlboro, MD 20774	ENG	0402 039202	11/30/2015
A. Morton Thomas and Associates, Inc.	Greg Osband	Rockville, MD	14605 Brookmead Dr. Germantown, MD 20874	LA	0406 001369	08/31/2014
Accompong Engineering Group LLC	Conrad Scott	Chesterfield, VA	8425 Lylwood Court Chesterfield, VA 23838	ENG	0402 041680	11/30/2015
ECS Mid-Atlantic, LLC	Randy Wirt	Lynchburg, VA	4601 Jennway Loop Mosley, VA 23120	ENG	0402 037759	12/31/2014
Traffic Signals Plus, PLLC	Earl Hughes	Cumberland, VA	621 French's Store Rd. Cumberland, VA 23040	ENG	0402 042707	09/30/2014

Copies of SCC Certificates



SCC9

SCC #: 0183420-9

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. Lacy
BY _____
Commissioner

16310

VIRGINIA
In City of Martinsville Circuit Court, Clerk's office
February 14 1986
This *Order of Amendment* was *filed* received in
this office at *3:55* o'clock *P.* M. and recorded in
Chester Book No. *10* Page *174*
Taster: *Ashley R. Fitchett* Clerk

SCC 10 176

223

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That A. MORTON THOMAS & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, 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 November 26, 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:

September 26, 2013

A handwritten signature in cursive script that reads "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

Richmond, June 7, 1995

This is to Certify that the certificate of incorporation of

Bowman Consulting Group, P.C.

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

June 7, 1995



State Corporation Commission

William J. Bridg
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

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

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, AUGUST 5, 2004

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

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

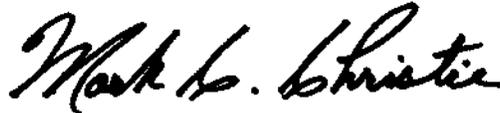
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

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

STATE CORPORATION COMMISSION

By



Commissioner

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



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

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 3, 2009

This is to certify that the certificate of organization of

Traffic Signals Plus, PLLC

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: August 3, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 31, 2002

This is to certify that the certificate of incorporation of

Utility Professional Services, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: December 31, 2002



State Corporation Commission

Attest:

Joel H. Beck

Clerk of the Commission

Copies of Office DPOR Certificates



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
05-31-2016

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

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

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)

(DETACH HERE)

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
02-29-2016

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

NUMBER
0411000587

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

PROFESSIONS: ENG, LS

A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235



Nick A. Christner
Nick A. Christner, Interim Director

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(POCKET CARD)

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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
Telephone: (804) 367-8500

NUMBER
0411001044

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

PROFESSIONS: ENG

A MORTON THOMAS AND ASSOCIATES INC
125 DEADMORE ST SE
ABINGDON, VA 24210



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR AP/ELSC/D/LA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001044 EXPIRES: 02-29-2016
PROFESSIONS: ENG
A MORTON THOMAS AND ASSOCIATES INC
125 DEADMORE ST SE
ABINGDON, VA 24210



(FOLD)

(DETACH HERE)

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
02-29-2016**

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

**NUMBER
0411000586**

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

PROFESSIONS: LS, ENG

**A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151**



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA
BOARD FOR APPEALS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000586 EXPIRES: 02-29-2016
PROFESSIONS: LS, ENG
A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151**



POCKET

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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
0407003077

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

PROFESSIONS: ENG, LA

**A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD
4TH FLOOR
ROCKVILLE, MD 20850**



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR ARCHITECTS,
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003077 EXPIRES: 12-31-2015
PROFESSIONS: ENG, LA
A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD
4TH FLOOR
ROCKVILLE, MD 20850**



FOCUS

(DETACH HERE)

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

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10010 (7/11) 107026-3

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
0407005442

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

(POCKET CARD)

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



(FOLD)

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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
0407003896

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

PROFESSIONS: ENG, LS, LA

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR ARCHITECTS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003896 EXPIRES: 12-31-2015
PROFESSIONS: ENG, LS, LA
BOWMAN CONSULTING GROUP LTD
14020 THUNDERBOLT PLACE
SUITE 300
CHANTILLY, VA 20151



FRONT

(DETACH HERE)

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
02-29-2016

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

NUMBER
0411000832

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

PROFESSIONS: ENG

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



Nick A. Christner
Nick A. Christner, Interim Director

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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
Telephone: (804) 367-8500

NUMBER

0411000053

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

PROFESSIONS: ENG

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



Nick A. Christner
Nick A. Christner, Interim Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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



FOLD

(DETACH HERE)

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

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10010 /7/11 107096-3

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

0413000317

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

PROFESSIONS: ENG

TRAFFIC SIGNALS PLUS PLLC
621 FRENCH'S STORE RD
CUMBERLAND, VA 23040



Gordon N. Dixon
Gordon N. Dixon, Director

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

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
0407005942

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

PROFESSIONS: ENG

UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443



Gordon N. Dixon
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

Copies of Key Personnel DPOR Certificates



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

06-30-2016

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

NUMBER

0402034639

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

JEFFREY SCOTT MCKAY
11113 STERLING COVE DRIVE
CHESTERFIELD, VA 23838



James W. DeBorja
James W. DeBorja, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
09-30-2014

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

NUMBER
0402035104

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

ISAAC M WHITED JR
602 ARBROATH RD
SOUTH BOSTON, VA 24592-5104



Gordon N. Dixon
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

01-31-2015

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

NUMBER

0402042017

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

WILLIAM S STAGG
11841 WAKEHURST DR
NORTH CHESTERFIELD, VA 23236



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON

09-30-2014

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

NUMBER

0402011195

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

**J K SINCLAIR JR
1009 TYLER STREET
HERNDON, VA 20170-3250**



Geoffrey N. Dixon
Geoffrey N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

06-30-2015

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

NUMBER

0402026104

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

DONALD J RISSMEYER
A. MORTON THOMAS & ASSOCIATES INC.
10710 MIDLOTHIAN TURNPIKE
SUITE 202
RICHMOND, VA 23235



Gordon N. Dixon
Gordon N. Dixon, Director

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PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026104 EXPIRES: 06-30-2015

DONALD J RISSMEYER
A. MORTON THOMAS & ASSOCIATES INC.
10710 MIDLOTHIAN TURNPIKE
SUITE 202
RICHMOND, VA 23235



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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

REBECCA PHIFER WARD
5149 CHELSEA BROOK LANE
GLEN ALLEN, VA 23060



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LAND SURVEYOR LICENSE

JOHN SCOTT CLAYTOR
9409 DERBYSHIRE ROAD
RICHMOND, VA 23229



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPEALS
LAND SURVEYOR LICENSE
NUMBER: 0403002288 EXPIRES: 01-31-2016

JOHN SCOTT CLAYTOR
9409 DERBYSHIRE ROAD
RICHMOND, VA 23229



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EXPIRES ON

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PROFESSIONAL ENGINEER LICENSE

JACK A GOODE II
11407 SNOW DROP COURT
UPPER MARLBORO, MD 20774



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BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402039202 EXPIRES: 11-30-2015

JACK A GOODE II
11407 SNOW DROP COURT
UPPER MARLBORO, MD 207



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AND LANDSCAPE ARCHITECTS
LANDSCAPE ARCHITECT LICENSE

GREGORY JAY OSBAND
14605 BROOKMEAD DR
GERMANTOWN, MD 20874



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BOARD FOR APPLSCIDLA
LANDSCAPE ARCHITECT LICENSE
NUMBER: 0406001369 EXPIRES: 08-31-2014

GREGORY JAY OSBAND
14605 BROOKMEAD DR
GERMANTOWN, MD 20874



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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838



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BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402041680 EXPIRES: 11-30-2015

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838



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

**JAMES RANDOLPH WIRT
4601 JENNWAY LOOP
MOSELEY, VA 23120**



Gordon N. Dixon
Gordon N. Dixon, Director

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BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402037759 EXPIRES: 12-31-2014

JAMES RANDOLPH WIRT
4601 JENNWAY LOOP
MOSELEY, VA 23120



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EARL GARDINER HUGHES
621 FRENCH'S STORE ROAD
CUMBERLAND, VA 23040



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3.3.1

Key Personnel Resumes



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	J.W. "Dicky" Morgan Vice President
b. Project Assignment:	Design Build Project Manager
c. Name of Firm with which you are now associated:	DLB, Inc. (DLB)
d. Years experience: With this Firm <u>2</u> Year With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project specific experience shall be included in Section (g) below):	<p>Vice President <i>DLB, Inc. 2012 - Present</i> Dicky Morgan is responsible for projects from the estimating and bidding stage to final completion. He provides construction quality management, contract administration, technical and managerial to project team members, provides needed assistance with project submittals and, collaborates with team member to prepare and update schedules and allocate resources.</p> <p>Co-Owner/Vice President <i>Simpson Construction Company, Inc. 1996 - 2012</i> As company co- owner and vice president Dicky was responsible for overall company management as well as project management activities. He managed office activities and provided project management including providing construction quality management, contract administration, technical and managerial aid to project team members, providing necessary submittals.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute and State University, Blacksburg, VA/ Master of Science / 1993 /Construction Management Virginia Polytechnic Institute and State University, Blacksburg, VA/ Bachelor of Science / 1976 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.	

Project Name:	Progress Street Extension/Givens Lane Blacksburg, VA	Start Date: 2012 End Date: 2014
Project Role:	Project Manager	
Client/Owner:	Town of Blacksburg, Virginia/Virginia Department of Transportation	With Current Firm? Yes

Project Manager for reconstruction of Givens Lane and construction of Progress street Extension. **\$7 million** project consisted of 7,022 LF road reconstruction and one single span bridge. This was a VDOT Locally Administered Project (LAP).

Duties included construction quality management, contract administration, preparation bid and pre-construction documents, project management activities, preparing submittals for project, comparing actual project progress with actual progress in terms of time and costs, negotiating work orders and consulting with project team about resource allocation. As Project Manager, Dicky worked closely with the contractor and VDOT ensuring the project was delivered on-time and on-budget. He participated in meetings with the design development team including project engineers and VDOT. Dicky provided CPM schedule review, oversaw the construction manager and inspectors, and he attended project progress meetings.

Project Name:	Route 114 Improvements, Christiansburg, VA	Start Date: 2012 End Date: 2014
Project Role:	Project Manager	
Client/Owner:	Virginia Department of Transportation	With Current Firm? Yes

Project Manager for upgrading section of Route 114 and construction of pedestrian bridge over Route 114. **\$13.5 million** project consisted of construction of additional lanes on Route 114 and upgrading current lanes and construction of 4 span pedestrian bridge over Route 114 for pedestrians to use on Huckleberry Trail.

Duties included construction quality management, contract administration, preparation of bid and pre-construction documents, project management activities, preparing submittals for project, comparing actual project progress with actual progress in terms of time and costs, negotiating work orders and consulting with project team about resource allocation. As Project Manager, Dicky worked closely with the contractor and VDOT ensuring the project was delivered on-time and on-budget. He also provided management and supervision, subcontract negotiation/administration, quality control, safety management, environmental compliance, scheduling for compliance and successful project completion.

Project Name:	Route 6 Improvements Fluvanna County, VA	Start Date: 2014 End Date: 2015
Project Role:	Project Manager	
Client/Owner:	Virginia Department of Transportation	With Current Firm? Yes

Project Manager for reconstruction of Bridge over Rivianna River. **\$6.8 million** project consisting of 4 span bridge over Rivianna river and construction of approaches to bridge.

Duties include construction quality management, contract administration, preparation of bid and pre-construction documents, project management activities, preparing submittals for project, comparing actual project progress with actual progress in terms of time and costs, negotiating work orders and consulting with project team about resource allocation. Dicky provided management and supervision, subcontract negotiation/administration, quality control, safety management, environmental compliance, scheduling for compliance and successful project completion.

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 6 Improvements, Project Manager, Scheduled completion date: Fall 2015

This current assignment requires 15% of Mr. Morgan's time. Upon project start-up for Greenview Drive he will have 85 % availability until November 2015. After November he will be 100% available and fully dedicated to Greenview Drive

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Isaac “Chuck” Whited, PE Quality Assurance Manager
b. Project Assignment:	Quality Assurance Manager
c. Name of Firm with which you are now associated:	A. Morton Thomas and Associates, Inc. (AMT)
d. Years experience: With this Firm <u>5</u> Year With Other Firms <u>21</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project specific experience shall be included in Section (g) below):	
<p>Quality Assurance Manager <i>A. Morton Thomas and Associates, Inc..... 2009 - Present</i> As a Design-Build Quality Assurance Manager, Construction Quality Manager and Construction Engineer he specializes in construction management and oversight. He has participates in the day-to-day operations of VDOT construction projects including certifying accurate and complete inspection reports, ensuring compliance with plan specifications, review of daily diaries, preparation of technical, monthly progress reports and website progress updates. Additionally, he provides oversight of on-site testing of inspection services, established on-site testing laboratories and provides project schedule and cost analysis. He verifies VDOT-approved materials are incorporated into the Contract as well as preparing the Material Book for the Design-Build Contract.</p> <p>Construction Manager for Bridge <i>Greenhorne and O’Mara, Inc..... 2006 – 2008</i> Responsible for all phases of bridge construction administration/management including all QC materials testing, documentation, and pay estimates for multiple bridges at I-64/Battlefield Boulevard Improvements</p> <p>Senior Project Engineer <i>Greenhorne and O’Mara, Inc..... 2000 – 2006</i> Responsible for all roadway and bridge contract administration including technical reports, documentation, materials testing, training, pay estimates, and scheduling of work</p> <p>Plans Reviewer / Specifications <i>Florida Department of Transportation 1994 – 2000</i> Responsible Professional Engineer for the preparation, signing and sealing of Specification packages for all types of Contracts including design-bid-build, design-build, and alternative contracting. Also, he was the point-of-contact for all questions by contractors bidding on upcoming Contracts including roadway/bridge technical issues and contractual matters.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of South Florida, Tampa Florida / 1986 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2000..... VirginiaProfessional Engineer #35104 1990.....Florida.....Professional Engineer #43442
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none">1. Note your specific responsibilities and authorities for each assignment, not those of the firm.2. Note whether experience is with current firm or with other firm.3. Provide beginning and end dates for each assignment. <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.</p>

Project Name:	Route 460 Connector, Phase I Breaks, VA	Start Date:	2010
Project Role:	Quality Assurance Manager	End Date:	2015
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes

Quality Assurance Manager for this **\$90 million** Design Build highway / bridge project in Buchanan County. The design-build project includes 1 mile of new 460 Connector Roadway and .56 miles of widening and realignment of Route 80. The project also include three bridges: twin 1,733 foot long cast-in-place hollow box concrete structures crossing Grassy Creek and Route 610 at a maximum height of 267 feet, and a 300 foot long bulb-T girder bridge crossing Hunts Creek. Roadway work includes major excavation and filling of roadway embankments in steep, mountainous terrain including coordination of QA/QC testing of embankment, drainage structures, subgrade, asphalt and incidental items. Field engineering for incorporating construction changes to the Maintenance of Traffic Plan for the Design-Build team involving new phasing and roadway construction changes to meet Contract requirements. He serves as the MOT plans reviewer for the Responsible Engineer signing and sealing the Maintenance of Traffic Revisions. As the QAM, he is responsible for the acceptance and documentation of all materials used on the Contract as well as the generation of the VDOT Materials Book and constructability reviews. He verifies that the QC staff is following the QC Inspection Plan/Materials Testing Requirements in the approved QA/QC Manual for this Contract. Duties include oversight of all construction activities and analysis and interpretation of project plans and specifications to insure constructability as well as providing oversight and management of inspection and testing staff.

Project Name:	Route 1 Improvements, Woodbridge, VA	Start Date:	2009
Project Role:	Construction Quality Control Manager	End Date:	2010
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes

Construction Quality Control Manager provided engineering project management and oversight. The **\$18 million** project included road widening and bridge replacement on Route 1, over Neabsco Creek in Prince William County. The project involved raising the roadway approximately seven feet and widening the roadway and new bridges to three lanes for each bridge. Duties included quality control including certifying accurate and complete inspection reports for structure including pay items measurements and increases, training VDOT Inspectors on structural bridge inspection, ensuring compliance with plans and specifications for replacement bridge, monitoring contractor Quality Control screening testing on concrete including sampling, testing, and, and placement of fresh concrete, testing of concrete and the casting concrete cylinders for pay factor determination, monitoring Contractor work using CQIP Checklists to ensure quality, and monitoring material submittals for completeness, source of materials, delivered materials and stockpiled as well as incidental materials contemplated for use on the project.

Project Name:	I-64 Battlefield Boulevard Interchange Chesapeake, VA	Start Date:	2007
Project Role:	Construction Quality Control Manager	End Date:	2009
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No

Construction Quality Control Manager provided quality control and supervision of inspection staff on six bridges including braided ramp flyover, fracture critical bridges, railroad overpass bridges, and two new Battlefield Boulevard bridges; a major interstate interchange and collector/ distributor road reconstruction. The construction value for this project totaled **\$98.6 million**. Duties included supervising inspection staff on six bridges as well as quality control testing of concrete, placement, pile driving, MSE wall installation, structural inspection, structural steel girder erection, girder bolt up, deck reinforcing steel inspection, deck concrete placement, etc. Monitoring all facets of materials submittals, source of materials, documentation, and incidental items on approved products list. Preparation and review of DWR's for completeness, proper documentation of work operations and pay item increases. Supervising and monitoring contractor's concrete control samples for compressive strength, witnessing the making the cylinders and witnessing the tests on compressive strengths of the control cylinders in the Loading machine. Monitoring the contractor's work and operations to ensure compliance with the plans and specifications. Preparing extensive checklists for phases of work on structures to ensure specification compliance for Pre-Start up Meeting with Prime and Subcontractors before major work operations begin.

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 460 Connector, Quality Assurance manager, Scheduled completion date: Spring 2015
This current assignment will be in close-out phase by the time construction will begin for the Greenview Drive Widening.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Jeff McKay, PE, Assoc. DBIA
Associate

b. Project Assignment:
Design Manager

c. Name of Firm with which you are now associated:
A. Morton Thomas and Associates, Inc. (AMT)

d. Years experience: With this Firm 2 Year With Other Firms 19 Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project specific experience shall be included in Section (g) below):
Associate/Design Manager
A. Morton Thomas and Associates, Inc..... 2013 – Present
Project Manager overseeing highway development/design teams for transportation projects throughout Virginia, including QC responsibilities. Senior management for design-build and other innovative contracting techniques throughout Virginia.
Senior Project Manager
URS Corporation..... 2008 – 2013
URS Certified Project Manager responsible for the management and design of several highway and land development projects throughout Virginia and North Carolina including design-build for highway and industrial projects.
Land Development Project Manager
Centex Home 2005 – 2008
Responsible for single and multi-family residential land development from feasibility stage through final municipal approvals and construction in the Richmond metropolitan area. Significant interaction with municipalities, utility providers, contractors, consultants and home-buying customers.
Project Manager/Senior Engineer
Dewberry..... 1994 – 2005
Responsible for the management, engineering design and construction coordination of several large rural and urban highway improvement projects throughout Virginia, including Senior Engineer roles in VDOT design-build projects.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic Institute and State University, Blacksburg, VA/ Bachelor of Science / 1993 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2002..... Virginia Professional Engineer #34639

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each assignment.
(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	U.S. Route 460 Corridor Improvements PPTA	Start Date:	2013
Project Role:	Design Manager	End Date:	TBD
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes

Design Manager responsible for a 14.6 mile section of a new 55 mile, 4-lane divided toll road between I-295 in Prince George County and Route 58 in Suffolk. AMT’s scope of work for this **\$1.4 billion** PPTA project includes Rural Principal Arterial roadway design on new alignment, interchange design at Routes 602, 625 and 40, Route 460 bridge design over Route 40, extensive H&HA and stormwater management design and coordination, traffic engineering including signal warrant analysis and design, maintenance of traffic, utility relocation concept plan, bicycle/pedestrian accommodation plan, aesthetic concept plan, landscaping plan, construction phase support and close coordination with consultants, Design-Builder, VDOT, Private Party, localities and utility providers. Project is currently on hold pending the results of a Supplemental EIS.

Project Name:	Route 123 Widening & Intersection Improvements Fairfax, VA	Start Date:	1999
Project Role:	Design Manager	End Date:	2002
Client/Owner:	Developer / Fairfax County / Virginia Department of Transportation	With Current Firm?	No

Design Manager responsible for the roadway and drainage design of an urban arterial roadway widening project through Tyson's Corner. The 0.6 mile project involved the widening of Route 123 from 4-lanes to 6-lanes with continuous auxiliary lanes between I-495 and the Dulles Toll Road and included preliminary through final engineering, extensive intersection reconfiguration, traffic signal design, maintenance of traffic plans, storm drainage and manufactured BMP design, sidewalk, gravity retaining walls, major utility relocations, Developer/VDOT/Fairfax County coordination, preparation of final construction documents and construction phase support services.

Project Name:	Route 28/625 Interchange (Route 28 PPTA) Loudoun County, VA	Start Date:	2001
Project Role:	Deputy Design Manager	End Date:	2006
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No

Deputy Design Manager responsible for preliminary and final design based on extensive traffic study data and multiple right-of-way restrictions for this major interchange and widening project. Responsibilities for this \$30M project included interchange design with directional median flyover, major roadway widening of Route 28 and Waxpool Road, storm drainage design, multi-purpose trail design, grade-separation of W&OD Trail crossing, traffic control device design, maintenance of traffic plans, MSE and gravity retaining walls, bridge design coordination and extensive VDOT and Contractor coordination. Responsibilities during construction included engineering support and close coordination with the D-B contractor, VDOT, and utility providers.

Project Name:	Pole Green Road / Bell Creek Road Intersection Improvements Hanover County, VA	Start Date:	2008
Project Role:	Design Manager	End Date:	2010
Client/Owner:	Hanover County / Virginia Department of Transportation	With Current Firm?	No

Design Manager for urban roadway widening, intersection improvements and addition of auxiliary lanes on approach to intersection. Full-service design scope for this \$2M LAP project included surveying, mapping and plats; right-of-way acquisition; geotechnical engineering; environmental due diligence and permitting; traffic study and modeling; roadway, intersection, drainage and traffic control device design; maintenance of traffic plans, stormwater management; utility design and relocation coordination; and construction phase support services. Mr. McKay worked closely with Hanover County, VDOT, utility providers and the contractor to deliver this project on schedule and approximately \$1M under the initial programmed budget.

Project Name:	Wallace Creek Road Improvements (Design-Build) MCB Camp Lejeune, NC	Start Date:	2009
Project Role:	Design Manager	End Date:	2013
Client/Owner:	NAVFAC / MCB Camp Lejeune, NC	With Current Firm?	No

Design Manager responsible for the design of the extension of Wallace Creek Road (WCR) from Parachute Tower Road (PTR) to the future ANGLICO/Intel complex. Major design elements of this design-build project included the 0.9 mile extension of a four-lane urban roadway on new alignment, widening of 0.3 miles of WCR in Phase I, widening of 0.4 miles of PTR, WCR/PTR intersection reconstruction, and a 550' cored-slab bridge over Bearhead Creek and the adjacent wetlands. Other major design/permitting tasks included a new 12" water main along WCR, telecommunications ductbank design, wet and dry utility design and relocation, roadway lighting, 10' multi-purpose asphalt trail, 550' timber pedestrian bridge, extensive stormwater management design and permitting through NCDENR.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
Mr. McKay will not be on-site full time for the duration of construction. However, his current assignments (US Route 460 Corridor Improvements PPTA and US Route 1 Improvements) are aligned well for his complete dedication to this project at start-up and through completion.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Robert Wagoner Construction Manager/Superintendent
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: DLB, Inc. (DLB)
d.	Years experience: With this Firm <u>5</u> Year With Other Firms <u>10</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project specific experience shall be included in Section (g) below): Construction Manager/Superintendent <i>DLB, Inc 2010 - Present</i> Construction Manager/Superintendent for DLB on several complicated and larger sized projects in Virginia. Responsible for implementing and planning all construction activities to ensure milestones are met on the construction project. Daily operation of fieldwork activities and organization of subcontractors, project coordination and implementation, to ensure project is built correctly and in a timely manner. Foreman <i>Greenhill Environmental..... 2005-2010</i> Foreman responsible for various jobs. Greenhill Environmental is a residential and commercial excavation & grading contractor. Operated excavator, dozer, straight truck, low boy, and motor grader. Handled all erosion and sediment control. Handled all storm drain projects. Stayed within OSHA regulations. Owner <i>Wagoner Excavating 2003-2005</i> General contractor for commercial and residential business such as excavation, grading, and utility work Combat Engineer <i>United States Marine Corps..... 1999-2003</i> United States Marine Corp- Dept. H&HS Cherry Point N C 6013, MP, and Counter Intelligence.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Alleghany High School / Diploma / 1999 / Studied electrical, welding, and carpentry trades
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2010/Virginia DEQ Erosion and Sediment Control Inspector /#5382C Robert will hold the DEQ Responsible Land Disturber certification prior to the commencement of construction.
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 assignment, 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 assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	Route 58 Widening Phase III Washington County, VA	Start Date:	2010
Project Role:	Construction Manager	End Date:	2012
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes

Construction Manager for this **\$20.4 million** widening of 2 miles of 4-lane road construction, (2) 350ft bridges, and a 100ft triple barrel box culvert. This project included: spread footers, 72in steel beams continuous span, sheet pile shoring, hilfinker shoring, solidier pile shoring, barrier rail, soil nail retaining wall, 72in – 15 in storm drain, 272,153 cuyd of earth work, blasting, curb and gutter, under drain, paving, 16 in – 3/in waterline, disposal sites, guardrail, highway signs, rock slides, paved ditches, rip-rap slopes, stripping, coffer dams, in-stream plans, seeding, and bridge demo.

Duties included oversight of various crews pertaining to grading, bridge work, and utility work. Responsible for erosion and sediment control, traffic control, implementing and planning all construction activities on a daily basis including scheduling equipment and materials; record keeping; employee administrative work such as time sheets, CDL records, equipment reports, and tool box talks. Responsible for managing project progress and managing personnel performance. He also ensured the materials used and work performed met the contract requirements and the approved plans and specifications.

Project Name:	Progress Street Extension/Givens Lane Blacksburg, VA	Start Date:	2012
Project Role:	Construction Manager	End Date:	2014
Client/Owner:	Town of Blacksburg, Virginia	With Current Firm?	Yes

Construction Manager for the widening of 2.5 miles and new road construction, and a 50ft bridge totaling **\$7.4 million**. This project included: MSE walls, concrete H-pile footing, spring heads, stream relocation and diversions, 72” - 15’ storm drain, waterline, sanitary sewer, 1200ft retaining wall, modular block retaining wall, handrail, side walk (concrete and asphalt), curb and gutter, right of way fence, right of way monuments, demo residential building, street signs, stripping, (2) roundabouts with stamped concrete, 73,000cuyd of earthwork, and 600ft X 100ft SWM Basin.

Duties included oversight of various crews pertaining to grading, bridge work, and utility work. Responsible for erosion and sediment control; traffic control; and implementing and regulating all safety procedures for personnel and subcontractors. Responsible for implementing and planning all construction activities on a daily basis including scheduling equipment and materials; record keeping; employee administrative work such as time sheets, CDL records, equipment reports, and tool box talk. Responsible for managing project progress and managing personnel performance. Robert worked closely with the design staff and VDOT to ensure the project was construction to all standards and specifications.

Project Name:	US Route 460 Widening Salem, VA	Start Date:	2014
Project Role:	Construction Manager	End Date:	2014
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes

Construction Manager for the 2.0 mi miles of new 4 lane road construction, 50ft bridge, drilled shafts, box beams, 20ft tall Ashford stone retaining walls, handrail, under drain, 24in-3/4in waterline, 72in – 15in storm drain, sanitary sewer, guardrail, paving, curb and gutter, signs, stripping, utility boring, seeding, traffic signalization, SWM basins, firehouse slab, concrete side walk, paved ditches, gabion walls, coffer dams, contaminated material disposal, residential and bridge demo. Project costs totaled \$22.3 million.

Duties included oversight of various crews pertaining to grading, bridge work, and utility work. Responsible for erosion and sediment control; traffic control; and implementing and regulating all safety procedures for personnel and subcontractors. Responsible for implementing and planning all construction activities on a daily basis including scheduling equipment and materials; record keeping; employee administrative work such as time sheets, CDL records, equipment reports, and tool box talks. Responsible for managing project progress and managing personnel performance. Robert has been instrumental in all phases of construction including review/coordination of shop drawings, maintaining the construction schedule, and supervising construction in accordance with the approved plans and specifications.

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 460 Widening, Construction Manager, Scheduled completion date: November 2014

This current assignment will be in close-out before construction will begin for the Greenview Drive Widening.

3.4.1 (a) Lead Contractor 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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Route 58 Widening Phase III Washington County, VA	Rummel, Klepper, & Kahl, LLP	Owner: Virginia Department of Transportation Craig Jones, PE 1401 East Broad Street Richmond, VA 23219 276-228-2154 ext. 104 ct.jones@vdot.virginia.gov	June 2012	August 2012 (Due to Program Change)	\$20,095	\$20,319 (Due to Program Change))	\$14,424

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

DLB ROLE

This project showcases the company's wide range of technical capabilities and expertise. The scope of work included widening 2.0 miles of 4-lane road construction, (2) 350 ft bridges, and a 100 ft triple barrel box culvert. This project included: spread footers, 72 in steel beams continuous span, sheet pile shoring, hiltner shoring, soldier pile shoring, barrier rail, soil nail retaining wall, 72 in – 15 in storm drain, 272,153 cuyd of earth work, blasting, curb and gutter, under drain, paving, 16 in – 3/4 in waterline, disposal sites, guardrail, highway signs, rock slides, paved ditches, rip-rap slopes, stripping, coffer dams, in-stream plans, seeding, and bridge demo.



Completed Portion Widening Meeting the Future Phase IV Section

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.

RELEVANCY

- DLB, Inc. 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

FEATURES

- Roadway widening
- 4 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

SCOPE AND COMPLEXITY SIMILARITIES

- 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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY

DLB completed this complex widening project both on-time and on-budget in accordance with the program change.



Widening, New Pavement Placement, & Relocated Utilities

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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Route 460 Widening & Reconstruction Salem, VA	Rummel, Klepper, & Kahl, LLP	Virginia Department of Transportation Jeff Echols, PE 1401 East Broad Street Richmond, VA 23219 540-375-3595 Jeff.Echols@vdot.virginia.gov	October 2013	August 2014 (Due to Increase in the Scope)	\$22,687	\$24,328 (Due to Increase in the Scope)	\$16,754

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

DLB ROLE

The widening and reconstruction of Route 460 closely resembles the work to be carried out on the Greenview Drive Widening project. The project consists of 2.0 mi miles of new 4 lane road construction, 50ft bridge, hilfinker shoring, drilled shafts, box beams, 20ft tall Ashford stone retaining walls, handrail, under drain, 3/4in - 24in waterline, 15in - 72in storm drain, sanitary sewer, guardrail, paving, curb and gutter, signs, stripping, utility boring, seeding, traffic signalization, SWM basins, firehouse slab, concrete side walk, paved ditches, gabion walls, coffer dams, contaminated material disposal, residential and bridge demo. During 2012-2013 the MOT for this project became very complex because the I-81 Truck Climbing Lanes project running concurrently with the Route 460 Widening and Reconstruction project. Any time there was blasting or interruptions to traffic on I-81 traffic from the interstate was diverted through DLB's Route 460 project resulting in the work on 460 halting while interstate traffic was diverted.



US 460 Widening Modifications

DLB, Inc. provided the following construction services for this project:

- Grading required to construct additional lanes, turn lanes and reconstruct existing lanes.
- Water and sewer relocation required to accommodate new travel lanes and upgrade existing travel lanes.
- Storm sewer construction to accommodate storm water run-off.
- Construction of single span bridge.
- Extensive traffic maintenance required for phases of project.
- Environmental structures to prevent run-off from encroaching water ways.
- Coordinate with subcontractors such as:
 - Drill shafts as part of bridge foundation
 - Electrical contractor for temporary and permanent signals
 - Retaining wall
 - Paving subcontractors during phasing of work
- Coordinate within Norfolk Southern Railroad to allow boring under railroad for utility crossings

RELEVANCY

- DLB, Inc. is providing total construction services to provide additional lanes on Route 460 and rework traffic signals at various intersections throughout the project

FEATURES

- Roadway widening
- Rework signals at intersections throughout project
- Reconstruct entrances to various businesses and residential streets
- Extensive erosion and sediment control corresponding to MOT phases.
- Storm water management meeting DEQ requirements



US 460 Widening Retaining Wall

SCOPE AND COMPLEXITY SIMILARITIES

- High traffic volume / high profile project
- Significant sized project - \$ 20 million
- Widening within tight ROW using retaining walls
- VDOT project
- Detailed and Extensive MOT & TMP required during project

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY

DLB will complete this highly complex project within the VDOT approved extension.

DLB has received a 93.33% Interim CPE rating for this project.



US 460 Widening MOT

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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Route 114 Improvements Christiansburg, VA	Virginia Department of Transportation	Owner: Virginia Department of Transportation Duane Mann, PE Virginia Department of Transportation 1401 East Broad Street Richmond, VA 23219 540-381-7195 m.mann@vdot.virginia.gov	November 2014	November 2014	\$13,558	\$13,558	\$9,570

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

DLB ROLE

This challenging project consisted of grading, storm sewer, utility relocation, paving, concrete flatwork, traffic lights, a 4-span pedestrian bridge over Route 114 and milling and paving on Route 460 at the intersection of Route 114.

DLB, Inc. provided the following construction services for this project:

- Grading required to construct 2 additional lanes, turn lanes and reconstruct existing two lane traveled roadway.
- Extensive water and sewer relocation required to accommodate the new travel lanes and upgrade of existing travel lanes.
- Extensive storm sewer construction to accommodate storm water runoff.
- Construction of 4 span pedestrian bridge across Route 114 (Peppers Ferry Road) to allow patrons of Huckleberry trail to cross Route 114 safely.
- Extensive traffic maintenance required for phasing of project and to allow traffic from Route 460 and Route 114 to access New River Valley Mall and Wal-Mart Supercenter.
- Extensive environmental structures to prevent runoff from encroaching mall sites and residential areas.
- Coordinate with subcontractors such as:
 - drilled shafts as part of bridge foundation
 - electrical contractors for temporary and permanent traffic signals
 - stone columns as part of ramp leading to bridge
 - paving subcontracts during phases of work
- Coordinate with utility companies for temporary relocation and permanent location of electrical, telephone and cable structures.
- Coordinate with Norfolk Southern Railroad to widen crossing at Route 114.
- Coordinate with other projects including new water transmission line for Town of Christiansburg and Extension of Huckleberry trail



Route 114 MOT

RELEVANCY

- DLB is providing total construction services to provide for additional lanes on Route 114 and reworking traffic signals at the mall entrance to help calm traffic flow into and out of shopping areas. Project also includes a 4 span pedestrian bridge to allow users of the Huckleberry Trail to cross Route 114 safely.

FEATURES

- Roadway widening
- Rework of signalized entrance to shopping center and residential streets.
- Extensive erosion protection corresponding to MOT phases.
- Storm water management meeting DEQ requirements
- Pedestrian Bridge across Route 460



Route 114 Widening

SCOPE AND COMPLEXITY SIMILARITIES

- High traffic volume / high profile project.
- Significant sized project - \$13 million.
- Widening within tight ROW.
- VDOT Project.
- Detailed and extensive MOT & TMP required during project.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY

DLB will complete this complex project both on-time and on-budget.

DLB has received a 100% CPE Performance for this project.



Route 114 Widening Pavement Placement

3.4.1 (b) Lead Designer Work History Forms



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. Contract Completion Date (Original)	e. 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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
US Route 1 Congestion Relief & Safety Improvement Design-Build Fairfax County, Virginia	Corman Construction, Inc/ Wagman JV 12001 Guilford Road Annapolis Junction, MD 20701 Scott Szympruch, PE, Chief Engineer (301) 575-9832	Eastern Federal Lands Highway Division / VDOT Thomas E. Shifflett 21400 Ridgetop Circle Sterling, VA 20166 703-404-6323 Thomas.Shifflett@dot.gov	2015	2015 (Est.)	\$62,000	\$62,000	\$7,440

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.

AMT ROLE

AMT is the **lead prime designer and construction quality control manager** for this \$62 million design-build project in northeastern region of Virginia, which provides traffic relief and safety for the ongoing BRAC consolidation occurring in the vicinity of Fort Belvoir. The Route 1 Improvements project implements a series of enhancements along Route 1 from the Telegraph Road intersection north to the new Mulligan Road/Mt Vernon Memorial Highway intersection for a distance of 3.68 miles. These improvements generally widen Route 1 from four to six lanes, improve intersection operations and capacity with new traffic signals and turn lanes, reserve a 32 foot wide median for future transit, and provide parallel pedestrian and bicycle facilities for the entire 3.68 miles to be widened. Highway design services (roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, and utilities) are provided by AMT. The project also includes improvements on Telegraph Road from Route 1 to Whernside Street and to Mt Vernon Memorial Highway. In addition, this project consists of building new bridges over Accotink Creek, several wildlife crossing structures under Route 1, as well as the removal of an existing military railroad crossing. The design services were provided from AMT's Chantilly and Richmond offices.

AMT's design of improvements utilizes the existing pavement to the maximum extent possible. Through the use of milling, overlay, and build-up; proposed maintenance of traffic was greatly simplified requiring smaller shifts in traffic to address grade changes at the curb line and provide widening as needed.

Utility protection/relocation including designation and test holes for the existing utilities are provided by AMT. The project is coordinated with several projects administered by others - North Post Access, Lyndham Hill Development, Accotink Village and Mulligan Road. Noise barriers are included and extensive maintenance of traffic operation plans have been developed.

PROJECT FEATURES

- An improved 3.68-mile six-lane divided highway (US Route 1), including a widened raised median to accommodate future mass transit options, starting before Telegraph Road and end at Mount Vernon Memorial Highway. Extensive TMP to provide safe and efficient traffic flow during construction.
- Twin bridges, 332 linear feet in length, lifting the existing roadway out of the Accotink Creek Floodplain. Includes flood plain control measures to protect Fairfax County Parkway from flooding at its intersection with Route 1.



Route 1 Typical Section

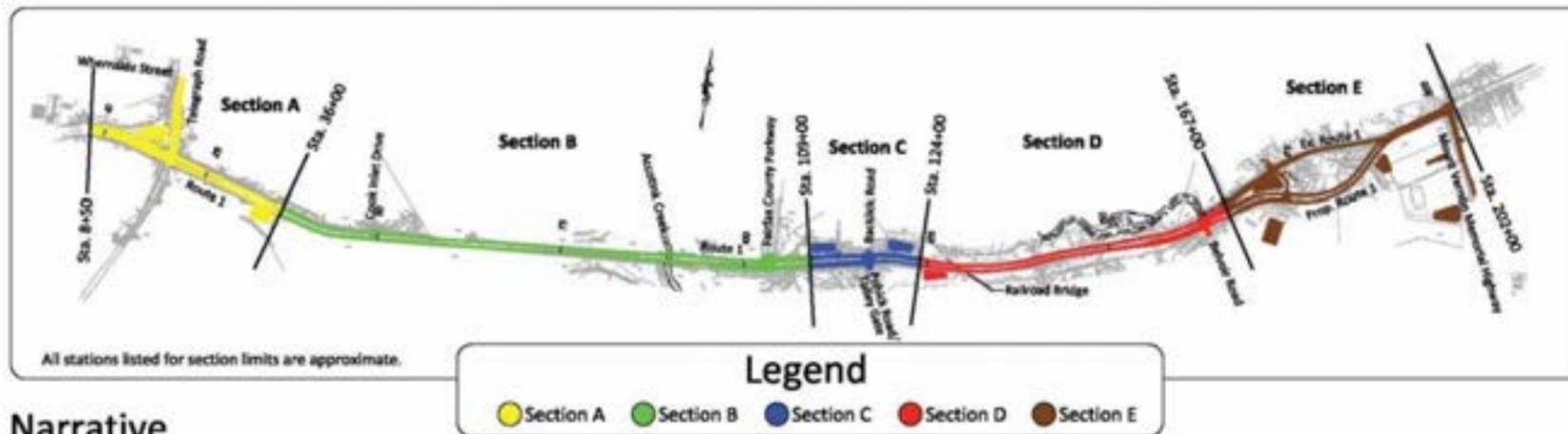
SCOPE & COMPLEXITY SIMILARITIES

- Design-build delivery method
- Significant size project - \$62 million
- VDOT owned and maintained
- High traffic conditions - strategic maintenance of traffic and phasing
- Coordination with adjacent projects
- Extensive Right-of-Way Acquisitions
- Successful utility relocations
- Innovative stormwater management facilities

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY

- All phase schedules met
- Excellent relationships with Contractor, FHWA, VDOT, and public
- AMT structured its delivery of the project to provide parts of the project immediately available for construction and delaying portions of the project to allow for adequate time for outreach and community input while obtaining the necessary approvals.

Sequence of Construction Summary



Narrative



Route 1 On going Construction

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. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	d. Contract Completion Date (Original)	e. 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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
New Interchange and Roadway Improvements at Southgate Drive and US 460 Bypass Blacksburg, Virginia	To be bid December 2014	Virginia Department of Transportation Philip Hammack, PE 731 Harrison Avenue Salem, VA 24153 540 378-5041 Phillip.Hammack@VDOT.Virginia.gov	2018 (est.)	2018 (est.)	\$32,000	\$32,000	\$4,200

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.

AMT ROLE

AMT is the **lead prime designer** and is providing the following services:

- Traffic Analysis, including traffic/crash data collection and analysis, traffic operation analysis, no-build and build forecasts, origin/destination study, safety analysis, and travel time study.
- Roadway Design and Trail Relocation Design, for a total of 3.6 miles of roadway alignment, 1.5 miles of "off-line" trail including 2 grade separated trail crossings, and 2 reconfigured at-grade intersections.
- Interchange Justification Report which will include alternative grade separation/interchange configurations and assessment for each alternate of the following: meets purpose and need (functionality), geometrics, Traffic operations (LOS) and sensitivity analysis, safety, right of way impacts, environmental impacts, roadway construction cost, hydraulics, bridge and structure costs, utilities, and constructability.
- Traffic Engineering, including signing plans, signal design, lighting design, maintenance of traffic plans, Transportation Management Plan, and marking plans.
- Landscape Architecture/Aesthetic Design to provide consistency with local context and a gateway design for the entrance to the University
- Hydraulic Design including drainage, erosion and sediment control, and stormwater management following the most recent DCR and VDOT requirements, including the latest guidance from State Stormwater Program Administrator
- Bridge Design and Retaining Wall Design for one new bridge structure, and up to 1 mile of retaining walls
- Public and Stakeholder Outreach – AMT, as the lead designer, is developing a tailored coordination/communication plan for each stakeholder. AMT services also include full Public Hearing support including brochure, displays, simulations, and renderings to convey the project to the public
- Geotechnical Engineering to support bridge foundation design, wall design, and pavement design

These services were provided from AMT's offices in Abingdon and Chantilly.



Rendering of Route 314, Southgate Drive, US Route 460, Roundabout, & Huckleberry Trail

PROJECT NARRATIVE

AMT is providing full design services on this 3.6 mile, critical roadway improvement project adjacent to Virginia Tech in Blacksburg. The purpose is to eliminate the existing signalized at-grade T-intersection at the heaviest used, primary entrance to Virginia Tech campus. This traffic signal is currently the only signal on the limited access bypass segment of U.S. Route 460 in the Town of Christiansburg, Montgomery County and the Town of Blacksburg. The intersection experiences significant backups during the morning and evening peak hours as well as during major/special events and hampers through movements along the 460 Bypass. The project provides a grade separated interchange in a new location southeast of the existing intersection to accommodate current and planned traffic movements and realignment of Route 314 from US 460 to the Virginia Tech campus. The total project budget is \$32 Million. AMT is providing the following services, serving as an extension of VDOT staff and performing many reporting and management functions that VDOT would typically self-perform.

PROJECT FEATURES

- Roadway widening and realignment for safety and congestion relief
- Shared-use trail realignment and improvements
- New grade separation of signalized intersection
- Significant Maintenance of Traffic/Phasing
- Extensive Environmental Resource Protection
- Reconstruction of existing roadways and intersections on Campus with roundabouts
- Stormwater management meeting the new DEQ requirements
- Phased erosion and sediment control corresponding to MOT phases
- Coordination with several adjacent projects in close proximity, including airport runway extension, US 460 Connector, Huckleberry Trail project and power station expansion.

SCOPE AND COMPLEXITY SIMILARITIES

- High traffic/high profile project – Virginia Polytechnic and State University main entrance
- Hiker-Biker Trail alignment with grade separation
- Significant sized project - \$32 million
- Widening within tight ROW, including use of retaining walls to minimize impacts
- VDOT project
- Detailed TMP required to maintain traffic movements during construction
- Utility relocation and coordination
- Airport coordination

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY

- Completed PAC milestone within 19 months of NTP
- Conducted successful public hearings with positive feedback from Virginia Tech, Blacksburg and District Administrator



US Route 460/Southgate Drive

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. Contract Completion Date (Original)	e. 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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
US Route 460 Phase I Design-Build Buchanan County, VA	Bizzack Construction, LLC 2257 Executive Drive Lexington, KY 40505 Stewart Gaither, PE, (859) 299-8001 sgaither@bizzackconstruction.com	Virginia Department of Transportation 870 Bonham Road Bristol, VA 24201 Amanda Cox, PMP (276) 669-6151 Amanda.Cox@VDOT.Virginia.gov	2015	2015	\$113,000	\$113,000	\$5,800

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.

AMT ROLE

AMT was the **lead road designer and construction quality assurance manager (QAM)** for this \$113 million design-build project in southwestern region of Virginia, will be the tallest bridge in the Commonwealth. The US 460 Connector will ultimately link federal highways in Virginia and Kentucky along a route known as "Corridor Q," a part of the Appalachian Development Highway System. AMT provided and oversaw all highway design services (roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, and utilities) of this four lane Rural Principal Arterial with connections to local routes and other local roadway improvements. The design and QAM services were provided from AMT's Abingdon and Verona offices under subconsultant agreements.



New Connector Roadway Pavement Placement

AMT provided design services for the realignment of Route 80 connecting the current roadway with the new US Route 460 Connector Phase I project. The project includes 1 mile of new Connector roadway and .56 miles of widening and realignment of Route 80. Work included roadway design, hydraulic design and erosion and sediment control plan development. The project also includes three bridges: twin 1,733 foot long cast-in-place hollow box concrete structures crossing Grassy Creek and Route 610 at a maximum height of 267 feet, and a 300 foot long bulb-T girder bridge crossing Hunts Creek. The project also includes the widening of the shoulders and clear zone of Route 80 for safety improvements, which entailed the use of MSE retaining walls in areas where right of way or environmental features were a concern.

The roadway is cut into steep terrain with benched side slopes engineered to minimize earthwork and disturbance to the environment. To address the extensive earthwork needs stemming from the terrain and topography, approximately 2.6 million cubic yards of excavated material is planned to be placed in an engineered waste area on the project site. Stormwater management facilities and erosion control features were designed to minimize impacts to sensitive local streams and to control increases in stormwater runoff as a result of the large footprint of the project.

AMT provided roadway design and coordinated closely with members of the structural engineering team throughout the project. We developed more than 50 construction packages to address the roadway, drainage, utility and traffic control related needs under our purview. AMT prepared the Transportation Management Plan (TMP), and is also providing Construction Quality Assurance for testing and/or inspection of items of construction work for conformance with the contract plans and specifications. Another aspect of AMT's scope included leading the preparatory meetings for several important items of construction, including:

- E/S Control Preparatory Meeting
- Clear and Grub Preparatory Meeting
- Permanent Re-vegetation Preparatory Meeting
- Traffic Control Preparatory Meeting
- Drainage Installation Preparatory Meeting

PROJECT FEATURES

- A 0.8-mile four-lane divided highway (US Route 460) starting at the Kentucky State Line.
- An access ramp to Route 80, improving access to Breaks Interstate Park. This includes the construction of a bridge crossing Route 768.
- Secondary connections to Routes 609 and 693 from Route 80, including:
 - Connection to existing Route 80
 - Overlay and improvement along existing Route 80
 - Relocation of existing Route 693
 - Relocation of existing Route 768
 - Relocation of existing Route 609
 - New connection of Route 768 with relocated Route 609
- Twin high-level bridges, 1700 linear feet in length, located over Conaway Road (Route 610) and Grassy Creek. When completed the over 250-foot-high bridges will be the tallest in Virginia.



New Connector Roadway Base Asphalt & Temporary Guardrail

SCOPE & COMPLEXITY SIMILARITIES

- One of the three most urgently needed infrastructure improvement projects for the region
- Close coordination between roadway designer and contractor
- Design-build delivery method
- Significant sized project - \$113 million
- VDOT project – Lead Design and QAM services by AMT
- Combination of state and federal funding

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY

- AMT received a letter of recognition from VDOT's Project Manager, Amanda Cox, PMP, for excellent performance.

AMT gained valuable experience working on VDOT's largest active design-build contract at the time. AMT structured its electronic filing system to enhance internal file sharing, access, and review to facilitate extensive QC and QA reviews. AMT designers also extracted information from the construction team members who may not normally be fluent in design terminology. AMT also worked in a fast paced design environment where multiple designers were advancing concepts concurrently, requiring regular communication and cross-discipline reviews.

Construction phase staff were involved with all the design staff early and often to provide constructability reviews.