

I-64 Exit 91 Interchange Improvements

From 0.429 Miles West of Route 285
To: 0.438 Miles East of Route 285
Augusta County, Virginia

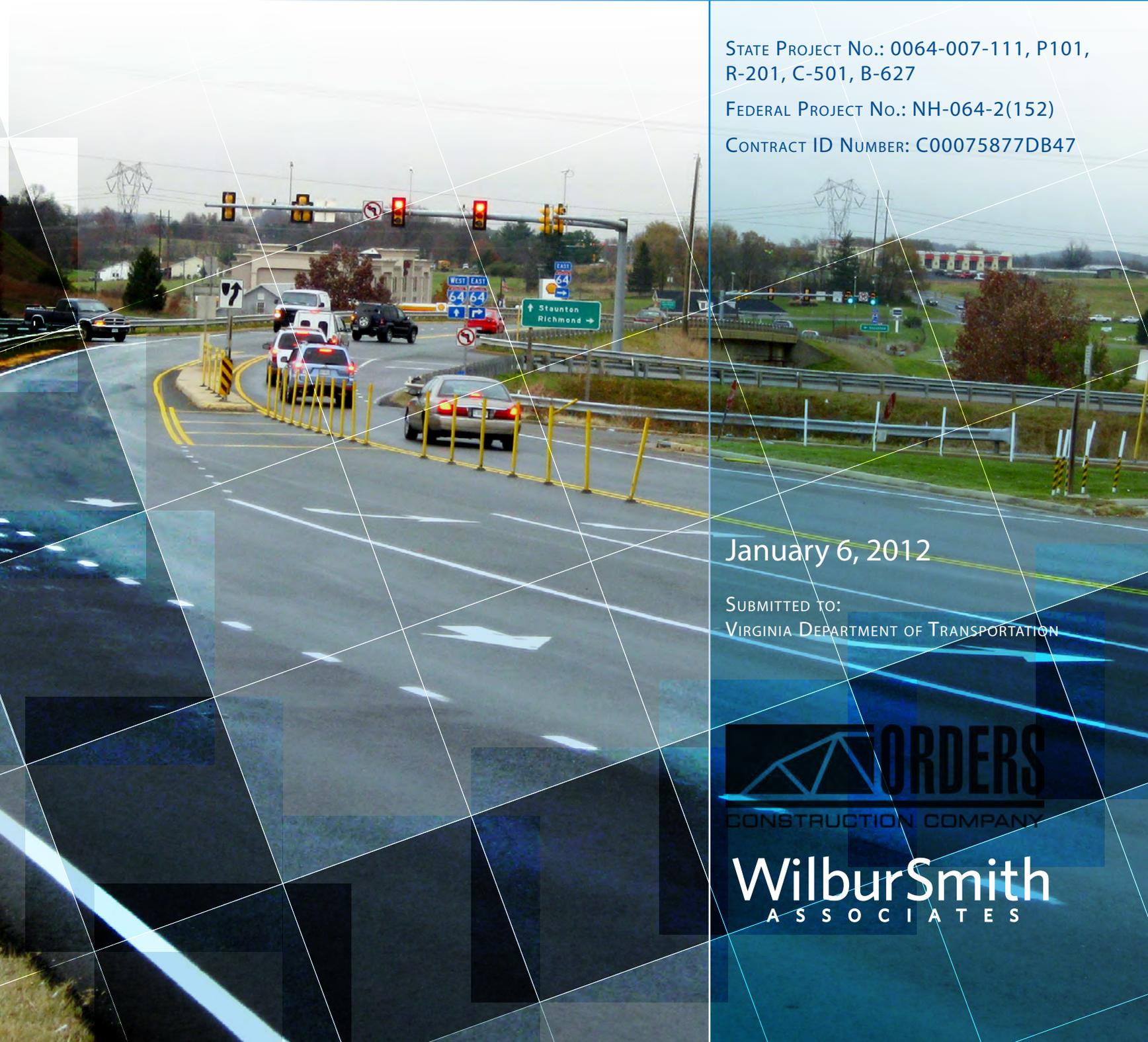


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STATE PROJECT No.: 0064-007-111, P101,
R-201, C-501, B-627

FEDERAL PROJECT No.: NH-064-2(152)

CONTRACT ID NUMBER: C00075877DB47



January 6, 2012

SUBMITTED TO:
VIRGINIA DEPARTMENT OF TRANSPORTATION

ORDERS
CONSTRUCTION COMPANY

WilburSmith
ASSOCIATES



I-64
exit 91

3.2 Letter of Submittal



501 6th Avenue
Saint Albans, WV 25177
Tel: (304) 722-4237 Fax: (304) 722-4230

January 6, 2012

John Daoulas, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, Virginia 23219

*Re: Letter of Submittal: I-64 Exit 91 Interchange Improvements, Augusta County, VA
Request for Qualifications – Contract ID Number: C00075877DB47*

Dear Mr. Daoulas:

Orders Construction Company (Orders) is pleased to submit to the Virginia Department of Transportation our Statement of Qualifications in response to your Request for Qualifications for the I-64 Exit 91 Interchange Improvements project. I am confident our SOQ presents a team of unmatched experience and accomplishment.

Our design and engineering partner for this project is **Wilbur Smith Associates**. Other team members include **Greenhorne & O'Mara** (right of way and utility coordination/design); **Quinn Consulting Services, Incorporated** (quality assurance – DBE firm); **Triad Engineering, Inc.** (survey, landscaping, and geotechnical engineering); **Froehling & Robertson** (construction QC testing); and **ECS Mid-Atlantic, LLC** (construction QA testing).

As requested in section 3.2 of the RFQ, the Orders team offers the following information:

3.2.1 ▶ Offeror's Representative: Nathaniel R. Orders (President) is the official representative and point of contact for the Orders team relative to this SOQ. His contact information is listed below.

Additionally, Mr. Orders is a Virginia-registered professional engineer (#0402-048999).

*Nathaniel R. Orders, President
Orders Construction Company, Inc.
501 Sixth Avenue
Saint Albans, WV 25177*

*Tel: (304) 722-4237
Fax: (304) 722-4230
Email: nateo@ordersconstruction.com*

3.2.2 ▶ Orders' Principal Officer: Nathaniel R. Orders is also principal officer of Orders Construction Company, Inc., the legal entity with whom a design-build contract with VDOT will be written.

3.2.3 ▶ Offeror's Organizational Structure: Orders is structured as a corporation and is not a limited liability company, joint venture, or any form of partnership. Orders will undertake full financial responsibility for the project, provide the required bonding, and accept the risks and liabilities for the performance of the work. Orders has no liability limitations.

3.2.4 ▶ Affiliates and Subsidiaries: The following is a list of Orders' affiliates and subsidiaries.
Affiliates: *Paramount Builders, LLC*, 505 6th Avenue, St. Albans, WV 25177; *Central Contracting, Inc.*, 515 6th Avenue, St. Albans, WV 25177
Subsidiaries: *Summit Corporation*, 501 6th Avenue, St. Albans, WV 25177; *Middle Ridge Properties, LLC*, 501 6th Avenue, St. Albans, WV 25177

On February 25, 2011, Camp Dresser & McKee Inc. (CDM) and Wilbur Smith Associates combined to expand its global, full-service capabilities in water, environment, transportation, energy, and facilities. On December 9, 2011, the legal name of the parent company was officially changed from Camp Dresser & McKee Inc. to CDM Smith Inc. *For this proposal, the legal entity of the lead design firm is the CDM Smith subsidiary Wilbur Smith Associates.*

3.2.5 ▶ Debarment: Certification Regarding Debarment Form(s) Primary Covered Transactions, set forth as Attachment 3.2.5(a) and Certification Regarding Debarment Form(s) Lower Tier Covered Transactions, set forth as Attachment 3.2.5(b), are provided in the Appendix. *We have also included debarments for Orders' affiliates and subsidiaries.*

3.2.6 ▶ VDOT Prequalification: Orders has been VDOT prequalified (certificate number O017) for decades and a copy of our prequalification certificate is included in the Appendices.

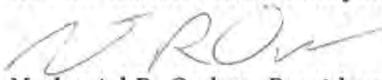
3.2.7 ▶ Bonding Capacity: On the following pages, please find a letter from Wells Fargo regarding Orders' bonding capability. Orders has excess bonding capacity many times greater than the estimated value of this project and a letter of verifications from our bonding company is included at the end of this section.

3.2.8 ▶ Evidence of Professional Licensure: The chart at the end of this section provides the Orders team's evidence of professional licensure. Documentation of all registrations, including certification information for a registered representative for each DPOR office, is located in the Appendix in the order requested by the RFQ. All firms that comprise the Orders team are eligible, in accordance with all applicable laws and regulations, to offer and to provide the services required for performance of the project.

3.2.9 ▶ Disadvantaged Business Enterprises: Orders is committed to achieving an twelve percent (12%) DBE participation goal during design and construction of the project. Quinn Consulting Services Incorporated, our subconsultant for quality assurance services, is a 100% woman-owned, Virginia-registered DBE/WBE.

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

Respectfully submitted,
Orders Construction Company


Nathaniel R. Orders, President



Wells Fargo Insurance Services
of West Virginia, Inc.
One Hillcrest Drive East
P.O. Box 1551 (ZIP 25326-1551)
Charleston, WV 25311-1697

Tel: 304 346 0611
Fax: 304 347 0605
wellsfargo.com

December 8, 2011

John Daoulas, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

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

**Project: I-64/Exit 91 Interchange Improvements
State # 0064-007-111, P101, R-201, C-501, B-627
Fed # NH-064-2(152)
Contract ID # C00075877DB47
Augusta County, VA**

Dear Sirs:

Orders Construction Company has made us aware of their desire to bid on the subject project in June, 2012. It is our understanding that the estimate on the project is \$37,000,000. Orders Construction is capable of obtaining a bond for a project of this magnitude. If Orders Construction is the successful bidder and enters in to a contract to construct this project, we will, according to the terms and conditions of the required bid bond, issue the 100% performance and 100% labor and material payment bonds to warrant the integrity of this project including the warranty period.

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

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

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

Sincerely,

Douglas P. Taylor
Sr. Vice President

Together we'll go far



SCC#/Type/ Status	DPOR: Offices Offering Professional Services for this Contract	DPOR Key Personnel	DPOR Non- APELSCIDLA
Orders Construction Company			
#F026850-0 S-Corp/Active	N/A	N/A	501 Sixth Avenue St. Albans, WV 25177 Class A Contractors #2701 032711A Exp. 8/31/2012
Wilbur Smith Associates			
#F033984-8 S-Corp/Active	<p>2112 W. Laburnum Ave, Suite 100 Richmond, VA 23227 APELSCIDLA #0405-000239 Exp. 12/31/2013</p> <p>700 Washington Street East Geary Plaza Ste. 210 Charleston, WV 25301 APELSCIDLA #0410-000197 Exp. 2/29/2012</p> <p>1100 Marion Street, Ste. 200 Knoxville, TN 37921 APELSCIDLA #0410-000201 Exp. 2/29/2012</p> <p>1648 McGrathiana Parkway, Ste. 340 Lexington, KY 40511 APELSCIDLA #0410-000219 Exp. 02/29/2012</p>	<p>Randall Harris, PE APELSCIDLA #0402-025745 (exp. 1/31/2013) 8500 Summit Acres Drive Richmond, VA 23235 <i>Office: WSA Richmond</i></p> <p>Cynthia Shamblin, PE APELSCIDLA #0402-044608 (exp. 3/31/2012) 51 Copeland Road Charleston, WV 25320 <i>Office: WSA Charleston</i></p>	N/A
Greenhorne & O'Mara			
#F051099-2 S-Corp/Active	10800 Midlothian Turnpike Suite 310 Richmond, VA 23235 APELSCIDLA #0411-000611 Exp. 2/29/2012	N/A	10800 Midlothian Turnpike Suite 310 Richmond, VA 23235 Real Estate #4008-001550 Exp. 8/31/2013
Quinn Consulting Services, Incorporated			
#0492251-7 S-Corp/Active	4607 Marble Rock Court Chantilly, VA 20151 APELSCIDLA # 0407-003733 Exp. 12/31/2013	Kaushikkumar Vyas, PE APELSCIDLA #0402-039004 (exp. 6/30/2012) 10170 Spring Drive Gordonsville, VA <i>Office: QCS Chantilly</i>	N/A

Triad Engineering, Inc.			
#F059539-9 S-Corp/Active	200 Aviation Drive Winchester, VA 22602 APELSCIDLA #0407-003116 Exp. 12/31/2013 21641 Beaumeade Circle Suite 3 Ashburn, VA 20147 APELSCIDLA #0411-000408 Exp. 2/29/2012	N/A	N/A
Froehling & Robertson			
#0027211-2 S-Corp/Active	6181 Rockfish Gap Turnpike Crozet, VA 22932 APELSCIDLA # 0411-000052 Exp. 2/29/2012	N/A	N/A
ECS Mid-Atlantic, LLC			
#S120821-6 LLC/Active	1091 Airport Road Charlottesville, VA 22911 APELSCIDLA # 0411-000662 Exp. 2/29/2012	N/A	N/A



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3.3 Offeror's Team Structure

3.3 ▶ Offeror's Team Structure



Our design-build team is led by Orders Construction Company, Inc. (Orders), which as the legal entity will manage and ultimately be responsible to VDOT for the I-64 Exit 91 Interchange Improvements. Building on the successes of the past design-build projects with VDOT, as well as other entities, the Orders team brings their expertise and innovation to VDOT for this project. Orders will also serve as the lead contractor. Wilbur Smith Associates will be the lead design engineer. We have identified all team members and their roles on the team below:

Team Member	Role(s)
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Orders Construction Company, Inc.

- *Offeror, legal entity, and lead contractor*

Orders was founded in 1966 as a general contractor specializing in bridge construction for West Virginia clients and has grown to become a widely diversified supplier of construction services to a broad range of clients from the Mid-Atlantic to the Midwest. Over the past four decades, Orders has completed more than \$600 million of work on hundreds of sites, for scores of owners. With its expansive construction experience, design-build capabilities, and bonding capacity in excess of \$100 million, Orders can exceed the requirements of even the most demanding projects and customers.

Orders employs more than 100 individuals in construction, management, and administrative positions. The continued identification and retention of quality personnel has been essential to the organization's success. Many project managers and superintendents have been with the company for two, three, or even four decades. All Orders projects are performed with skilled union workers.

Wilbur Smith Associates (WSA)

- *Lead designer, roadway and bridge design, traffic engineering, environmental compliance, drainage engineering, and construction QC*

Wilbur Smith Associates has provided engineering and design services to dozens of design-build/PPTA projects nationally including several in Virginia. WSA's staff includes more than 1,000 personnel providing expertise in bridge, roadway, hydraulics, and other transportation-related disciplines, including many with experience in the design of structures in complex and context-sensitive locations. Additionally, WSA's construction inspection personnel have extensive experience working on bridge and roadway widening projects in challenging geotechnical terrain, as well as high traffic configurations.

Team Member	Role(s)
-------------	---------

<i>Greenhorne & O’Mara, Inc. (G&O)</i>	<ul style="list-style-type: none"> ▪ <i>Right of way and utility coordination/design</i>
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G&O, headquartered in Laurel, MD, is a multidisciplinary engineering consulting firm offering an array of transportation-related services. G&O maintains four offices in Virginia with in-state staff of 43 engineering and technical specialists providing the utility coordination and right-of-way services, as well as planning, engineering design, construction inspection, and other associated services.

<i>Quinn Consulting Services, Incorporated (QCS)</i>	<ul style="list-style-type: none"> ▪ <i>Quality assurance</i>
--	--

QCS, a woman-owned DBE/WBE engineering consulting firm, provides QA/QC services on design-build projects. QCS supports its clients from all perspectives on large and small design-build projects, working as owner QA representatives, contractor QC inspectors, and consultant engineer QA managers to deliver a quality product by working in partnership with owners, design engineers, and contractors.

<i>Triad Engineering, Inc (Triad)</i>	<ul style="list-style-type: none"> ▪ <i>Geotechnical engineering, landscaping, drilling, and survey</i>
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Formed in 1975, **Triad** is a full-service engineering consultant firm specializing in the areas of geotechnical engineering, land surveying, environmental services, construction inspection and testing, drilling, laboratory testing, landscape architecture and design, civil design, and other earth-science related disciplines.

<i>Froehling & Robertson (F&R)</i>	<ul style="list-style-type: none"> ▪ <i>Construction QC testing</i>
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Established in 1881, **F&R** is a multidisciplinary engineering firm that provides clients with the full range of services, including core competencies of construction materials testing and environmental and geotechnical engineering.

<i>ECS Mid-Atlantic, LLC (ECS)</i>	<ul style="list-style-type: none"> ▪ <i>Construction QA testing</i>
------------------------------------	--

ECS specializes in geotechnical construction materials testing, environmental, and facilities engineering. The firm maintains a full-service AASHTO-accredited concrete and soils laboratories in numerous locations; these laboratories participates in QA/QC programs such as AMRL and CCRL. ECS maintains in-house training programs, and the firm’s personnel are certified by agencies such as ACI, WACEL, VDOT, and the International Code Council.

3.3.1 ▶ Key Personnel

We have provided the identity and information about the following key personnel. Key Personnel Resume Forms (**Attachment 3.3.1**) for key personnel are provided in the tabbed attachment. All of our key personnel have previous experience in transportation projects of this size and with the exact same roles requested for this project. They all demonstrate professional commitment and have stellar reputations along with offering substantial benefits to this project.



Our project manager – Charlie Stokes (Orders) – has:

- proven management of VDOT design-build projects
- extensive VDOT bridge construction experience
- multiphased bridge construction expertise
- extensive experience on all kinds of bridge and roadway projects in Virginia, including work on the projects demonstrated in Section 3.5

Our quality assurance manager – Kaushik Vyas, PE (QCS) – has:

- proven experience providing QA oversight on comparable structural construction projects
- thorough understanding of the components and objectives of the project QA/QC plan for design and construction
- a decade of experience with QA/QC on Virginia design-build and PPTA projects

Our design manager – Randall Harris, PE (WSA) – has:

- nearly 25 years of experience in design and management of VDOT projects
- proven experience managing multidisciplined projects and teams
- thorough understanding of VDOT design and construction standards and procedures
- ability to meet demanding schedules by coordinating efforts with multiple design teams

Our construction manager – Kevin Conner (Orders) – has:

- proven experience as a VDOT construction manager, including work on the projects demonstrated in Section 3.5
- extensive VDOT bridge construction experience
- multiphase bridge construction experience on numerous regional projects

Our lead structural engineer – Cynthia Shamblin, PE (WSA) – has:

- more than 25 years of diversified experience designing and managing large structural projects as well as smaller urban replacement structure projects
- proven VDOT experience as the project manager and lead structural engineer
- recent and current experience working with Orders on design-build projects

Our environmental compliance manager – John Mettelle (WSA) – has:

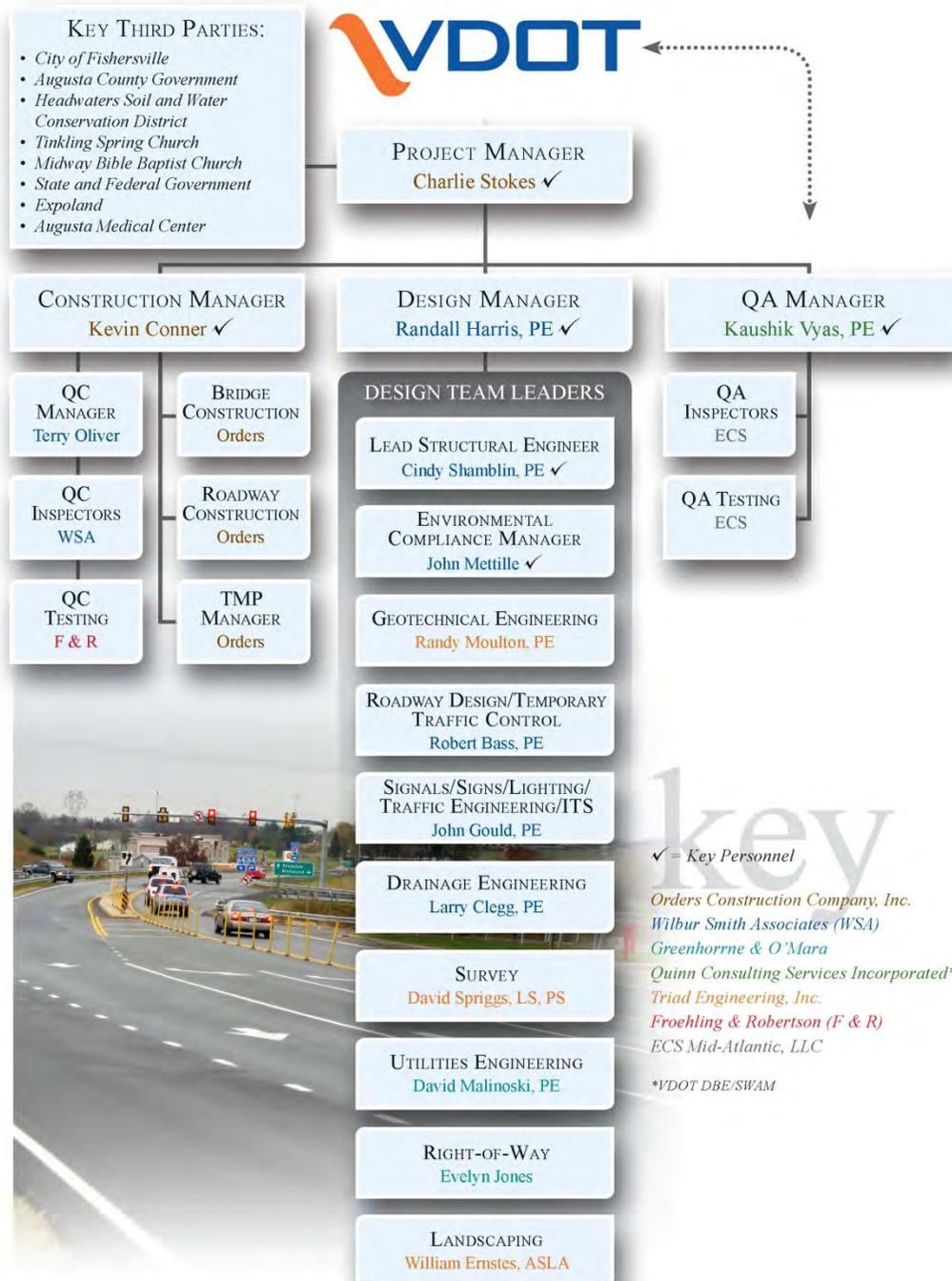
- extensive experience with NEPA, Categorical Exclusions, Section 4(f), and Section 106 for large DOT projects through the U.S.
- served on the first study of environmental commitment delivery by FHWA and chaired an environmental best practices research study for AASTHO
- expertise in state-focused environmental policy, including developing the idea of “CAP” for the Kentucky Transportation Cabinet
- recently completed work overseeing the EA/FONSI process for a large bridge and roadway design-build project in Kentucky

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

- **Robert Bass, PE, Roadway Engineer (WSA)**, has 25 years of experience in transportation, drainage, and general civil engineering design for a variety of Virginia localities, municipalities, and other clients. As a senior transportation engineer he has been responsible for the design and coordination of roadway projects ranging in complexity from widenings and realignments to new construction on local urban streets, rural roadways, and interstate highways. He is very familiar with VDOT's design process for transportation projects and is a Certified Advanced Traffic Control Design Specialist.
- **Larry Clegg, PE, Drainage Engineer (WSA)**, has 23 years of experience with a wide range of design projects that have typically included small realignments, interstate weigh station, rural expressways, and urban interstates. Mr. Clegg's drainage design experience includes culvert and bridge hydraulic design, storm sewer, ditch, and stormwater management facilities. Each of these projects included developing permits for submittal to the various state environmental protection agencies and the USACE.
- **John Gould, PE, Traffic Engineer (WSA)**, has 28 years of experience and provides project management and proposal development for traffic engineering, traffic impact assessments, and signal systems design projects.
- **Terry Oliver, Quality Control Manager (WSA)**, has 38 years of roadway and bridge inspection experience, including VDOT design-build QC. He is currently the QC manager for the I-81 Truck Climbing Lanes design-build project in Staunton, VA and was the QC manager for the PPTA Route 199/Jamestown 2007 project and the PPTA Treyburn Drive project in Williamsburg, as well as a senior inspector for the West Point Bridges Replacement project.
- **William Ernestes, ASLA, Landscaping (Triad)**, provides clients with a variety of landscape architectural services including site inventory and analysis, program production, conceptual design, design development, high quality graphic presentations, project management, construction document preparation, and construction administration.
- **David Malinoski, PE, Utility Engineer (G&O)**, has more than 33 years of extensive experience in the management, design, and coordination of public and private utilities. His extensive experience includes everything from utility coordination and utility relocation design to analyzing utility conflicts and conducting utility field inspections. His vast utility experience includes several PPTA/design-build projects including Route 895 Pocahontas Parkway, Jamestown 2007, and the I-495 Capital Beltway HOT Lanes.
- **Evelyn Jones, Right-of-Way Manager (G&O)**, is a Virginia-licensed right-of-way appraiser and real estate agent and has extensive experience in all disciplines of the right-of-way process for transportation projects as a result of her 30 years with VDOT. Her vast experience includes several PPTA/design-build projects including Treyburn Drive, Jamestown 2007, Dulles Metrorail Extension, and the I-495 Capital Beltway HOT Lanes.
- **David Spriggs, LS, PS, Survey Manager (Triad)**, is a Virginia-licensed land surveyor and is currently the surveying services manager for the Winchester, VA office of Triad. In this capacity, Mr. Spriggs' responsibilities include complete management of the land surveying division, including client contact and relations, field crew management, office computations and drafting, field surveying, deed research, and preparation of plats.
- **Randy Moulton, PE, Geotechnical Engineer (Triad)**, is a geotechnical engineer with experience reviewing and preparing subsurface exploration programs, evaluating geotechnical data and review, and preparing detailed geotechnical reports. His technical specialties also include design of deep foundations, in particular rock-socketed caissons, design of various types of retaining walls, evaluation of groundwater and seepage problems, and design of earth and earth-rock dams.

3.3.2 Organizational Chart

The organizational chart – with clear reporting lines for managing, designing, and constructing the project, as well as the clear separation between quality assurance and construction operations – is illustrated below. This chart identifies all disciplines and positions that will be necessary to complete the project including key personnel, project leaders, and other participants who are responsible for major functions to be performed. As shown, our team is organized to provide VDOT with a single source responsible for the delivery of a quality project. We will ensure that the chain of command is followed throughout design and construction of the project with our partnering style approach where issues are resolved at the lowest possible level.



Functional relationships for the organizational chart on the previous page are as follows:

Personnel	Functional Relationship
<i>VDOT</i>	VDOT is the contracting entity. VDOT's project manager will coordinate directly with the Design-Build Project Manager (hereafter referred to as "PM"). He will also interact with the Quality Assurance Manager (QAM) through VDOT's independent assurance and independent verification process.
<i>Design-Build Project Manager</i>	Charlie Stokes will be responsible for the overall project from start to finish and will be VDOT's primary contact. The QAM, the Design Manager (DM), and the Construction Manager (CM), will report directly to Mr. Stokes. He will also coordinate with all third parties.
<i>Design Manager</i>	Reporting directly to the PM, Randall Harris, PE will be responsible for managing the design process and coordinating all design project leaders. He will also interact with the CM and QAM.
<i>Construction Manager</i>	Reporting directly to the PM, Kevin Conner will be responsible for managing the construction process and all construction quality control activities. He will coordinate the Quality Control Manager (QCM), supervise Orders' bridge and roadway superintendents, and coordinate subcontractors. He will also interact with the DM.
<i>QA Manager</i>	While reporting directly to the PM, Kaushik Vyas, PE will be responsible for the QA program and will coordinate with VDOT, supervise project QA inspection staff, and coordinate with the Lead Structural Engineer, the Geotechnical Engineer, and the QA testing agency. He will also interact with the DM, design project leaders, and the QCM.
<i>Lead Structural Engineer</i>	Reporting directly to the DM, Cynthia Shamblin, PE will be responsible for the structural design of the bridges and the retaining walls. She will interact with the PM, CM, and QAM to review, verify, and modify designs if necessary due to field conditions and construction activities.
<i>Environmental Compliance Manager</i>	Reporting directly to the DM, John Mettille will be responsible for ensuring that the project is compliant with all environmental commitments during construction. He will review design based on field conditions and ensure all local, state, and federal environmental regulations are met over the course of the project.
<i>Project Leaders</i>	Reporting to the DM, all project leaders will manage and be responsible for their assigned disciplines. They will also interact with the construction team and the QAM through the DM as necessary.
<i>QC Manager</i>	Reporting directly to the CM, Terry Oliver will coordinate the QC inspection staff and the QC testing agency while reporting all sampling, testing, visual inspections, certifications, and daily diaries directly to the QAM.
<i>Key Third Parties</i>	Third parties will coordinate with the PM and VDOT, as required. They may also interact with other team members through the PM as necessary.



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3.4 Experience of Offeror's Team

3.4 ▶ Experience of Offeror's Team



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

As described in Section 3.3, for over the past four decades, Orders has worked for scores of owners and completed more than one thousand projects, a majority of them bridges. Orders has a portfolio of design-build projects completed for satisfied owners. The management of Orders feels that the design-build process allows the company to show its strengths on the multitude of intangible qualifications not considered on low-bid projects. As a result of these intangibles, Orders has been awarded contracts on more than 50% of the design-build projects it has pursued—a much higher success rate than low-bid work.

3.4.1 ▶ Work History Forms

Orders and WSA have provided six relevant projects performed in the past 10 years which highlight our capability and are similar in size, scope, and complexity to the project. We have shown our qualifications to serve as lead contractor and lead designer as well as our cooperative work history, partnering, and teaming experience. We have provided verifiable evidence of good performance as well as lessons learned that will be used for the benefit of this project. Experience such as this provides confidence that Orders and WSA have more than the necessary expertise to complete the Exit 91 Interchange project.

The following projects are detailed on the work history forms provided in **Attachments 3.4.1(a) and 3.4.1(b)**:

Orders Projects	WSA Projects
I-81 over Maury River, Rockbridge County, VA	Widening of Long Shoals Road, Buncombe County, NC
Route 60 Main Street Bridge Replacement, Alleghany County, VA	White's Creek Bridge Replacement and Silver Creek Bridge Replacement Design-Build Project, Wayne County, WV
I-81 Tabler Station Interchange, Berkeley County, WV	Route 199/Jamestown 2007, James City County, VA

On the following pages, we provide more information on our relevant work experience, as well as a table of our team's experience working together.

Additional Relevant Experience

As further evidence of our qualifications, the following projects, on which Orders served as general contractor and/or WSA has served as the lead designer, have provided valuable experience with respect to the key challenges on the Exit 91 Interchange project:

- **Annamoriah Bridge Design-Build Project, Calhoun County, WV:** Orders and WSA are currently working on this \$4 million design-build project that includes the design and construction of an approximate 500-foot-long bridge and approaches carrying WV Route 5 over the Little Kanawha River in Calhoun County, WV.
- **Route 11 over Norfolk Southern, Smyth County, VA:** This Orders project involves the replacement of a bridge carrying US 11 over Norfolk Southern Railway. Highway traffic is maintained with lane-at-a-time construction, while rail traffic is maintained through close coordination with Norfolk Southern. Foundations on piling and caissons are challenges in the karst terrain.
- **WV Route 9 Upgrades, Martinsburg/Charles Town, WV:** Orders served as contractor for this \$50 million project, which involved the replacement and realignment of WV Route 9. This 4.6-mile segment of new 4-lane highway, through an environmentally sensitive area, consisted of 1,900,000 cubic yards of excavation, roadway drainage features, nine bridge structures, utility relocations, concrete paving, asphalt paving, signing, and guardrail.
- **I-77 Harper Road Interchange, Berkeley County, WV:** Orders served as general contractor on this project to widen 0.5 miles of Harper Road at its intersection with I-77. The project required adding one or more lanes to the roadway and overpass bridge for a total of four lanes plus a center turning lane. Traffic control was critical, as the Harper Road interchange is one of the busiest in the state, with dozens of commercial properties clustered on either side of I-77. Roadway work included excavation, an MSE wall, and new stone masonry. The bridge crossing I-77 was renovated, including construction of nearly 30,000 square feet of bridge deck surface. The project further provided for new traffic signal systems at two intersections, several overhead signs, and roadway lighting. Work on electric, telephone, and sewer utilities were also Orders' responsibilities.
- **US 250 Over Crab Run, Highland County, VA:** Orders serves as general contractor on this project to widen and reconstruct Route 250 through the town of McDowell (Staunton District). The project also involves widening and reconstructing Routes 645 and 654, as well as modifying the intersection at Route 654 and Route 250. Additionally, Orders is replacing the 2-span bridge over Crab Run with a CIP substructure, box beam with concrete overlay superstructure bridge.
- **Route 199/Jamestown 2007, James City County, VA:** WSA was the lead designer and provided roadway design, QC inspection, and subconsultant coordination for this \$31.8 million PPTA project which addressed the Route 199 and Route 31 corridor located in the communities of James City County and the City of Williamsburg.
- **I-485, Charlotte Outer Loop, Charlotte, NC:** WSA is the lead designer for this fully controlled access freeway on new alignment from west of NC115 to west of I-85. This \$139.5 million project is an 8-lane divided facility with a diverging diamond interchange and is one of two remaining sections of the I-485 loop around Charlotte.
- **Natchez Trace Parkway, Adams County, MS:** WSA was the lead designer for this final 4.3-mile segment of 2-lane highway including seven bridges for this \$26 million design-build project. The project won the *2006 ACEC South Carolina Engineering Excellence Award* for special projects more than \$10 million.

The Orders Team – Working Together

Project Name and Location	Orders	WSA	G&O	QCS	TRIAD	F&R	ECS
White's Creek Bridge/Silver Creek Bridge Replacement	×	×			×		
Annamoriah Bridge Design-Build, Calhoun County, WV	×	×			×		
Route 60 Main Street Bridge Replacement	×					×	
I-77 Harper Road Interchange, Raleigh County, WV	×				×		
I-81 Truck Climbing Lanes, Rockbridge County, VA		×	×			×	×
Route 199/Jamestown 2007, James City County, VA		×	×				×
Spotsylvania GEC, Spotsylvania County, VA		×	×				
Seneca Creek Bridge, Pendleton County, WV		×			×		
Hartman Run Bridge, Morgantown, WV		×			×		
Moatsville Bridge, Barbour County, WV		×			×		
Stony River Bridge, Grant County, WV		×			×		
District 2 Category 6 Design-Build, WV		×			×		
East Beckley Bypass, Beckley, WV		×			×		
Oxbow Bridge, Ritchie County, WV	×				×		
Mt. Gay Bridge, Logan County, WV	×				×		
Scary Creek Bridge, Scary, WV	×				×		
Marlowe Bridge, Berkeley County, WV	×				×		



I-64
exit 91

3.5 Project Risk

3.5 ▶ Project Risk



The Orders team believes that managing project risk is an integral component of our commitment to quality and therefore has written policies and procedures that must be followed based on our Quality Management System. Like all quality initiatives, managing risk is a continuous process whereby we identify, manage, and resolve project risks, as well as monitor the development and implementation of a risk management plan.

3.5.1 ▶ Critical Risks

Based on our preliminary risk assessment where we look at five categories of risk – schedule, contract, design engineering, site conditions, and environmental – we believe that the three most relevant and critical project risks for this project are environmental, traffic control, and schedule.

ENVIRONMENTAL: This component contains **six** very specific risks and mitigation strategies relevant to the project, as well as any items that VDOT needs to address. The key to successful management of environmental risk is communication and documentation. The environmental compliance manager (ECM), John Mettelle, will be integrated into the day to day activities of the design-build team; he will also establish a communication protocol with the VDOT District Environmental Office to keep them informed of ongoing project activities and in the event that unforeseen environmental issues arise.

1. The impacts upon the Tinkling Spring Presbyterian Church were considered in the Categorical Exclusion for the project. The impacts upon the church were documented as a De Minimis Section 4(f) use. The current project plans include design changes and commitments to minimize the impacts upon this historic property. As the project moves through final design it is important that these commitments remain intact as changes in the impact upon this property could result in additional time to resolve the changes through a reevaluation of the Section 106 and Section 4(f) impacts of the project upon the historic church property. Our mitigating strategies include:
 - The ECM will ensure that these commitments are successfully carried through the design-build process. The manager will be responsible for communicating and tracking these commitments to the rest of the design-build team.
2. While several properties adjacent to the project have a recent history of mixed-industrial use, including gas stations, the project environmental document indicated the project will not require any right of way in the proximity of any current or former underground storage tanks. Our team must be prepared to remediate hydro-carbon contaminated soil should it be encountered on the project. Our mitigating strategies include:
 - As the final design evolves for the project, the right of way requirements will be carefully monitored for changes. Any additional right of way will be evaluated to determine if potential hazardous materials issues exist. The ECM will be supported by staff qualified to conduct these investigations should they become necessary. In addition, construction plans for these areas will include this notation: “If petroleum-contaminated soil or groundwater should be encountered during the project, contact the Regional Hazardous

Materials Manager, Brett Waller, at (540) 332-9893 for assistance in properly managing these materials.” The ECM will be the first point of contact for the team. He will be responsible for contacting the appropriate parties and agencies.

3. The existing overpass bridge is a Type B structure containing lead-based paint. We will need to ensure that no paint is released into the environment during the dismantling and removal of the structure. Our mitigating strategies include:
 - We will follow all VDOT and OSHA policies and procedures with regard to engineering and work practice controls to ensure that both workers and the environment are not exposed to the lead based paint.
4. Two invasive plants, Common Teasel and Japanese Honeysuckle, have been documented in the project area, and their spread must be prevented. These plants can be contained by minimizing the area and duration of bare soil exposure. Our mitigating strategy includes:
 - We will apply an approved seed mix to these areas within seven days of achieving a grading increment and/or when grading operations are suspended for more than 15 days, which will eliminate the opportunity for the invasive species to take root in new areas.
5. The Madison Cave Isopod and Amphipod are Federally-threatened species that have been documented in caves and springs in close proximity to the project. These species are sensitive to changes in water quality and the amount of sediment carried through their habitat. Therefore the project design implementation must follow strict erosion and stormwater control measures through the construction and into the operation of the project. Our mitigating strategies include:
 - We will implement sound erosion and sediment control and spill prevention, control, and countermeasure plans to prevent sediment-laden water from entering any stream.
 - We will place petroleum and other chemicals in controlled storage as far as practicable from any waterway.
 - We will consider post-construction SWM for the effect on these animals.
6. Goose Creek runs under Tinkling Springs Drive in a triple concrete box culvert. On each side of the existing embankment, there are wetland areas surrounding the creek. The impact on these wetlands from culvert extensions, embankment construction, and temporary haul roads must be minimized. Our mitigating strategies include:
 - Appropriate 401 and 404 permits will need to be applied for and any permit conditions followed.
 - The soft subgrade soils likely to be encountered in these areas must be remediated prior to placement of the roadway embankment.
 - We will coordinate early with regulatory agencies to provide their feedback.
 - We will staff the project with highly competent, certified, and qualified E&SC managers. Maintaining the environmental controls is a daily priority and must be addressed immediately by having a supply of replacement erosion and sediment control materials readily available so that they can be used as soon as there is an issue.

Based on our experience, we do not believe that VDOT, DEQ, or OSHA will have to address the environmental project risk.

TRAFFIC CONTROL: Six very specific risks and mitigation strategies relevant to the project, as well as any items that VDOT or agency need to address, are:

1. At the time of construction, ADT on Tinkling Springs Drive and I-64 is expected to exceed 17,000 and 46,000 vehicles, respectively. High traffic volumes present work zone safety hazards to construction workers and the traveling public. Our mitigating strategies include:

- Our traffic engineer will develop an appropriate MOT plan according to MUTCD and the VWAP manuals, thereby ensuring that the project will be constructed in the safest way possible, particularly at the construction tie-ins.
 - Construction staff and QC personnel will inspect the work zone daily to identify damaged equipment, incorrect installations, necessary MOT plan adjustments, and/or any other hazard. Any deficiencies will be corrected on the same day that they are identified.
 - When possible, deliveries of materials and equipment for the project will be scheduled for off-peak times.
 - We will limit lane closures on I-64 to nighttime hours.
 - We will advise the public of our work schedule and when their access will be affected by maintaining a website and having public meetings.
 - We will provide flagger service for short duration closures.
 - We will provide a weekly update to Augusta Health, Augusta Expo, the City of Fishersville, and VDOT regarding any scheduled lane closures and identification of work areas for the two weeks following the update.
 - Maintaining the traffic control plan and devices (barrels, cones, temporary tape, etc.) will be a daily priority, and we will have a supply of replacement traffic control devices readily available so that they can be used as soon as there is an issue.
2. Access to existing commercial and residential areas must be maintained with minimal inconvenience to patrons and homeowners. Failure in this area could quickly jeopardize the strong community support that the project currently enjoys. Our mitigating strategies include:
- Prior to the installation of any traffic controls, we will conduct a stakeholder meeting and invite all affected parties, including local residents, owners of adjacent gas stations, restaurants and other businesses, and representatives of area churches, Augusta Health, Augusta Expo, and the City of Fishersville.
 - We will maintain close contact with VDOT, local authorities, and the public to communicate scheduled lane closures, phase changes, and detours.
 - Ensuring traffic flow and access during the construction phases will be a primary consideration in determining the construction schedule.
3. Augusta Health has more than 500,000 patient visits each year, including more than 60,000 treated in its emergency room. Since the vast majority of patrons access the hospital via Exit 91, failure to move ambulances through the project expeditiously would cause deterioration in the quality of emergency medical care for the region. Mitigating strategies include:
- We will ensure that the MOT plan recognizes the critical link the project plays in Augusta County's public health infrastructure.
 - We will specifically address emergency traffic in the MOT plan, with the goal of no net delays to ambulances when compared to the existing condition.
 - Pull-offs and wide shoulders will be provided to enable motorists to yield to emergency vehicles.
4. Exit 91 also experiences heavy traffic as the primary gateway to the Augusta Expo. The 200-acre facility has a full calendar of events, including trade shows; agricultural, entertainment and community events; and the Augusta County Fair every August. Mitigating strategies include:
- We will meet with Augusta Expo General Manager John Scott to discuss the required construction activities during the development of the MOT plan for the project.
 - We will develop the construction sequence to impart the least impact on major events.
 - We will adjust or suspend construction operations as needed to accommodate event traffic.

5. The MOT plan must consider the high volume of tractor/trailer traffic originating from and destined for the businesses surrounding the interchange. If the special lane width and turning radius requirements of these vehicles are not properly addressed, significant property damage and traffic delays could occur. Our mitigating strategies include:
 - We will maintain a standard turning radii for heavy trucks throughout the project, including during lane closures. These details will be documented in the MOT plan.
 - We will communicate lane closure schedules to local businesses in advance.
6. Events at Augusta Expo, when combined with even minimal traffic impediments presented by construction of this project, could create traffic queues on the off-ramps that extend back to mainline I-64. If such a condition were to occur without warning, crashes of high speed and severity would be likely. Our mitigating strategies include:
 - We will meet with Augusta Expo coordinators, local officials, and VDOT at the beginning of the project to identify the highest traffic generating events.
 - We will evaluate these “worst case scenarios” to determine impacts, if any, and further define mitigation strategies. Strategies include, but are not limited to, suspending or limiting construction during peak traffic generating events, adjusting signal timing to minimize queues on I-64 off-ramps, or extending queue storage areas along I-64 shoulders to remove queued traffic from the I-64 mainline.

Based on our experience, we believe that VDOT and other local authorities will have to provide appropriate input to address the traffic control project risk.

SCHEDULE: Eight very specific risks and mitigation strategies relevant to the project, as well as any items that VDOT or agency need to address, are:

1. Existing conditions differ from those shown on preliminary survey. Significant delays can occur if these discrepancies are not uncovered until after construction begins. Our mitigating strategies include:
 - Survey existing conditions early in the design process to confirm right of way, property owners, wetlands, utilities, etc. are correctly identified.
2. We anticipate numerous utility relocations will be required for construction of the project, and many must be performed directly by the affected utility company. If the existing utilities interfere with construction this could delay construction and increase costs. Utility providers in the projects corridor include:

Utility Provider	Type of Relocation
Dominion Virginia Power	Aerial relocation
Verizon Virginia	Aerial and underground relocation of telecommunications cables in the corridor
Comcast	Aerial and underground relocation
Lumos Networks	Underground fiber optic adjustments
Augusta County Service Authority	Water line and sewer relocation/adjustments
Shenandoah Valley Electric Cooperative	No facilities within the project limits
Columbia Gas of Virginia	No facilities within the project limits

Mitigating strategies include:

- We will contact utility owners early and hold a field inspection meeting when suitable design plans are available to identify potential impacts to their facility. Alternatives to impacted locations will be considered and the relocation design and construction schedule will be set. Our staff has worked with these utility providers on previous projects and has established good working relationships with their staff.
 - We will confirm utility locations through field exploration and/or test holes, early in the design process as well as performing a sweep of the corridor to verify that no new utilities have been added from the initial mapping.
 - We will eliminate or minimize impacts to the existing utilities as much as possible by making modifications to the roadway design plans.
 - Early establishment of utility corridors, right of way and utility easements will provide opportunities for early acquisitions of the right of way and for obtaining signed agreements with adjacent land owners and utility companies.
 - When possible, we will self-perform the relocation of the affected lines, directly controlling the work schedule. When self-performance is not an option, we will closely coordinate with the appropriate utility companies to ensure that each party is aware of the others' schedules. Contingency time will be provided in the schedule for work performed during the winter and hurricane seasons.
 - We will prioritize and clear utility conflicts through the corridor prior to significant clearing and grading operations.
 - We will monitor the utility relocations to ensure that relocation activities are in conformance to the plans and schedule.
3. We anticipate small right of way and easement takes from numerous property owners, including the Tinkling Springs Presbyterian Church. If the necessary right of way is not available for construction operations to begin as scheduled, this will delay the project. Our mitigating strategies include:
- After award of the project, we will meet with affected property owners to explain the purpose of the project and the effects on their property during and after construction.
4. We will pursue utility easements during the utility field inspection phase of the project and ensure that they are acquired at the earliest possible date. Our mitigating strategies include:
- Recognizing that the Tinkling Springs Presbyterian Church is a non-profit organization governed by a Board of Trustees, right of way negotiations will be more complex than on land held by a single property owner. Thus, meetings with the church trustees will be a top priority.
5. Design-build procurement method requires VDOT review of various design submissions and on-site approval at specific construction "hold points." Without close coordination, appropriate VDOT personnel might not be available as required, resulting in discontinuous work on the project. Our mitigating strategies include:
- We will clearly identify all activities for which the contract requires an action by VDOT personnel in the project schedule.
 - We will summarize upcoming VDOT responsibilities in each schedule update.
 - We will immediately notify VDOT if it appears there is a delay to one of the activities for which VDOT is responsible.
6. The scope of work and high traffic volumes will require complex construction phasing and concurrent prosecution of multiple activities. Failure to identify and complete all necessary work in the appropriate phase and in advance of the required start of successor activities could result in substantial delays. Our mitigating strategies include:

- We will perform a schedule risk assessment by carefully analyzing the project, through all phases of design and construction, to identify potential delays.
 - We will categorize each potential delay as either within Orders' direct control or controlled (in whole or in part) by a third-party. For schedule risks within Orders' control, the PM would identify the staff member(s) responsible for mitigating the risk, inform them of the situation, follow up as part of the weekly schedule update process to determine the status of the mitigation, and ensure that project progress is not affected. For schedule risks controlled by a third-party, the process is much the same: identify the responsible party(s), communicate with them both to explain the risk, and monitor mitigation progress.
 - We will use Primavera P6 CPM software to manage the detailed schedule. This software aids in organization of tasks, resources, expenses, and more, allowing for a more efficient completion of a project. The project schedule will include all activities required to complete the project including design, drafting, permitting, right of way acquisition, utility relocation, and construction.
 - As the project evolves, we will update the schedule weekly by the PM to identify potential delays before they occur. Regular schedule updates will be provided to all stakeholders to encourage collaboration and communication. This is especially important for the QAM and the QCM, so that inspections are performed in a timely manner.
 - If a potential delay is identified, the PM will immediately work to identify the cause and resolve the issue.
7. Over four decades, Orders has learned that even the most well planned and executed project can be adversely affected by factors beyond its control, such as extreme weather or national emergency. Our mitigating strategies include:
- We will shift extra equipment and manpower resources to this project should progress fall behind schedule.
 - Should our construction manager be unable to fulfill his duties for any reason, Orders has more than a dozen employees, each with at least 10 years of experience in that position, who could fill in temporarily.
8. One of the single greatest schedule risks is a failure in stakeholder coordination and communication. Our mitigating strategies include:
- We will conduct a stakeholder kickoff meeting in Fishersville to inform interested parties of VDOT's goals for the project and solicit their input.
 - We will conduct a formal partnering workshop, likely in conjunction with the stakeholder kickoff meeting.
 - We will develop a communication plan to ensure that all affected parties are kept informed of project issues and progress.
 - We will conduct regular monthly progress meetings including Orders, VDOT, critical subcontractors, subconsultants, and key stakeholders. The main purpose of these meetings would be to inform all key parties of the most recent schedule update and offer them the opportunity to review the schedule.
 - Hold weekly construction quality control staff meetings so that all staff members are informed and aware of all ongoing construction phases and work.

Based on our experience, we believe that only Augusta County Service Authority will need to provide timely reviews for water and sewer relocation designs.



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Attachment 2.10

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00075877DB47
PROJECT NO.: 0064-007-111, P101, R-201, C-501, B-627

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 11/03/2011
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)


SIGNATURE

1/2/12
DATE



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exit 91

Attachment 3.1.2

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

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 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				1-5
Offeror's point of contact information	NA	Section 3.2.1	yes	1
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Principal officer information	NA	Section 3.2.2	yes	1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	1
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.7	yes	2, 3
Professional Services Evidence				Appendix
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Appendix

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
SCC Registration	NA	Section 3.2.8.1	yes	4-5
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	4-5
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	4-5
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	4-5
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	2
Offeror's Team Structure				6-11
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	7-8
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Key Personnel Resume – Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	10
Organizational chart narrative	NA	Section 3.3.2	yes	10-11
Experience of Offeror's Team				12-14
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				15-20
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	15-20



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Attachments 3.2.5 (a) and (b)

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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 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.

 12/1/2011 President

Signature Date Title

Orders Construction Company, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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.

 12/6/11 President
Signature Date Title

Paramount Builders
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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.

Sta [Signature] 12-2-11
Signature Date

President
Title

Central Contracting, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

- 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.

WRO 12/1/11
Signature Date

President
Title

Middle Ridge
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

- 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.

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<u></u>	<u>12/1/11</u>	<u>President</u>
Signature	Date	Title

Summit Corporation
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

Malcolm O. Smith 12/29/11 Principal
Signature Date Title

Wilbur Smith Associates, a wholly-owned subsidiary of CDM Smith Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

	December 5, 2011	President
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

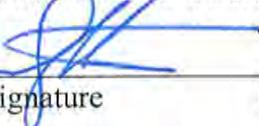
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

- 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 Date 12/2/2011 PRINCIPAL ENGINEER
Title

TRIAD ENGINEERING, INC.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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.

JAMES H. KIRBY 12/5/2011 PRESIDENT
Signature Date Title

FROENLING & ROBERTSON, INC.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

- 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.

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



12/14/2011

Vice President

Signature

Date

Title

ECS Mid-Atlantic, LLC

Name of Firm



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VDOT Prequalification



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Orders Construction Company, Inc.

Vendor Number: 0017

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications has been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes Grading, Dredging, Erect Fabricated Structural Material, Bridge Repair

Issue Date: September 30, 2011

This Rating and Classification will Expire: July 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Sillies, State Contract Officer

=====
O017
ORDERS CONSTRUCTION COMPANY, INC.
EMPLOYER ID: 55-0487806
PREQ. EXP : 07/31/2012

--PREQ ADDRESS -----	-- WORK CLASSES -----
P. O. BOX 1448	002 - GRADING
ST. ALBANS, WV 25177-0448	003 - MAJOR STRUCTURES
PHONE : 304-722-4237	007 - MINOR STRUCTURES
FAX : 304-722-4230	019 - ERECT FABRICATED STRUCTURAL MATERI
	055 - BRIDGE REPAIRS

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

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

DBE TYPE : N/A
DBE CONTACT: N/A
DBE/WBE EXP: N/A

=====
O062
ORION ASSOCIATES, INC.
EMPLOYER ID: 54-1401418
PREQ. EXP : 07/31/2012

--PREQ ADDRESS -----	-- WORK CLASSES -----
8003 FORBES PLACE, SUITE 100	005 - DRAINAGE STRUCTURES
SPRINGFIELD, VA 22151	011 - CLEARING AND GRUBBING
PHONE : 703-321-2190	033 - ROADSIDE DEVELOPMENT
FAX : 703-321-2195	045 - UNDERGROUND UTILITIES
	101 - EXCAVATING

BUSINESS CONTACT: HEBENSTEIT, JEFFREY RICHARD
EMAIL: A.BRITELL@ORIONMNGT.COM

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

DBE TYPE : N/A
DBE CONTACT: N/A
DBE/WBE EXP: N/A
=====



I-64
exit 91

SCC and DPOR Certifications



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Welcome to SCC efile Business Entity Details

ORDERS CONSTRUCTION COMPANY, INC.

SCC ID: F0268500
 Business Entity Type: Foreign Corporation
 Jurisdiction of Formation: WV
 Date of Formation/Registration: 7/5/1973
 Status: Active
 Shares Authorized: 50000

Principal Office

PO BOX 1448
 501 6TH AVE
 ST ALBANS WV 25177

Registered Agent/Registered Office
 ROBERT J. KRONER
 418 EAST WATER STREET
 P.O. BOX 2737
 CHARLOTTESVILLE VA 22902
 CHARLOTTESVILLE CITY 203
 Status: Active
 Effective Date: 10/10/1991

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10/31/11
16:38:35

CISM0180 CORPORATE DATA INQUIRY

CORP ID: F033984 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/06/06

CORP NAME: SMITH ASSOCIATES, INC., WILBUR

DATE OF CERTIFICATE: 09/22/1978 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 211 51 7361 DATE: 08/03/11 HENRICO COUNTY

CURRENT AR#: 211 51 7361 DATE: 08/03/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia State Corporation Commission



Virginia.gov

11/02/11
09:57:26

CISM0180 CORPORATE DATA INQUIRY

CORP ID: F051099 - 2 STATUS: 00 ACTIVE STATUS DATE: 09/30/05

CORP NAME: GREENHORNE & O'MARA, INC.

DATE OF CERTIFICATE: 05/30/1986 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 211 08 3676 DATE: 04/21/11 HENRICO COUNTY

CURRENT AR#: 211 08 3676 DATE: 04/21/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	1,700.00					1,000,000

(Screen Id:/Corp_Data_Inquiry)

CISM0180 CORPORATE DATA INQUIRY 09/20/11 14:45:05

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR: MONITOR DTE:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
ACCEPTED AR#: 211 15 3803 DATE: 08/29/11 ARLINGTON COUNT
CURRENT AR#: 211 15 3803 DATE: 08/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

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10/24/11
16:19:56

CISM0180 CORPORATE DATA INQUIRY

CORP ID: F059539 - 9 STATUS: 00 ACTIVE STATUS DATE: 11/16/88

CORP NAME: TRIAD ENGINEERING, INC.

DATE OF CERTIFICATE: 11/16/1988 PERIOD OF DURATION: INDUSTRY CODE: 70

STATE OF INCORPORATION: WV WEST VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: RANDY L. MOULTON

STREET: Y.O. BOX 2397 AR RTN MAIL:

200 AVIATION DRIVE

CITY: WINCHESTER STATE : VA ZIP: 22604

R/A STATUS: 2 OFFICER EFF. DATE: 08/08/94 LOC : 134

ACCEPTED AR#: 210 27 9942 DATE: 10/18/10 FREDERICK COUNT

CURRENT AR#: 210 27 9942 DATE: 10/18/10 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	220.00				220.00	25,000

(Screen Id:/Corp_Data_Inquiry)



Virginia.gov



12/22/11

12:40:26

CORPORATE DATA INQUIRY

CISM0180

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09

CORP NAME: FROEHLING & ROBERTSON, INCORPORATED

DATE OF CERTIFICATE: 10/11/1924 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 2480.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:

901 E CARY ST

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216

ACCEPTED AR#: 211 16 6326 DATE: 09/23/11 RICHMOND CITY

CURRENT AR#: 211 16 6326 DATE: 09/23/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	1,700.00					1,100,000

(Screen Id:/Corp_Data_Inquiry)



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12/22/11
12:01:00
STATUS DATE: 04/16/04

LLCM3220 LLC DATA INQUIRY

LLC ID: S120821 - 6 STATUS: 00 ACTIVE
LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:
CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S
STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N
R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
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EXPIRES ON
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NUMBER
0405000239

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

PROFESSIONS: ENG

WILBUR SMITH & ASSOCIATES INC
2112 WEST LABURNUM AVE STE 100
RICHMOND, VA 23227



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
BOARD FOR APPELSCIDLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405000239 EXPIRES: 12-31-2013
PROFESSIONS: ENG
WILBUR SMITH & ASSOCIATES INC
2112 WEST LABURNUM AVE STE 100
RICHMOND, VA 23227



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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APELSCIDLA Business License

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BUSINESS NAME:	WILBUR SMITH ASSOCIATES
TRADING NAME:	
ADDRESS:	700 WASHINGTON ST EAST GEARY PLAZA STE 210 CHARLESTON, WV 25301-0000
BUSINESS TYPE:	PROF CORP BRANCH OFFICE
REGISTRATION NO:	0410000197
INITIAL CERTIFICATION DATE:	AUGUST 24, 2009
EXPIRATION DATE:	FEBRUARY 29, 2012

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BUSINESS NAME: WILBUR SMITH ASSOCIATES

TRADING NAME:

ADDRESS: 1100 MARION STREET STE 200
KNOXVILLE, TN 37921-0000

BUSINESS TYPE: PROF CORP BRANCH OFFICE

REGISTRATION NO: 0410000201

INITIAL CERTIFICATION DATE: SEPTEMBER 11, 2009

EXPIRATION DATE: FEBRUARY 29, 2012

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EXPIRES ON

02-29-2012

NUMBER

0410000219

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



PROFESSIONS: ENG

WILBUR SMITH & ASSOCIATES INC
1648 MCGRATHIANA PKY, SUITE 340
LEXINGTON, KY 40511

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Gordon N. Dixon, Director

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PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION
NUMBER: 0410000219 EXPIRES: 02-29-2012
PROFESSIONS: ENG



WILBUR SMITH & ASSOCIATES INC
1648 MCGRATHIANA PKY, SUITE 340
LEXINGTON, KY 40511

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

NUMBER
0411000611

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

PROFESSIONS: ENG

GREENHORNE & O'MARA, INC.
10800 MIDLOTHIAN TNPk STE 310
RICHMOND, VA 23235



July W. DeBoer
July W. DeBoer Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000611 EXPIRES: 02-29-2012
PROFESSIONS: ENG
GREENHORNE & O'MARA, INC.
10800 MIDLOTHIAN TNPk STE 310
RICHMOND, VA 23235



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COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
BOARD FOR APPEALS
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151



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
12-31-2013

NUMBER
0407003116

9860 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: ENG, LS

TRIAD ENGINEERING INC
200 AVIATION DR
WINCHESTER, VA 22602



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003116 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS
TRIAD ENGINEERING INC
200 AVIATION DR
WINCHESTER, VA 22602



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9860 Mayland Dr., Suite 400, Richmond, VA 23233

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BUSINESS NAME:	TRIAD ENGINEERING INC
TRADING NAME:	
ADDRESS:	21641 BEAUMEADE CIRCLE SUITE 3 ASHBURN, VA 20147-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000408
INITIAL CERTIFICATION DATE:	JUNE 01, 2005
EXPIRATION DATE:	FEBRUARY 29, 2012

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

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

NUMBER
0411000052

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

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
6181 ROCKFISH GAP TURNPIKE
CROZET, VA 22932



John W. Linkewer
John W. Linkewer, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000052 EXPIRES: 02-29-2012
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
6181 ROCKFISH GAP TURNPIKE
CROZET, VA 22932



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

NUMBER
0411000662

EXPIRES ON
02-29-2012

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

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

PROFESSIONS: ENG

ECS MID-ATLANTIC LLC
1601 AIRPORT RD
CHARLOTTESVILLE, VA 22911



Heather Dixon
Heather Dixon, Director

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BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000662 EXPIRES: 02-29-2012
PROFESSIONS: ENG



ECS MID-ATLANTIC LLC
1601 AIRPORT RD
CHARLOTTESVILLE, VA 22911

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

01-31-2013

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

NUMBER

0402025745

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

RANDALL ALAN HARRIS
8500 SUMMIT ACRES DR
RICHMOND, VA 23235



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

03-31-2012

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

NUMBER

0402044608

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

CYNTHIA LYNN SHAMBLIN
51 COPELAND ROAD
CHARLESTON, WV 25320



Jay W. DeBoer
Jay W. DeBoer, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (904) 367-8500

NUMBER
0402039004

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

KAUSHIKKUMAR BHUPENDRAPRASAD VYAS
10170 SPRING DR
GORDONSVILLE, VA 22942-7581



Gordon Dixon
Gordon Dixon, Director

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Contractor Business License

Contractor Business License	
BUSINESS NAME:	ORDERS CONSTRUCTION COMPANY INC
TRADING NAME:	
ADDRESS:	501 6TH AVENUE ST ALBANS, WV 25177-0000
BUSINESS TYPE:	CORPORATION
CLASS OF LICENSE:	A
Click here for Class of License Definitions	
CLASSIFICATIONS/SPECIALTIES:	HIGHWAY / HEAVY
Click here for Classification Definitions Click here for Specialty Definitions	
REGISTRATION NO:	2701032711
INITIAL CERTIFICATION DATE:	AUGUST 22, 1988
EXPIRATION DATE:	AUGUST 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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



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Real Estate Appraiser Business

Real Estate Appraiser Business

BUSINESS NAME:	GREENHORNE & O MARA INC
TRADING NAME:	
ADDRESS:	10800 MIDLOTHIAN TURNPIKE SUITE 310 RICHMOND, VA 23235-0000
BUSINESS TYPE:	CORPORATION
LICENSE NO:	4008001550
INITIAL CERTIFICATION DATE:	AUGUST 05, 2009
EXPIRATION DATE:	AUGUST 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.



I-64
exit 91

Attachment 3.3.1

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM****Brief Resume of Key Personnel anticipated for the Project.**

a. Name & Title: **Charlie Stokes, Project Manager**

b. Project Assignment: **Design-Build Project Manager**

c. Name of Firm with which you are now associated: **Orders Construction Company, Inc.**

d. Years Experience: With this Firm 2 Years With other Firms 40 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 ManagerOrders Construction Company, Inc.....2010 – Present

Project Manager/Operations Manager...Corte Construction Company/Fort Chiswell Construction Company.....
1992 – 2010

e. Education: Degree(s) / Year / Specialization

University of Pittsburgh, Pittsburgh, PA / N/A / N/A

f. Active Registration: Year First Registered / Discipline / VA Registration #:

N/A

g. Document the extent and depth of your experience and qualifications relevant to the Project:

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: Route 60 Main Street Bridge Replacement, Clifton Forge, VA

Name of Firm: Orders Construction Co., Inc.

Start Date: 2011

End Date: *Under Construction*

Project Roles: Project Manager

This design-build project is to replace the Route 60 bridge in downtown Clifton Forge, VA. This project involves replacing a bridge, which abuts commercial buildings on both sides, on Route 60 West bound over Smith Creek in downtown Clifton Forge and rebuilding Main Street from Commercial Avenue to Ridgeway Street. The project also involves changing Route 60 Business from a one-way (East bound only) to a two-way road and removing a traffic island that separated Route 60 Business East and Route 60 West (Main Street). Additionally, traffic signals are being added at the intersection of Route 60 and Commercial Avenue.

Mr. Stokes is responsible for overall management of all facets of the project, including:

- daily operations and scheduling
- resource and manpower allocation
- contract administration
- safety
- project quality and quality management
- traffic control
- communications with the public/public outreach
- work with chief engineer for design of project

Client/Owner Contact: Virginia Department of Transportation; George Bezold; 540.462.6990

Project Name: Gate City, VA Business Rte. 23/Kane Ave, Scott County, VA

Name of Firm: Corte/Fort Chiswell Construction Companies

Start Date: 1999

End Date: 2000

Project Roles: Project Manager

This was a 3-phase project improving Business Route 23 and the access to Gate City High School. The 4-span bridge with five lanes of traffic over the Norfolk Southern Railway ties Route 23, Business Route 23, Route 58, and Route 421 together at Gate City. Additionally, improvements at Jones Street allowed traffic from the high school to travel north on Route 71, thereby avoiding downtown traffic. Other aspects of this project were a soil nail wall at the high school, grading, drainage, water, sewer, curb and gutter, sidewalks, commercial entrance, and signals.

Mr. Stokes was responsible for overall management of all facets of the project, including:

- daily operations
- resource and manpower allocation
- scheduling
- project quality
- safety
- traffic control
- railroad coordination
- coordination with city and school board

Client/Owner Contact: Virginia Department of Transportation, Bristol District; James Gates; 276.346.1911

Project Name: Route 419 Over I-81, Roanoke County, VA

Name of Firm: Corte/Fort Chiswell Construction Companies

Start Date: 2004

End Date: 2004

Project Roles: Project Manager

Both the North and South bound bridges (over I-81) were widened during this project. Additionally, the median and deck sections of both structures were removed and both bridges were tied together with a common deck, and a center left turn lane was added. Mr. Stokes was responsible for overall management of all facets of the project, from bidding, resource, and manpower allocation to final acceptance. This project involved the following:

- widening of the ramp from Route 419 to I-81 Southbound
- widening and addition of a left turn lane on the ramp from I-81 Southbound to Route 419
- widening of the ramp from Route 419 to I-81 Northbound
- widening of the ramp and addition of a left turn lane from I-81 Northbound to Route 419
- widening of Route 419 through the project, removing sections of median, and re-paving

Mr. Stokes was responsible for overall management of all facets of the project, including:

- daily operations
- resource and manpower
- man power allocation
- scheduling
- safety
- project quality
- traffic control

Client/Owner Contact: Virginia Department of Transportation, Salem District; Danny Cruff; 540.387.5320

Project Name: Route 419 and East Main Street Interchange – Bridge, Salem, VA

Name of Firm: Corte/Fort Chiswell Construction Companies

Start Date: 2003

End Date: 2004

Project Roles: Project Manager

This \$4 million project included widening of Route 460; widening East Main Street to five lanes; replacing the existing bridge over Mason Creek with a 2-span, 5-lane structure; widening Route 419; and adding turn lanes onto Route 460. To accommodate the high traffic volume and significant grade changes, the work was designed to be constructed in eight phases. Mr. Stokes was responsible for overall management, bidding, resource, manpower allocation, and final acceptance.

Work included:

- bridge demolition and construction, half at a time
- temporary drainage and paving and new paving
- new storm drain system, new water system, new sanitary sewer system
- relocation of a major gas line
- new curb, gutter, medians, and sidewalks
- new commercial entrances
- new signals and signage

Mr. Stokes was responsible for overall management of all facets of the project, including:

- daily operations
- resource and manpower allocation
- scheduling
- safety
- project quality
- traffic control
- partnering with the public

Client/Owner Contact: Virginia Department of Transportation, Salem District; Danny Cruff; 540.387.5320

Project Name: I-495 Widening and Live Oak Bridge, Fairfax County, VA

Name of Firm: Walsh Group

Start Date: 1988

End Date: 1990

Project Roles: Construction Manager

This project involved the widening of Route 495 from American Legion Bridge to Live Oak Drive, including a new bridge over I-495 for Live Oak Drive. The project included widening of the ramps from I-495 to George Washington Parkway and the ramps from George Washington Parkway to I-495. This work was a 6-phase, high traffic volume, noise sensitive tight schedule project that included CIP retaining walls, soil nail walls, bridge construction, curb and gutter, median barrier walls, sound walls, drainage, and paving. The close proximity of the project to the Potomac River made erosion and sediment control paramount in all activities.

Responsible for overall management of all facets of the project, including:

- daily operations
- resource allocation
- man power allocation
- scheduling
- safety
- project quality
- traffic control
- communications with the public

Client/Owner Contact: Virginia Department of Transportation, Northern Virginia District; Wayne Baker (retired); 703.383.8368

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kaushik Vyas, PE, Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated
d. Years Experience: With this Firm <u>1.8</u> Years With other Firms <u>24</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.): Quality Assurance Manager Quinn...March 2010 – Present Transportation Engineer.....TRC.....April 2001 – March 2010 Civil Engineer.....Gujarat Electricity Board.....June 1985 – July 2000
e. Education: Degree(s) / Year / Specialization: Gujarat University, Ahmedabad, India/Bachelor of Science/1983/Civil Engineering
f. Active Registration: Year First Registered / Discipline / VA Registration #: 2004..... Virginia.....Professional Engineer#0402-039004
g. Document the extent and depth of your experience and qualifications relevant to the Project: <i>1. Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> <i>2. Note whether experience is with current firm or with other firm.</i> <i>3. 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: I-495 HOT Lanes Design-Build Project Name of Firm: Quinn Consulting Services, Incorporated Start Date: 2010 End Date: Present Project Roles: Resident Area Engineer This nearly \$2 billion public-private Capital Beltway Project includes widening of approximately 14 miles of high-speed, high-traffic flow interstate, widening/replacement of more than 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges, and new soundwalls and carpool ramps. Responsibilities include: <ul style="list-style-type: none"> ▪ oversight of quality control operations and daily staff assignments in the field ▪ analyzing and interpreting project plans and specifications ▪ participating in weekly progress meetings and working closely with contractors to identify and resolve problems ▪ monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports ▪ ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects ▪ working directly with General Contractor, engineering, and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems Client/Owner Contact: HNTB, 6315 Bren Mar Dr., Suite 250, Alexandria, VA 22312; Tom McClelland; 571.436.6509

Project Name: Route 15 Widening Design-Build, Prince William County, VA

Name of Firm: TRC

Start Date: 2007

End Date: 2010

Project Roles: QA/QC Manager

This project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road ,which involved Old Carolina Road, Heathcote Boulevard, and Waterfall Road Widening. The project also included three bridges.

Responsible for:

- coordination with QA/QC teams for execution of the work according to plans and VDOT specifications
- checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations
- public relations

Project Name: Route 895 (PPTA) Project, Richmond, VA

Name of Firm: TRC

Start Date: 2001

End Date: 2002

Project Roles: QA/QC Manager

This project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork.

Responsible for:

- studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings to methodically check and inspect the reinforcement of the critical river crossings
- inspecting the post tensioning of strands for the river crossing segments
- reviewing the schedule of nodes and stressing data

Project Name: Linton Hall Road Widening, Prince William County, VA

Name of Firm: TRC

Start Date: 2007

End Date: 2010

Project Roles: QA/QC Manager

This project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Mr. Vyas served as the QA/QC manager providing coordination with QA/QC teams for execution of the work according to plans and VDOT specifications.

Responsible for:

- checking test reports, daily reports, safety reports, and environmental reports
- worked closely with utility companies during facility relocations
- addressed public inquiries as related to the project

Project Name: Spriggs Road Improvements Project, Prince William County, VA

Name of Firm: TRC

Start Date: 2006

End Date: 2007

Project Roles: QA/QC Manager

This project which included widening of Spriggs Road to make it a 4-lane divided highway between Minnieville Road and Hoadly Road. The project also included the construction of access roads, MSE walls, and utility relocation.

Responsibilities included:

- interpreting geotechnical reports as related to actual field conditions and recommending solutions when unsuitable soils were encountered
- monitoring ongoing roadway drainage work and soil stabilization work
- preparing daily reports, pay item summaries, and project schedule reports

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Randall Harris, PE, Vice President
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Wilbur Smith Associates
d. Years Experience: With this Firm <u> 6 </u> Years With other Firms <u> 19 </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.): Vice President/Senior PM Wilbur Smith Associates February 2008 – Present Associate-in-Charge/Senior PM..... Wilbur Smith Associates September 2005 – February 2008 Transportation Group Manager Stantec November 2000 – September 2005 Roadway Engineer/PM..... Stantec..... 1995 (and previous) – November 2000
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: North Carolina A & T University, Greensboro, NC/Bachelor of Science/1986/Architectural Engineering Design and Urban Planning
f. Active Registration: Year First Registered / Discipline / VA Registration #: 1995..... Virginia..... Professional Engineer#0402-025745
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 262 (PE-103), Augusta County, VA Name of Firm: Stantec Start Date: 1994 End Date: 2002 Project Roles: Project Manager Mr. Harris served as project manager for this 1.9-mile, 4-lane principal arterial roadway on new location from Route 252 to Route 254 with a construction value of \$18.5 million. The project included preliminary studies and alternative evaluation. Selected alternative reduced right-of-way impacts along Route 254. The project included the modification of an interchange at Route 252 including structure over Route 252, grade separation at the CSX Railroad and Route 703, and a partial diamond interchange at Route 254. The project also included major roadway and drainage design to Route 703 and Route 254. Responsible for: <ul style="list-style-type: none"> ▪ management and coordination of all design, as well as subconsultants ▪ establishment and oversight of QA/QC plan and performing consultation during construction ▪ coordination with third party agencies such as CSX and DCR ▪ developing phased erosion and sediment plans to include design of stormwater management facilities ▪ participating in value engineering and constructability reviews ▪ completing all required permit sketches ▪ developing maintenance of traffic plans including a detour on Route 254 ▪ completing retaining wall design along Route 254 Client/Owner Contact: Virginia Department of Transportation, Staunton District; June Baldwin, VDOT Project Manager; 804.225.4952

Project Name: Route 262 (PE-104), Augusta County, VA

Name of Firm: Stantec

Start Date: 1994

End Date: 2002

Project Roles: Project Manager

Mr. Harris served as project manager for this 2.5-mile, 4-lane principal arterial roadway on new location from Route 254 to Route 250 with a construction value of \$12.5 million. The project included preliminary studies and alternative evaluation for interchange configurations. This project included the completion of a diamond interchange at Route 254, a diamond interchange at Route 720 and the completion of a diamond interchange at Route 250. The project included major design on Route 720. Received exceptional ratings for work performance on post design evaluation.

Responsible for:

- managing and coordinating all elements of design
- establishment and oversight of QA/QC plan
- value engineering and constructability review
- public involvement to include additional sound wall meetings with Fox Hill area residents
- completing phased erosion and sediment control plans to include design of stormwater management facilities
- consultation during construction

Client/Owner Contact: Virginia Department of Transportation, Staunton District; June Baldwin, VDOT Project Manager; 804.225.4952

Project Name: McIntire Road Extension, City of Charlottesville and Albemarle County, VA

Name of Firm: Wilbur Smith Associates

Start Date: 2005

End Date: 2011

Project Roles: Project Manager

Mr. Harris served as project manager for the design of 0.53 miles of urban arterial roadway on new location with an adjacent enhanced pedestrian path. Managed structural staff for design of a 197-foot, 3-span steel plate girder bridge over the Norfolk Southern Railroad; a 280-foot, 3-span steel plated girder bridge over Meadow Creek; and a 110-foot bowstring steel truss pedestrian bridge over Meadow Creek. The project includes hydraulic design, phased erosion and sediment control plans, and scour analyses.

Responsible for:

- client contact, overall work progress, budget management, and management of subconsultants
- establishment and oversight of QA/QC plan, as well as QA of project documents
- final roadway design plans
- implementation of architectural treatment on two of the three bridges

Client/Owner Contact: Virginia Department of Transportation; Greg Krystiniak, VDOT Project Manager; 540.829.7785

Project Name: Route 351 Pembroke Avenue over the Hampton River, Hampton, VA

Name of Firm: Stantec

Start Date: 1995

End Date: 2001

Project Roles: Project Manager

Mr. Harris served as project manager for the roadway improvement and bridge replacement structure over the Hampton River. The scope of services included surveys, digital mapping, and complete right-of-way and construction plans and the project included storm sewer design and scour analyses for structure over the Hampton River.

Responsible for:

- management of subconsultants
- establishment and oversight of QA/QC plan
- roadway design and right-of-way and utility coordination
- public involvement
- environmental coordination
- maintenance of traffic and detour plan

Client/Owner Contact: Virginia Department of Transportation; Robert Pugh, VDOT Project Manager; 804.786.6230

Project Name: Route 262 (PE-102), Augusta County, VA

Name of Firm: Stantec

Start Date: 1993

End Date: 2002

Project Roles: Project Manager/Project Engineer

Mr. Harris served as project manager and engineer of 2.3 miles of 4-lane arterial roadway from Route 11 to Route 252 on new location with a construction value of \$24.5 million. The project included the completion of a full cloverleaf interchange with Route 11 and proposed interchange and roadway improvements of Route 613 and Route 252. Initially, only two lanes of this design were constructed based on current traffic requirements.

Responsible for:

- horizontal and vertical alignments
- cross sections
- MOT plans
- storm sewer design
- consultation during construction
- QA reviews

Client/Owner Contact: Virginia Department of Transportation, Staunton District; June Baldwin, VDOT Project Manager; 804.225.4952

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kevin Conner, Construction Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: Orders Construction Company, Inc.
d. Years Experience: With this Firm <u> 7 </u> Years With other Firms <u> 20 </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.): Construction Manager.....Orders Construction Company, Inc..... 2004 – Present Construction Superintendent, Party Chief.....DLB, Inc.....1993 – 2004
e. Education: Degree(s) / Year / Specialization Bluefield State College, Bluefield, WV / Bachelor of Science / 1985 / Civil Engineering
f. Active Registration: Year First Registered / Discipline / VA Registration #: Virginia DCR RLD Certification VDOT ESCCC
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: Route 60 Main Street Bridge Replacement, Clifton Forge, VA Name of Firm: Orders Construction Co., Inc. Start Date: 2011 End Date: <i>Under Construction</i> Project Roles: Construction Manager This design-build project is to replace the Route 60 bridge in downtown Clifton Forge, VA. This project involves replacing a bridge, which abuts commercial building on both sides, on Route 60 West bound over Smith Creek in downtown Clifton Forge and rebuilding Main Street from Commercial Avenue to Ridgeway Street. The project also involves changing Route 60 Business from a one-way (East bound only) to a two-way road and removing a traffic island that separated Route 60 Business East and Route 60 West (Main Street). Additionally, traffic signals are being added at the intersection of Route 60 and Commercial Avenue. Mr. Conner's responsibilities include day-to-day site operations including: <ul style="list-style-type: none"> ▪ directing manpower and equipment ▪ managing subcontractors and vendors ▪ resolving on-site disputes ▪ traffic control inspection ▪ E&S inspections ▪ safety ▪ working daily with QA/QC manager Client/Owner Contact: Virginia Department of Transportation; George Bezold; 540.462.6990

Project Name: Marlowe Overpass, Berkeley Co., WV

Name of Firm: Orders Construction Company, Inc.

Start Date: 2010

End Date: *Under Construction*

Project Roles: Construction Manager

Located in Berkeley County on heavily traveled I-81, this project requires widening the interchange overpass and mainline approach roadway from four lanes to six. Two lane traffic is to be maintained in both directions at all times. An additional complication is that roadway and bridge pavement grade elevations are being raised as much as six feet requiring extensive shoring of new embankments for the roadway portion of the work and excavations for the bridge portion.

Mr. Conner's responsibilities include day-to-day site operations including:

- supervision of manpower and equipment, up to 40 workers
- managing subcontractors and vendors
- resolving on-site disputes
- installation and monitoring of traffic control, with 55,000 ADT on I-81
- monitoring erosion control to protect Chesapeake Bay watershed
- monitoring quality control
- safety
- develop efficient sequence of construction over four phases
- monitor layout to ensure proper alignment of staged construction

Client/Owner Contact: West Virginia Division of Highways; Kelvin Hull; 304.269.0402

Project Name: I-81 Tabler Station Interchange, Berkeley Co., WV

Name of Firm: Orders Construction Company, Inc.

Start Date: 2009

End Date: 2011

Project Roles: Construction Manager

The project consisted of constructing 1.55 miles of new 4-lane highway, with a center turning lane, along new and existing alignment. Relocation of utilities, demolition of structures, and new drainage was required to complete the roadway. A 2-lane overpass bridge crossing I-81 was dismantled and replaced with a new 4-lane bridge in phased construction. An on grade railroad crossing was constructed across the Winchester and Western Railroad. During construction of the overpass across I-81 numerous night time lane closures in heavy traffic were required.

Mr. Conner's responsibilities included day-to-day site operations including:

- directing manpower and equipment
- managing subcontractors and vendors
- resolving on-site disputes
- monitoring traffic, erosion, and quality control
- safety
- coordination of night closures for steel erection and bridge demolition over I-81
- coordination of construction of highway/rail crossing with the Winchester and Western Railroad
- coordination of utility relocations

Client/Owner Contact: West Virginia Division of Highways; Gary Long, District Construction Engineer; 304.289.2251

Project Name: U.S. 60 over CSX, Alleghany County, VA

Name of Firm: Orders Construction Company, Inc.

Start Date: 2006

End Date: 2008

Project Roles: Construction Manager

A project to replace a deficient overpass crossing two CSX mainline tracks. The new 200-foot-long, 3-span bridge improved the lane width on U.S. Route 60 and provided enhanced clearance for trains below. Multiphase construction enabled traffic to be maintained in a single lane during the project. Substantial shoring was required for construction of the pier footings to avoid undermining the existing pier and railroad tracks. To minimize the excavation exposure most of the Phase 2 pier concrete was constructed in Phase 1, around the old bridge with only a small opening to allow the existing beams to pass. Extreme care was then required during Phase 2 demolition of the existing beams and pier due to their proximity to the new structure. Insufficient right of way required Orders to negotiate with adjacent property

owners. Orders was responsible for coordinating construction operations with the railroad, including mitigating a substantial logistic and schedule challenge when CSX changed their demolition requirements mid-project. Orders designed and won CSX approval of an alternate track shield and accelerated the project to maintain the original completion date. This project won the 2008 award for Excellence in Construction from the Lexington Residency.

Mr. Conner's responsibilities included day-to-day site operations including:

- directing manpower and equipment
- managing subcontractors and vendors
- resolving on-site disputes
- monitoring traffic control, erosion control, and quality control
- safety
- administration of on-the-job training program
- preparation of shield, demolition, and steel erection plans for work over railroad
- coordination of work with railroad traffic

Client/Owner Contact: Virginia Department of Transportation; Randy Kiser, District Construction Engineer; 540.332.9075

Project Name: I-81 over Maury River, Rockbridge County, VA

Name of Firm: Orders Construction Company, Inc.

Start Date: 2004

End Date: 2006

Project Roles: Superintendent

This \$19 million project included demolition and replacement of two existing bridges, approximately 300,000 m³ of excavation, and maintenance of traffic on I-81, including the installation of a traffic management system.

Mr. Conner was responsible for day-to-day site operations, including:

- scheduling men and equipment
- overseeing quality control testing
- conducting bridge layout
- conducting on-site quality control testing

Client/Owner Contact: Virginia Department of Transportation; Randy Kiser, District Construction Engineer; 540.332.9075

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM****Brief Resume of Key Personnel anticipated for the Project.**

a. Name & Title: **Cindy Shamblin, PE, Senior Structural Project Manager**

b. Project Assignment: **Lead Structural Engineer**

c. Name of Firm with which you are now associated: **Wilbur Smith Associates**

d. Years Experience: With this Firm 4.3 Years With other Firms 26.4 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.):

Senior Structural Project Manager Wilbur Smith Associates...July 2007 – Present

Structural Project Manager.....A E Associates, Ltd.....August 2000 – July 2007

Senior Bridge Project Manager.....Site-Blauvelt Engineers.....July 1997 – August 2000

In-House Bridge Design Squad Leader...West Virginia DOH.....June 1990 – July 1997

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

West Virginia Institute of Technology, Montgomery, WV/Bachelor of Science/1984/Civil Engineering

Virginia Polytechnic Institute and State University, Blacksburg, VA/Masters of Science/1989/Structural Engineering

f. Active Registration: Year First Registered / Discipline / VA Registration #:

2003..... Virginia..... Professional Engineer##0402-044608

1990..... West Virginia..... Professional Engineer#11056

2006..... North Carolina..... Professional Engineer#16858

2008..... District of Columbia..... Professional Engineer#PE905444

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: Meadowcreek Parkway/McIntire Road Roadway and Bridge Design

Name of Firm: Wilbur Smith Associates

Start Date: 2002

End Date: 2006

Project Roles: Structural Engineer

WSA managed the context-sensitive design of 1.6 miles of urban arterial on a new alignment with a community-driven parkway look and feel. The project included the design of two roadway bridges and a pedestrian trail bridge, as well as drainage design. Ms. Shamblin assumed responsibility as the bridge manager for the VDOT design of two conventional bridges and one pedestrian bridge. The two conventional bridges used steel plate girder with span lengths of 280 feet (curved) and 198 feet (tangent). The pedestrian bridge was a 110-foot bowstring truss.

Responsible for:

- management of bridge designs and finalization of contract plans for each structure
- completing phased construction plans for one of the bridges
- implementation of architectural treatment on two of the three bridges
- final contract bridge plans
- shop drawing review

Client/Owner Contact: Virginia Department of Transportation, Culpeper District; Greg Krystyniak, PE, VDOT Project Manager; 540.829.7785

Project Name: Lynnhaven Bridge Widening and Retaining Walls

Name of Firm: Wilbur Smith Associates

Start Date: 2007

End Date: 2008

Project Roles: Structural Engineer

This project involves the widening and rehabilitation of an interstate bridge in a highly confined corridor. The design accommodates the addition of new interchange ramps and involves design of an innovative and space-saving soil nail wall. The bridge had a span length of approximately 170 feet and the design of the walls included 2200 feet of retaining walls.

Responsible for:

- completion of the widening plans for the existing I-264 bridge
- design of several retaining walls.

Client/Owner Contact: Virginia Department of Transportation, Suffolk District; Milton Pritchett, PE, VDOT Project Manager; 804.786.2634

Project Name: Annamoriah Design-Build Bridge Replacement

Name of Firm: Wilbur Smith Associates

Start Date: 2011

End Date: 2011

Project Roles: Senior Structural Project Manager

WSA is teamed with Orders Construction Company on this bridge replacement. This design-build project includes the replacement of the 500-foot-long 5-span bridge Annamoriah Bridge on WV-5 over the Little Kanawha River in Calhoun County, WV. The replacement structure was a 3-span curved girder bridge that in turn, minimized the amount of earthwork that would be required for the re-alignment of the roadway.

Responsible for:

- management of all bridge design
- coordination between the contractor and design office
- final contract bridge plans
- bridge ratings
- shop drawing review
- construction phase services

Client/Owner Contact: West Virginia Department of Highways; Subconsultant to AE Associates; Ahmed Mongi, PE, WVDOH Project Manager; 304.558.9739

Project Name: White's Creek/Silver Creek Design-Build Bridge Replacement

Name of Firm: Wilbur Smith Associates

Start Date: 2010

End Date: 2011

Project Roles: Senior Structural Project Manager

This project involves the replacement of the White's Creek and Silver Creek Bridges. WSA is teamed with Orders Construction Company on these bridge replacements located on Route 52 in Wayne County, WV. White's Creek is a single-span steel girder bridge (L=160') that carries Route 52 over White's Creek and a coal preparation plant entrance ramp. Silver Creek is a box culvert adjacent to Norfolk Southern Railroad that carries Route 52 over Silver Creek.

Responsible for:

- management of all bridge/culvert design
- coordination between the contractor and design office
- final contract bridge/culvert plans
- bridge ratings
- shop drawing review
- construction phase services

Client/Owner Contact: West Virginia Department of Highways; Donald Rose, PE, WVDOH Project Manager, District 2; 740.988.6803

Project Name: Hartman Run Bridge

Name of Firm: Wilbur Smith Associates

Start Date: 2010

End Date: 2011

Project Roles: Structural Engineer

As part of the project team, Ms. Shamblin served as lead structural engineer for the replacement of Hartman Run Bridge over CR 857 in Monongahela County, WV. This bridge is set in an urban environment which is very sensitive to traffic control, right of way, and utility issues. The existing bridge was a concrete arch and WSA proposed a 3-span steel girder bridge (L=384') as a replacement.

Responsible for:

- completed design of steel girder bridge
- final contract plans
- bridge rating
- shop drawing review

Client/Owner Contact: West Virginia Department of Highways; Steve Jarrell, PE, WVDOH Project Manager;
304.558.9735

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM****Brief Resume of Key Personnel anticipated for the Project.**

a. Name & Title: **John L Mettille, Senior Environmental Project Manager**

a. Project Assignment: **Environmental Compliance Manager**

b. Name of Firm with which you are now associated: **Wilbur Smith Associates**

c. Years Experience: With this Firm 6 Years With other Firms 28 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.):

Senior Environmental Project Manager ... Wilbur Smith Associates...November 2005 – Present

Chief Environmental Policy Administrator/Deputy Executive Director, Office of Project

Development.....Kentucky Transportation Cabinet.....February 2001 – September 2005

Director, Division of Environmental Analysis..... Kentucky Transportation CabinetApril 1999 – February 2001

Environmental Scientist Principal/Assistant Director, Division of Environmental Analysis..... Kentucky Transportation CabinetOctober 1998 – April 1999

Socio-Cultural/Administrative Branch Manager Kentucky Transportation CabinetDecember 1989 – October 1998

d. Education: Degree(s) / Year / Specialization

University Wisconsin-LaCrosse, LaCrosse, WI/Bachelor of Science/1975/Geography and Political Science

Kansas State University, Manhattan, KS/Masters of Arts/1977/Transportation and Urban Geography

e. Active Registration: Year First Registered / Discipline / VA Registration #:

N/A

f. 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: The Louisville-Southern Indiana Ohio River Bridges (LSIORB) Project

Name of Firm: Wilbur Smith Associates

Start Date: 2011

End Date: Ongoing

Project Roles: NEPA Technical Assistance and Section 106 Technical Assistance and Meeting Facilitation

WSA is providing NEPA and Section 106 technical assistance on the Supplemental EIS for this more than \$3 billion project. Mr. Mettille has drafted technical white papers on Section 4(f) impacts due to project changes and is leading the project team through the Section 106 process to amend the existing MOA. He also participates in all project team meetings related to the NEPA and Section 106 processes.

Responsible for:

- environmental compliance review
- management of tasks related to Section 4(f), Section 106, and NEPA
- facilitation of environmental meetings

Client/Owner Contact: Kentucky Transportation Cabinet and Indiana Department of Transportation; Gary Valentine; 502.382.7761

Project Name: Airport Parkway, Environmental Reevaluation, Mississippi DOT

Name of Firm: Wilbur Smith Associates

Start Date: 2008

End Date: 2011

Project Roles: QA/QC Manager

This project involved the reevaluation of the Airport Parkway and MS 25 Connectors FEIS/ROD. The re-evaluation was conducted to assess the impacts of changing the project to a toll road. This was a fast-track project with a 4-month schedule and included technical tolling concept review. Environmental compliance elements of the project included document review for NEPA and FHWA regulations and guidelines.

Responsible for:

- review of technical tolling concepts
- overall document compliance with NEPA/FHWA regulations and guidelines

Client/Owner Contact: Mississippi Department of Transportation, Suffolk District; Kim Thurman, 601.359.7922

Project Name: River Arts District Transportation Project – a section of the Wilma Dykeman Riverway, Asheville, NC

Name of Firm: Wilbur Smith Associates

Start Date: 2010

End Date: Ongoing

Project Roles: NEPA Quality Control Task Manager

For this 2.2-mile section of roadway, WSA is providing an environmental assessment, FONSI, public involvement program, and functional and preliminary roadway design plans. The roadway and other infrastructure improvements will consider roadway relocation and widening, on-street parking, intersection and signal upgrades, railroad crossing improvements, bridge reconstruction, median treatments, sidewalks, streetscape elements, transit amenities, and greenway facilities.

Responsible for:

- providing technical reviews and quality assurance on all associated work products
- developing of the purpose and need statement
- assisting with the public involvement plan and public meeting materials final contract bridge plans
- providing recommendations on alternatives shop drawing review
- assisting with the preparation of the environmental documents

Client/Owner Contact: City of Asheville; Dan Baechtold, 828.301.9983

Project Name: Milton-Madison Bridge Replacement and Rehabilitation, Milton, KY

Name of Firm: Wilbur Smith Associates

Start Date: 2008

End Date: 2011

Project Roles: NEPA and Section 106 Task Manager

WSA undertook a bridge replacement and rehabilitation project for the historic US 421 bridge over the Ohio River between Milton, KY, and Madison, IN. As part of the NEPA process, WSA completed a number of complex, essential tasks.

Responsible for:

- leading the efforts to expedite the preparation and processing of the environmental document (EA/FONSI) through the Section 6002 review process
- handling the project administrative record
- leading the Section 106 process, including meeting facilitation
- directing the reevaluation of the FONSI and drafting an amended MOA due changes in the delivery of the project by the selected design-build team

Client/Owner Contact: Kentucky Transportation Cabinet; Gary Valentine; 502.382.7761



I-64
exit 91

Attachments 3.4.1 (a) and (b)

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	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. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(1) I-81 OVER MAURY RIVER ROCKBRIDGE COUNTY, VA <i>Project No.: NH-081-2(208)</i> <i>(FO) 0081-081-125, C501, B603</i></p> 	<p>Orders served as general contractor on this project for the replacement and widening of twin bridges over the Maury River on a heavily traveled section of I-81. The approach roadways were widened and a truck climbing lane was added. Multiple traffic phases were required to adjust the approach alignment to accommodate the wider bridges. The 800-foot-long bridge structures totaled more than 100,000 square feet of deck area and included complex expansion devices at each end. The project also required more than 300,000 cubic yards of mostly rock excavation. Other facets were roadway drainage, asphalt paving, signing, guardrail, and a new traffic management system. A full-time "Safety Service Patrol" was used due to the high traffic volumes.</p> <p>Evidence of good performance: Orders improved upon the aggressive construction schedule and earned an early completion incentive of more than \$400,000. This project also won the 2006 <i>Award for Excellence in Construction</i> from the Staunton District.</p> <p>Lessons learned include working in and adjacent to a heavily traveled road and development of TMP for the safety of our workers and the public. Due to the construction of piers and abutments foundations, Orders learned much about the karst substrata in the area and how to mitigate design and construction issues. Orders will continue to prepare economical and sound structural designs.</p> <p>Partnering was significant to this project because everyone understood the value of finishing on time. Orders' partnering was to compress the project schedule. They were attentive to environmental concerns related to the installation of cofferdams for bridge piers. Regulators were pleased that the river was spanned with a temporary bridge. Orders will continue this practice of partnering and being attentive to the many environmental risks at Exit 91 on I-64.</p>	<p>Owner: Virginia Department of Transportation P.O. Box 2249 Staunton, VA 24402 Randy Kiser 540-332-9075</p> <p>Design provided by VDOT</p>	2006	2006	\$17,736	\$18,991 (including incentive payment)	\$18,991

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	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. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(2) ROUTE 60 MAIN STREET BRIDGE REPLACEMENT TOWN OF CLIFTON FORGE ALLEGHANY COUNTY, VA <i>Project No.: BR-5105(106) 0060-105-101, B603</i></p>  	<p>Orders is general contractor on this design-build project to replace the Main Street Bridge in downtown Clifton Forge. The greatest challenge is that the bridge over Smith Creek directly abuts commercial buildings on both sides. The contract also includes the reconstruction of Main St, reconfiguration to two-way traffic flow on Ridgeway St, and the addition of traffic signals at the intersection of Route 60 and Commercial Ave.</p> <p>Evidence of good performance: The project is approximately 30 days ahead of schedule; quality has been in the forefront; and there have been no deficiencies to date. Through careful management of public relations with affected businesses and city officials, all stakeholders remain supportive of the project, in spite of its effect on the downtown area.</p> <p>Lessons learned: Truck traffic was one of the big concerns at Clifton Forge, and the project had tight constraints on the Route 60 detour. The computer program Auto Turn was used to ensure that large trucks could navigate the roadway. Also, well-planned signage and pavement markings have prevented traffic accidents on the detour. Additionally, there are unique requirements of working in a historic district. Downtown Clifton Forge is on the National Register of Historic Places, and the historic Masonic Theater is one of the structures touching the bridge to be replaced. The theater has merited special consideration in Orders' demolition and erection plans, and construction impacts have been tracked through the installation of vibration monitors on the structure. The most valuable lesson from this project has been the experience gained working on a design-build project in VDOT's Staunton District. Orders has full knowledge and understanding of the requirements to be met and personnel with whom to communicate, particularly in the areas of design review and QA/QC. It appears that the construction phase of this project will be much more streamlined and coherent than traditional design-bid-build.</p>	<p>Owner: Virginia Department of Transportation 275 Alphin Lane Lexington, VA 24450 George Bezold, Construction Manager 540-462-6990</p> <p>Design provided by Clark Nexsen</p>	2012	2012	\$3,488	\$3,488	\$3,488

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	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. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(3) I-81 TABLER STATION INTERCHANGE BERKELEY COUNTY, WV <i>Project No.: EB-0818(004)</i> <i>X302-81/8-0.00 02</i></p>  	<p>Orders served as general contractor on this project to construct 1.55 miles of 4-lane highway, with a center turning lane, along a new alignment, and widening a bridge over I-81 on the existing alignment. The functionally-obsolete 2-lane overpass bridge was dismantled and replaced with a new 4-lane bridge in phased construction. Traffic was maintained on the interchange ramps during the nighttime. Traffic flow improved with fewer mainline closures than the contract allowed. Single-lane closures were required to perform the other work. The project called for new bridge foundations on micropiles and caissons due to the challenging karst terrain. Orders analyzed the subsurface conditions, and determined that drilled pile foundations were an economical solution. A Value Engineering Plan was approved with a savings of nearly \$500,000.</p> <p>Roadway work required excavation and borrow, building demolition, and drainage work. An on-grade railroad crossing was constructed across the railroad. A complex traffic signal system was installed at the interchange. Work included relocated water and sewer infrastructure, overhead signs, roadway lighting, and new landscaping.</p> <p>Evidence of good performance is that the project was substantially complete six months ahead of schedule.</p> <p>Lessons learned will assist us on this project since it has many parallels. We will use bridge experience founded on karst terrain to ensure constructability is considered in the foundation design. We will use traffic experience around a major highway to ensure safety and minimize impacts on traffic flow. We will apply utilities experience to keep the project on schedule. We will also use value engineering to determine if cost savings can be realized. We believe that this experience will benefit the I-64 Exit 91 project in Augusta County.</p>	<p>Owner: West Virginia Department of Transportation Division of Highways P.O. Box 99 Burlington, WV 26710-0099 Gary Long, PE 304- 289-2251</p> <p>Design provided by WVDOT</p>	2011	2011	\$12,154	\$11,174	\$11,174

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	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. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(1) WIDENING OF LONG SHOALS ROAD – NCDOT DESIGN BUILD <i>Buncombe County, NC</i></p> 	<p>As part of the Wright Brothers team, WSA was the lead designer and provided design, right-of-way acquisitions, and construction design services. Engineering included the design and preparation of construction and permitting documents for all roadway and bridge improvements, geotechnical and foundation design, signal design, lighting design review, hydraulic design, erosion control plans, signage plans, utility design and coordination, traffic control plans, and a public information plan.</p> <p>The project design called for the widening and shifting of NC 146 (Long Shoals Rd.) from West Clayton Rd. to East of I-26; the interchange re-design (single-point urban interchange) for NC 146 and I-26 that also includes approx. 0.75 miles of I-26 widening and realignment; a new 400-foot-long French Broad River bridge consisting of 45-inch and 72-inch prestressed concrete girders on reinforced concrete post and beam bents with drilled shafts. Multiple lines of utilities were attached to the bridge including a 24-inch water line. The SPUI interchange included a 266-foot single-span, multiple curved steel plate girder bridge with MSE retaining walls. Staged construction was used and additional retaining walls were required along Ramp B (MSE and Soil Nailed Walls).</p> <p>Innovations on this project included shifting the alignment for NC 146 to eliminate staged construction of the French Broad River bridge, the use of high strength structural steel (HPS 70W) for the I-26 bridge superstructure, and the use of a temporary rock causeway instead of a temporary work bridge for construction activities in the river.</p> <p>Evidence of good performance included having the environmental permits a month ahead of the original schedule. The project was under budget and complete by the original October 2010 completion date.</p>	<p>Owner: North Carolina Department of Transportation 1591 Mail Service Center Raleigh, NC 27699-1591 Randy A. Garris, PE, 919-250-4124</p> <p>Client: Wright Brothers Construction Company P.O. Box 437 Charleston, TN 37310-0437 Mitchell Simpson, 423-336-2261</p>	2010	2010	\$54,000	\$54,000	\$4,166

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	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. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(2) WHITE'S CREEK BRIDGE REPLACEMENT AND SILVER CREEK BRIDGE REPLACEMENT DESIGN-BUILD PROJECT Wayne County, WV</p> 	<p>WSA served as the design engineer on the Orders Construction Company team to provide design services for this West Virginia design-build project, which included the replacement of two separate structures located on U.S. 52 in Wayne County. The winning bid was based upon replacing the White's Creek structure in place while maintaining traffic on a temporary bridge. In many cases using the existing bridge for MOT and avoiding the cost of a temporary structure is more economical and timely, but in this case the amount of earthwork that was saved by keeping the bridge on the existing alignment proved to be the less expensive alternate. The new structure is a 160-foot-long single-span steel plate girder using integral abutments. The new abutments were placed behind the existing abutments to ensure stability of the embankment. The existing abutments were used as in-place retaining walls. The design challenge was to eliminate the piers while maintaining minimum clearance between the new bridge and the underpass roadway. WSA was able to do this without lowering the grade on the road beneath. This all added to the economics of the structure and the ease of construction. The existing piers were used as false work during the construction of the new bridge and then removed following completion of the superstructure. The Silver Creek Bridge was replaced with a 22-foot diameter multi-plate culvert which connects to an existing NSX railroad culvert. The challenge for this bridge replacement was to maintain traffic while demolishing the existing bridge. The traffic was controlled by a signal using a temporary travel lane. This temporary travel lane remained as a future turn-out.</p> <p>WSA provided all permitting, bridge design, roadway, survey, utilities, and right-of-way design services. The construction portion of the project took approximately 14 months.</p>	<p>Owner: West Virginia Department of Transportation, Division of Highways 1900 Kanawha Boulevard, East Building 5, Room 109 Charleston, West Virginia 25305-0430 Donald W. Rose, 740-988-6803</p> <p>Client: Orders Construction Company 501 6th Avenue Saint Albans, WV 25177 Nate Orders, 304-722-4237</p>	2011	2011	\$3,749	\$4,038	\$400

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	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. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(3) ROUTE 199/JAMESTOWN 2007 – VDOT PPTA <i>James City County, VA</i></p>  	<p>WSA was the lead designer and provided design, construction design support, and QA/QC inspection services. Services included design and preparation of construction and permitting documents for all roadway improvements, geotechnical engineering, signal design, hydraulic design, erosion control plans, signage plans, and the development of traffic control plans. WSA also managed G&O, who performed the right of way acquisition and utility design and coordination. WSA also performed all QA/QC inspections.</p> <p>The project design called for widening of 1.5 miles of Rte. 199 from Rte. 60 to the Colonial Parkway; widening one mile of Route 199 from S. Henry Street to Brookwood Drive; improvements to turn lanes at the Jamestown Road/Rte. 199 intersection; and relocating 0.5 miles of Rte. 359 access to the Jamestown Settlement and Jamestown Island.</p> <p>Innovations on this project included the use of geotechnical grid (Tensar) as engineered fill in lieu of massive undercuts, providing responsive maintenance of traffic design and coordination, and proactive coordination of the locations of the signal equipment and signs due to right of way constraints.</p> <p>Evidence of good performance includes the project being completed 14 months ahead of original contract completion date and 71 days ahead of revised project schedule. Additionally, in VDOT's October 21, 2005 press release, David Steele, PE the area construction engineer for the Hampton Roads District stated: <i>"The Route 199 PPTA is an excellent example of a project where VDOT, the contractors, and the localities worked very well together to deliver a first-class project to our customers."</i></p>	<p>Owner: Virginia Department of Transportation 1401 E. Broad Street Richmond, Virginia 23219 Raymond Partridge, 804-317-0128</p> <p>Client: Jamestown 2007 Corridor Constructors 3900 Cokes Lane Williamsburg, VA 23188 Gary Massie, 757-566-8643</p>	2006	2005	\$31,000	\$31,000	\$3,400