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VDOT
Virginia Department of Transportation

STATEMENT OF QUALIFICATIONS

I-81 BRIDGE REPLACEMENT AT EXIT 114
MONTGOMERY COUNTY/TOWN OF CHRISTIANSBURG, VA

STATE PROJECT NO.: 0081-154-733, P101, R201, C501, B601, B616

FEDERAL PROJECT NO.: IM-081-2(992)

CONTRACT ID NUMBER: C00093074DB96

SEPTEMBER 6, 2017

ENGLISH
Since 1909

KCI

3.2 LETTER OF SUBMITTAL

615 Church Street, Lynchburg, Virginia 24504
P. O. Box P-7000, Lynchburg, Virginia 24505
Tel: (434) 845-0301 Fax: (434) 845-0306

September 6, 2017

Stephen D. Kindy, P.E.
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: **LETTER OF SUBMITTAL FOR STATEMENT OF QUALIFICATIONS**
I-81 Bridge Replacement at Exit 114, Montgomery County / Town of Christiansburg, Virginia
State Project No.: 0081-154-733, P101, R201, C501, B601, B616
Federal Project No.: IM-081-2(992) Contract ID Number: C00093074DB96

Dear Mr. Kindy,

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

- One (1) original paper version of the Statements of Qualifications, with full supporting documentation, which bear original signatures,
- One (1) CD-ROM containing the entire Statement of Qualifications in a single cohesive Adobe PDF file, and
- Ten (10) abbreviated paper copies of the original Statements of Qualifications.

English has thoroughly reviewed the Department's RFQ, including RFQ Addendum No. 1 and RFQ Q&A from August 23, 2017. The following are responses to information and/or attachments requested in RFQ section 3.2.

3.2.1 LETTER OF SUBMITTAL | English Construction Company, Inc. (615 Church St., Lynchburg, VA 24504) will be the legal entity who will execute the Contract with VDOT. This Letter of Submittal is signed in ink by an authorized representative of English Construction Company, Inc.

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

NAME & TITLE	ADDRESS	PHONE #	FAX #	EMAIL ADDRESS
John M. Jordan, Jr. Senior Vice President	615 Church St Lynchburg, VA 24504	434-845-0301	434-845-0306	jjordan@englishconst.com

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

NAME & TITLE	ADDRESS	PHONE #	FAX #	EMAIL ADDRESS
John M. Jordan, Jr. Senior Vice President	615 Church St Lynchburg, VA 24504	434-845-0301	434-845-0306	jjordan@englishconst.com

3.2.4 OFFEROR'S CORPORATE STRUCTURE | English is structured as a corporation and is not a limited liability company, joint venture, or any form of partnership. English will undertake the financial responsibility for this design-build project, provide the required bonding, and accept the risks and liabilities for the performance

of the work. English has no liability limitations. A single 100% performance bond and a single 100% payment bond will be provided for the total contract value and time period.

3.2.5 IDENTITY OF LEAD CONTRACTOR AND LEAD DESIGNER | English Construction Company, Inc. will serve as the prime/general contractor responsible for overall construction of the project and will be the sole legal entity who will execute the Contract with VDOT. **KCI Technologies, Inc. (KCI)** will serve as the prime design consulting firm responsible for the overall design of this project, including roadway; survey; structure and/or bridge; environmental; geotechnical; hydraulics; traffic control devices; transportation management plan; right-of-way; utilities; public involvement/relations; quality assurance and quality control; Intelligent Transportation Systems; construction engineering and inspection; and overall design management.

3.2.6 AFFILIATED/SUBSIDIARY COMPANIES | Please see Attachment 3.2.6, provided in the Appendix.

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

3.2.8 VDOT PREQUALIFICATION | English is active, in good standing, and prequalified to bid on this project as outlined in VDOT's Rules Governing Prequalification Privileges. English is prequalified with VDOT (Vendor Number E008). A copy of English's VDOT prequalification certificate is included in the Appendix.

3.2.9 BONDING CAPACITY | English is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in RFQ Section 2.1, which will cover the project and any warranty periods as detailed in the letter from Travelers Casualty & Surety Company regarding English's bonding capability, found in the Appendix

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

3.2.11 DBE STATEMENT | English fully supports VDOT's Disadvantaged Business Enterprise program and is committed to achieving or exceeding the eight percent (8%) DBE goal for the entire value of the contract with the inclusion of DBE firms, including Quinn Consulting Services, 3B Consulting, and CSC Cardinal Survey & Design, and construction subcontractors.

English has put together a team of experienced firms and personnel who are focused on providing the Department with not only the best price for this project but also an unsurpassed quality. In addition, we have identified regional firms and personnel who bring similar experience and knowledge to the team. I am confident our SOQ presents a team of unmatched experience and accomplishment.

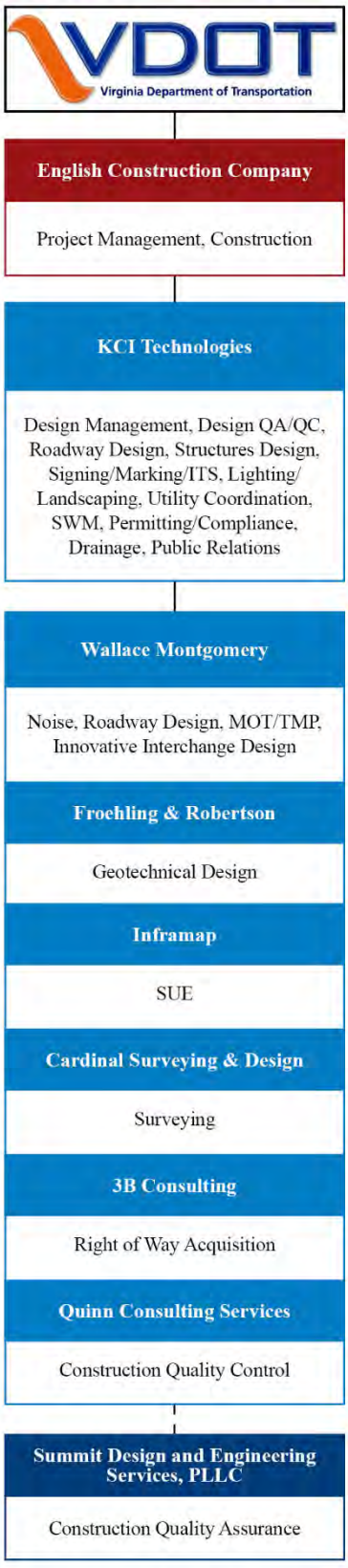
Our team is 100 percent committed to delivering a successful quality project to VDOT on-time and on-budget. We appreciate the opportunity to submit our qualifications to you and look forward to being selected to pursue this project in greater detail. If you have any questions or need further information, please contact me.

Sincerely,
English Construction Company, Inc.

John M. Jordan, Jr.
Senior Vice President

3.3 OFFEROR'S TEAM STRUCTURE

3.3 OFFEROR'S TEAM STRUCTURE



English: English is a third generation family-owned business with a tradition of excellence in the Virginia Appalachian area since 1909. Over the last century, English has grown steadily, adding advanced skills, resources, and technology to embrace new opportunities along the way. Today, English is a multi-disciplined construction firm, with its primary work being performed in Virginia close to our Lynchburg headquarters. The company's areas of expertise have expanded through the years to include roadway and bridge facilities (both design-build and design-bid-build), civil, utility and industrial projects. Working under strong leadership, English's staff of 600 employees have supported as many as 40 concurrent projects. The company supports its field staff and projects with a fleet of equipment that is one of the largest in the Mid-Atlantic region.

English's diversity, experienced office staff, and top-notch field personnel have contributed to the company's solid financial strength, which is evident by its 80-year relationship with the same bonding company. Throughout English Construction's dynamic history, the company has never outgrown the values that have made it successful since its inception.

KCI: KCI is an employee-owned, full service engineering firm employing approximately 1,300 people in more than 36 offices including Richmond and Sterling, VA. Established in 1955, KCI was named the 2017 ENR Mid-Atlantic Design Firm of the Year and is a leader in fast-track design-build projects. KCI has excelled in providing management and design services on 35 major transportation design-build projects, either completed or currently under construction for VDOT, NCDOT, SCDOT, MoDOT, MDSHA, and ODOT. KCI's value engineering and innovative designs have saved our DOT clients approximately $20 million in the last 20 years. In addition, KCI specializes in construction engineering with a client list of over 60 contractors, which provides KCI's competitive edge for constructability and efficient designs.

Wallace Montgomery: WM has more than 42 years of experience in all aspects of the planning, design, and construction of transportation infrastructure. WM has been involved in the analysis and design for seven DB projects in Virginia and Maryland. WM is well known for their ability to develop excellent Traffic Management Plans and their ability to develop complex innovative interchanges giving them a unique perspective on how this project should progress so as not to preclude the advancement of future modifications as outlined in the Draft Interchange Modification Report. WM's roundabout planning and design experience of more than 25 roundabouts in Virginia and Maryland includes two recent interchange projects with roundabouts at the ramp termini, the I-95/Temple Avenue and US 301/304 Interchanges. Additionally, WM was involved with the implementation of Virginia's first diverging diamond interchange at Zions Crossroads (Route 15 over I-64-Exit 136).

F&R: Froehling & Robertson, Inc. has been serving the design and construction communities for more than 135 years. Established in 1881 with a full service operations center in Roanoke since 1961, F&R is a leading multi-disciplinary engineering firm that both predates and outlasts our competition. With three drilling rigs, an AASHTO accredited laboratory, and a geotechnical manager with experience on over 100 sinkhole projects in Virginia and Florida, all in our Roanoke office, F&R is uniquely qualified to address the Karst challenges associated with this project. For nearly 70 years, F&R has provided clients in the transportation sector with the full range of engineering services, including core competencies of geotechnical engineering and

construction materials testing. In fact, F&R has provided design and construction engineering services on nearly every design build transportation project in the Roanoke Valley/New River Valley region over the past five years, including drilling and geotechnical services on the following VDOT projects: I-581 Elm Avenue Interchange in Roanoke, I-81 Truck Climbing Lanes in Montgomery County, Route 220 Widening in Botetourt County, I-81 New River Bridge in Montgomery and Pulaski Counties, Route 122 Bridges over Goose Creek in Moneta, I-81 Bridge Replacement over Halls Bottom Road in Bristol, and Route 60 Bridge Replacement in Clifton Forge.

Summit: Summit is a full-service transportation engineering firm specializing in construction materials testing, geotechnical engineering, and CEI/construction management. Since 1997, Summit has grown its core services and developed related disciplines to provide a full range of consulting engineering services to both public and private sector clients. Today, Summit employs over 160 professionals and technicians across various disciplines. Nearly one out of every three employees has a professional registration (PE, PG, PLS, AIA). Summit employs the most qualified professionals, ensuring maximum quality for every project. With offices in Hillsborough (corporate), Raleigh, Durham, Indian Trail, Fayetteville and South Boston, VA, Summit continues to expand its availability and resources. Summit's local staff is highly regarded for their knowledge of construction in the rolling hills/mountains of Virginia.

Quinn: Quinn is a 100% woman owned DBE/WBE engineering consulting firm that provides quality control and/or quality assurance services on design-build projects for contractors, design engineers, and owners. Quinn has experience developing project-specific QA/QC plans on large and small design-build projects. They have worked as owner QA representatives, contractor QC inspectors, and consultant engineer quality assurance managers where we have served as an integral part of project QA/QC teams delivering a quality product by working in partnership with owners, design engineers, and contractors.

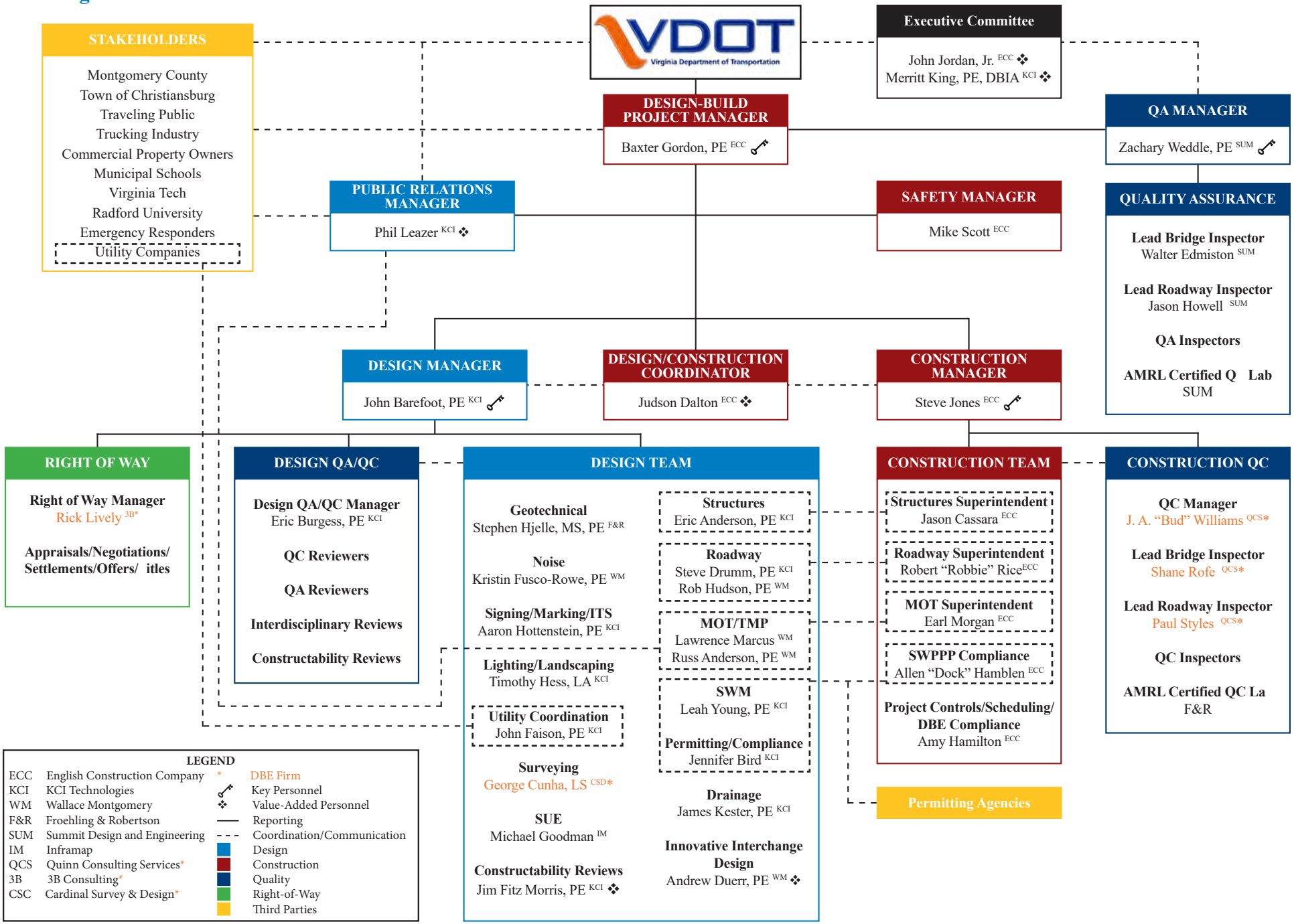
3.3.1 Key Personnel

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

KEY PERSONNEL				
TITLE	NAME	FIRM	Years Exp.	DB Exp.
Design-Build Project Manager (DBPM)	Baxter Gordon, PE	ECC	37	✓
Quality Assurance Manager (QAM)	Zachary Weddle, PE	SUM	30	✓
Design Manager (DM)	John Barefoot, PE	KCI	24	✓
Construction Manager (CM)	Steve Jones	ECC	29	✓

Our team is illustrated on the organization chart on page 5. We have established specific responsibilities for each key staff member of our organizational structure to ensure effective project management. The personnel presented are committed to the successful delivery of this project. Our team understands that no primary team member, including subcontractors and subconsultants, will be changed without VDOT approval. Our organizational chart shows the "chain of command" and reporting relationships of all team members. The solid lines represent reporting relationships in managing, designing, and constructing the project. The dashed lines represent the coordination and communication that will take place between the disciplines. Also shown below is the separation between QA and QC inspection and field/laboratory testing in accordance with the *Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012*.

3.3.2 Organizational Chart



Key Personnel

Design-Build Project Manager (DBPM): Baxter Gordon, PE

Mr. Gordon will be the primary point of contact for this project. He has full authority of all aspects of our team's responsibilities. He will be responsible for the overall project design and construction and will be supported by the key personnel (QAM, DM, and CM). Mr. Gordon will also coordinate any required public outreach and public meetings with our public relations manager, Phil Leazer. Also supported by the safety manager, Mike Scott, Mr. Gordon will ensure that construction safety is incorporated into the design and all construction operations. He will also proactively identify and mitigate project risks and will maintain the project schedule to ensure timely completion of design and construction. Mr. Gordon has over 37 years of experience building bridges throughout Virginia and the Mid-Atlantic. He has managed fast track design-build projects, such as the MLK Expressway over interstate I-264 and the APM Terminals Port Facility. As former Vice President of Robertson Construction, a Salem based company, he has a long history of building bridges in the Salem District for VDOT along the I-81 corridor, making him extremely familiar with the karst geological conditions and the challenges they represent. His bridge construction experience shows his ability to adapt to the challenge that each unique project requires, including different substructure conditions and techniques.

Quality Assurance Manager (QAM): Zachary Weddle, PE

Mr. Weddle will report to our DBPM, with independent oversight by VDOT. He will remain independent from the construction QC team and will have no involvement in the construction operations. He will be responsible for the QA inspection and testing of all materials used and work performed on the project, to include monitoring of English's QC program. He will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements, and the "approved for construction" plans and specifications. He will have full authority to suspend work if conditions warrant. Mr. Weddle is a registered, licensed, Professional Engineer in the Commonwealth of Virginia. Mr. Weddle has over 30 years of experience managing all contract construction activities, design changes, change orders, and claims for over $200 million of construction and maintenance contracts, including the Robertson Bridge/Memorial Drive project, Franklin Turnpike Connector, and the ARRA Bridge Replacements in Region II.

Design Manager (DM): John Barefoot, PE

Mr. Barefoot will report to the DBPM and coordinate with both the DBPM and CM to develop a cost effective, efficient, and constructible design. He will manage the design team and will be responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the contract documents. He will coordinate with the CM during construction to confirm field conditions meet design assumptions and reevaluate these assumptions where necessary. He will also be responsible for establishing and overseeing a QA/QC program for all pertinent disciplines involved in the design of the project, including, review of design, working plans, shop drawings, specifications, and constructability for the project. Mr. Barefoot is a registered Professional Engineer in the Commonwealth of Virginia. Mr. Barefoot has served as Design Manager (or Design Project Manager) on projects ranging from $10M (VDOT ARRA Region II Design Build Bridge Replacements in Lynchburg & Salem Districts) to $100M (Horry County, SC Riding on a Penny Road Paving). Most recently, he completed the design of the I-81 replacement bridges (NBL/SBL) at Exit 14 in Abingdon, VA (construction on bridges just completed). Important to advancing this project, Mr. Barefoot has maintained relationships from several previous design-build projects that may prove beneficial to this project:

D-B PROJECT	YEAR	RELATIONSHIPS
Route 895/I-95 Interchange	1997	Worked side by side with Mr. Jeff Roby (of VDOT Alternate Project Delivery office) and Mr. Chris Lowe (of VDOT C.O. Structure and Bridge Engineer) on this project. Worked with English (Mr. John Jordan) to bring the project to successful completion.

D-B PROJECT	YEAR	RELATIONSHIPS
SCDOT Statewide Bridge Replacement Program (33 Bridges)	2003	Worked with much of the KCI staff proposed herein: Mr. Merritt King, Mr. Eric Burgess, and Mr. Eric Anderson on 33 bridges replaced in 530 days. Worked with Mr. Alex Price (with RWA at the time providing roadway services).
ARRA Region II Bridge Replacements	2010	Worked with the Salem District Structure & Bridge to bring the package of 12 bridges in on time and on budget.

Construction Manager (CM): Steve Jones

Mr. Jones will report directly to the DBPM and will communicate with the DM during both design and construction phases to ensure construction is consistent with the project design. He will oversee the entire construction team, including the superintendents, who will oversee construction crews in the field. He will also manage all construction QC activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. Mr. Jones will be located on the project site for the duration of construction operations. Per section 3.3.1.4 of the RFQ, he will hold all necessary certifications prior to the commencement of construction. Mr. Jones is currently serving as the General Construction Manager on two VDOT bridge projects in Sussex and Amelia/Dinwiddie Counties, which will be completed before the start of this project.

Value Added Positions

Executive Committee: John Jordan, Jr. and Merritt King, PE, DBIA

To facilitate the partnering process and to allow our DBPM and his team to focus on the project's safety, quality, and schedule, we have implemented an Executive Committee comprised of design and construction senior management. Serving on the Executive Committee will be John Jordan, Sr. Vice President of English Construction and Merritt King, PE, DBIA, Sr. Vice President of KCI. This committee will represent the English Team with contractual agreements, resource commitments, framework of policies and procedures and legal and financial representation. This committee will provide the DBPM with all the design, construction, personnel, equipment, and financial resources to adequately complete this project and will assist the DBPM with facilitating communication with VDOT, contractual issues, public information, third party coordination, adherence to schedule, and owner escalation issues.

Design/Construction Coordinator (DCC): Judson Dalton

Mr. Dalton will act as a liaison between design and construction to interface between field crews and the designers in a timely manner. Adding this position enhances the effectiveness of the DBPM by allowing the DBPM to focus on critical issues, VDOT satisfaction, and the project's schedule instead of micromanaging the coordination/communication between the construction and design staff. Mr. Dalton will act as an extension to the DBPM to address, monitor, and maintain the lines of communication between the design staff and the construction staff. Having a dedicated DCC avoids delays or rework, streamlines reviews, and eliminates potential construction field issues. Mr. Dalton's main responsibility is to ensure that the project is delivered in accordance with the contract documents and in accordance with the contractor's desired means and methods. He will utilize the following tools:

- Bi-weekly Task Force (discipline based) meetings between the design team and the Construction Manager to discuss contract requirements, constructability, value engineering concepts, and submission progress throughout the life of the project
- Bi-weekly internal design meetings with all disciplines to discuss current priorities, latest updates to design which can impact other disciplines and design/permit status and the project's schedule
- Inter-disciplinary design reviews prior to milestones to ensure design disciplines are coordinated
- Constructability reviews of design prior to submission to VDOT

- Monthly scheduling meetings to review CPM progress and re-prioritize design or construction as needed

Mr. Dalton's extensive knowledge includes design-build projects, construction quality management, and contract administration. He has been a project manager with English since 2007 and has managed numerous transportation projects involving earthwork, structures, concrete and asphalt paving, utilities, and storm drainage. He is currently representing W. C. English, Incorporated, an affiliated company with English, on the Design Build Joint Venture for the $400+million P3 project widening I-77 for the proposed 26 miles of HOT lanes. He served as project manager on the $38 million North Gayton Road project in Henrico County, VA. This project consisted of the design and construction of 8,000' of divided highway from Rt. 250 to Pouncey Tract Road, including two prefabricated arches and a bridge over I-64. It also included rebuilding 1,000' of Shady Grove Rd from Pouncey Tract to Twin Hickory. Another project he managed was the $15 million Route 221 project in Bedford County for VDOT, which consisted of approximately two miles of four new lanes on Route 221 and the replacement of an existing bridge. Mr. Dalton will report to the DBPM and communicate regularly with the DM and CM.

Public Relations Manager: Phil Leazer

Mr. Leazer has more than 27 years of experience administering transportation improvement programs. He has managed all public involvement, outreach and education efforts on nearly 100 transportation projects. Mr. Leazer has been involved with successful citizen outreach programs to gain "buy in" for local sales tax programs and gained support for three successful public votes through an extensive public involvement program. As a result of these public outreach efforts each of the sales tax program referendums showed significant increases in public support with approval percentages of 51%, 73% and 82% respectfully. Mr. Leazer will coordinate closely with the TMP Manager, Larry Marcus, on three important levels of outreach. Communication regarding (1) project purpose and progress, (2) upcoming major short-term disruptions, and (3) daily operations will be orchestrated internally and communicated externally optimizing outreach tools. Example tools include social media, earned media, VDOT ITS network, and field devices such as variable message boards. Mr. Leazer and Mr. Marcus will work together to alert travelers of traffic conditions approaching and within the work zone(s), particularly for special events to ensure minimal disruption. Mr. Marcus successfully applied these three levels of communication outreach for several VDOT large scale construction projects, including I-495 Express Lanes, Dulles Corridor Metrorail Extension (through Tysons), and I-95 widening.

Innovative Interchange Design: Andrew Duerr, PE

Mr. Duerr has extensive experience in highway design with specific emphases on roundabout analysis. Since 1993, he has participated in the preliminary and final design of approximately 250 roundabouts (25 in VA), including rural and urban single-lane roundabouts, two-lane and hybrid roundabouts, roundabout corridors, mini-roundabouts, and roundabout interchanges. His experience includes policy assistance in numerous states, training, public involvement, feasibility studies, and roundabout peer reviews in Virginia, Delaware, Maryland, Pennsylvania, Ohio, Maine, Georgia, Texas, and Canada. His experience in the Salem District includes the Southgate Connector and N Main Street projects in Blacksburg and the 13th Street, Riverland Road, Route 311/419, and I-81 Exit 150 roundabouts in Roanoke.

Constructability Reviews: Jim Fitz Morris, PE

Mr. Fitz Morris has 27 years of experience in bridge design, value engineering, design reviews, constructability reviews, and construction-phase contractor engineering services. He has designed or supervised the design of construction engineering services for more than 500 bridge projects throughout the southeast. These construction engineering services entail a wide variety of engineered designs, including work trestles, temporary bridges, girder erection plans, vertical shoring plans and temporary towers, earth retaining structures, cofferdams, falsework and formwork, aerial platforms, mass concrete analysis, bridge jackings, bridge load rates for construction equipment loads and other specialized structural systems to assist with building bridges. Mr. Fitz Morris, a KCI employee, routinely provides these services to English Construction and is familiar with their preferred methodologies.

3.4 EXPERIENCE OF OFFEROR'S TEAM

3.4 EXPERIENCE OF OFFEROR'S TEAM

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

English has a long history of delivering design-build projects and fully understands the process and the requirements. With our construction experience, we are very familiar with bridge replacement projects of this nature, proven by such projects as the Tom's Creek Road/Route 460 Interchange, located within Montgomery County; the Route 460 Christiansburg Bypass, which included seven bridges; and the Atlee Elmont Interchange/I-95, which included 10 bridges. With English's design-build experience, we understand the process and how to work as a partner with VDOT. English is extremely experienced in interstate improvement projects, dealing with high traffic volumes, and maintaining traffic with lane shifts and lane closures. The experience of our personnel, the depth of resources that we are able to assign to the project, and our partnering approach result in a sound, qualified Team to design and build this project and will allow our team to provide a very competitive proposal.

Route 895: Our proposed Design Manager and English Construction worked on this project in 2002.

KCI is a leader in design-build and has provided design services on more than 35 design-build contracts across the United States, including the VDOT Route 288/I-64 Interchange PPTA in Richmond, VA, I-64 Segment 2 improvements in Hampton Roads, and VDOT ARRA Region 2 Multiple Bridge Rehabilitation Project in the Salem and Lynchburg Districts. Other design-build and similar experience includes the I-95 Access Improvements in Stafford County, VA; Intercounty Connector Design-Build in Montgomery County, MD; I-95/I-495/MD 210 Interchange Reconstruction in Prince George's County, MD; I-195 Interstate Access Road to BWI from I-95 to BWI Airport in Linthicum Heights, MD; SCDOT Statewide Bridge Replacement Program (33 Bridges); and NCDOT Express Design-Build Bridge Replacements in Divisions 13 and 1. KCI's projects have been recognized with awards from ACEC, ASCE, MDOT, and several regional professional organizations.

For additional information on our team's experience, Work History Forms for both English and KCI have been provided in Appendix 3.4.1. These projects demonstrate our team's relevant experience on projects with similar scope and complexity. Highlights of the relevancy of these projects are provided in the following table.

Project Relevance						
	I-64/I-295 Flyover Interchange	North Gayton Road	Brawley School Road	I-64 Segment 2	I-520 Palmetto Pkwy II	I-95/MD 24/MD 924
Design-Build		✓		✓	✓	
Construction Value	$50M	$38M	$25M	$138M	$152M	$37M
Bridges	✓	✓	✓	✓	✓	✓
Geotechnical Issues	✓	✓		✓	✓	
Complex MOT	✓	✓	✓	✓	✓	✓
Utility Relocations	✓	✓	✓	✓	✓	✓
3rd Party Coordination	✓	✓		✓	✓	✓

3.5 PROJECT RISKS

3.5 PROJECT RISKS

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

3.5.1 Critical Risks

As referenced in the RFQ Section 3.5 "Project Risks," our team has identified three major areas of risk that we consider to be critical to the project's success: **maintenance of traffic, geotechnical issues associated with Karst geology, and the compatibility with the ultimate interchange's configuration.**

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

Maintenance of Traffic

Description

The English team identifies the maintenance of traffic during construction activities as a risk that is relevant and critical to the success of the I-81 Bridge Replacement Project at Exit 114. We understand the inherent risks to workers and the traveling public through work zones, and the project presents some unique challenges in ensuring the safety of motorists while providing enough space to efficiently and safely complete the work. We realize that I-81 is a corridor of nationwide importance and an economic engine for Virginia and the region. Interstate long-haul trucks (many with double trailers), oversize trucks, and permit load vehicles traverse the corridor at all hours and mix with both commuter traffic and vacationers. Additionally, this section is one of the main arteries used by students, parents, professors, and sports fans at Virginia Tech and Radford University. Maintaining a safe work zone and keeping the existing lanes of traffic in each direction on I-81 and interchange ramps open to the fullest extent practicable is essential, as well as ensuring that traffic on Ramps A and C do not queue back onto the I-81 mainline. VA Route 8 is literally the Town of Christiansburg "Main Street", serving as the southern access to the town and its many commercial businesses, neighborhoods, and community services.

The project presents some unique challenges in ensuring the safety of motorists while providing enough space to efficiently and safely complete the work.

Impact

Accidents and injuries, both on the roadway and within the work site, are devastating on many levels. The immediate impact to the victim, mobilization of first responders, and the resultant travel delays due to incident management and lane closures cost time and money. Additionally, the English Team understands the human factors; that when drivers "see orange" and are delayed, they "see red" and lash out at other drivers, work crews, and ultimately VDOT. Work zone signage that is confusing to drivers increases the likelihood of abrupt maneuvers that cause crashes. With more and more drivers relying on GPS turn-by-turn directions, maintaining temporary routes that are similar to existing routes is necessary to maximize safety.

Construction equipment and vehicles within the work zone cannot create sight distance problems at intersections, especially where drivers on the ramps or VA Route 8 must take risks to make turns. Traffic on the interchange ramps queuing back onto the I-81 mainline causes the greatest concern; short deceleration lengths create the need to brake abruptly, greatly increasing the risk of more severe crashes. This problem is accentuated by an existing Sun glare problem for southbound I-81 drivers in the evening which results in a higher likelihood of rear end crashes in the work zone.

Mitigation

The English Team is committed to maintaining the safest possible work zones. The Transportation Management Plan (TMP) will include detailed traffic management plans for each stage of the work, a detailed traffic operations plan and an extensive communications/public involvement plan that covers local interests and regional and interstate operations such as long-haul trucking. We will establish a list of project stakeholders, work with VDOT and locals to identify all of the constraints and acceptable lane closures, prepare several staging and MOT

alternatives, identify the benefits and costs of each, and select the staging and MOT plan that minimizes the time to complete the project safely at the lowest cost.

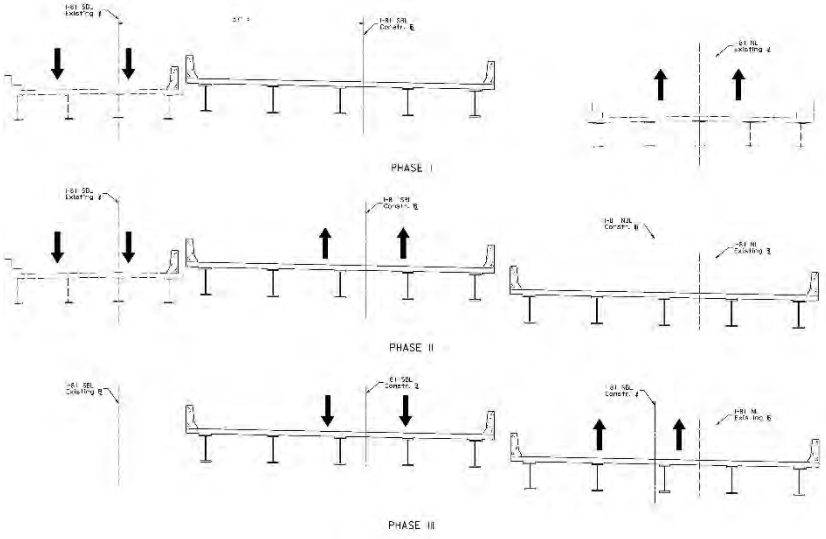
Prevailing speeds on I-81 are well over 70 mph and tend to be higher in the southbound direction. The English Team realizes that the risk to workers and travelers could be reduced by incorporating a work zone speed limit when shoulder closures and lane shifts are in place. The traffic control plans will be developed in compliance with the Work Area Protection Manual, Traffic Safety and Operations Manual, and VA Supplement to the MUTCD. We will prepare a Work Zone Speed Limit request and the required supporting documentation per TE Memo 350.1, with the understanding that additional signing, PCMS, and coordination with VDOT Southwest Regional Operations (SWRO) is essential to keep travelers informed of the reduced speeds and traffic shifts. The Hampton Roads District recently implemented a 70 mph to 55 mph speed reduction to construct the new I-95 bridges over the Meherrin River near Emporia and we will look closely at the "lessons learned" on that project and similar projects.

Earl Morgan will serve as the English Team's MOT Superintendent and he brings decades of bridge and roadway construction and MOT experience on the interstate system. Earl led the field MOT efforts on the I-295/VA 895, I-295/I-64, I-95 at Atlee/Elmont, and the I-95/Lewistown Road interchange projects that each included multiple bridges, complex traffic shifts, and required extensive coordination with VDOT. The English Team will work closely with the VDOT Public Information Officer to develop and implement the Public Involvement Plan during construction. We will prepare for and participate in "Pardon Our Dust" meetings with the community, create materials (both hard copy and web-based) using standard VDOT templates and language, and keep the PIO aware of construction activities and pending traffic shifts.

Intersection sight distance is already a concern at Ramp A and Flanagan Drive, and the English Team is aware that when developing the traffic control plans we need to ensure that construction equipment, temporary barrier, and temporary construction signs will not create additional sight distance issues. The English Team will examine several intersection control options that not only address sight distance concerns, but also prevent ramp traffic from queuing onto the I-81 mainline. We will also look at staging options at intersections that would ultimately help with the VA Route 8 selected alternative construction.

The English team realizes that the bridge work must also meet the stated requirements in the project's Programmatic Categorical Exclusion (PCE) that has limits on the acceptable work impact to social and natural environmental features. The RFQ Plan improvements to the I-81 mainline and bridges are entirely within the existing roadway footprint. Extending beyond this footprint with maintenance of traffic items like temporary grading to the outside of existing roadways may create impacts that cause the PCE to be invalid, possibly forcing an environmental re-evaluation, more detailed environmental studies, and causing project delays. Our alternative staging plans will remain within the roadway footprint to the fullest extent practicable to meet the environmental commitments.

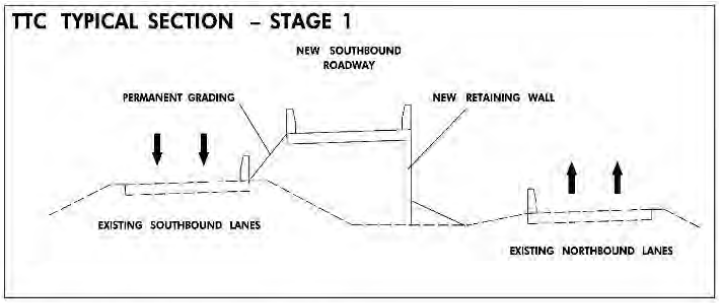
While the RFQ plans which show only a portion of the southbound bridge being constructed in the first phase of construction, the English Team believes that an option to construct the entire southbound structure (see figure to right) in the first phase, without extending beyond the existing footprint, is feasible. This concept would eliminate one phase of the construction, reduce the number of traffic shifts and shorten the overall construction time.

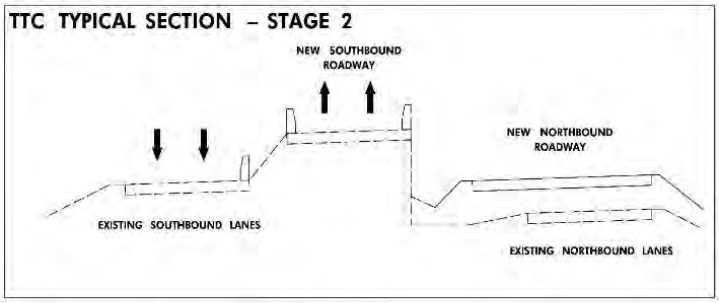


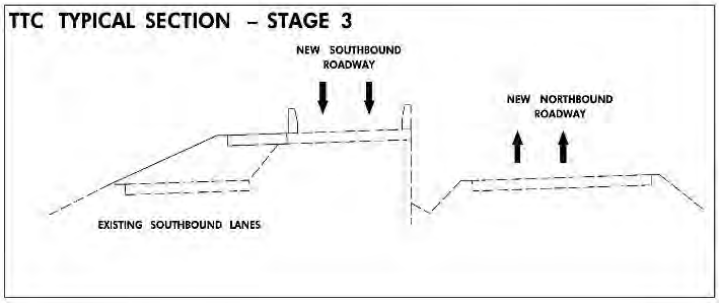
Conceptual bridge staging to eliminate phasing of SBL construction.

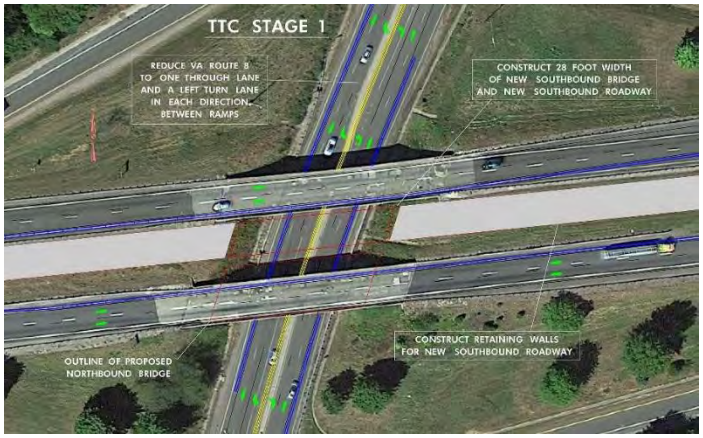
A preliminary analysis of the traffic patterns on VA Route 8 in both the morning and evening peak hours indicates that the roadway will function efficiently as a four lane section under the bridge, with one through lane and one left turn lane in each direction. In order to reduce the risk of queues backing up to I-81, one effective option would be to install a temporary signal at Ramp A. This signal would also be coordinated with the signal at VA Route 8 and College Street to provide gaps in traffic for the left turns onto Ramp D and the turning movements from Ramp C. Any traffic pattern placed on VA Route 8 between the ramp termini would remain throughout the bridge construction, minimizing driver confusion.

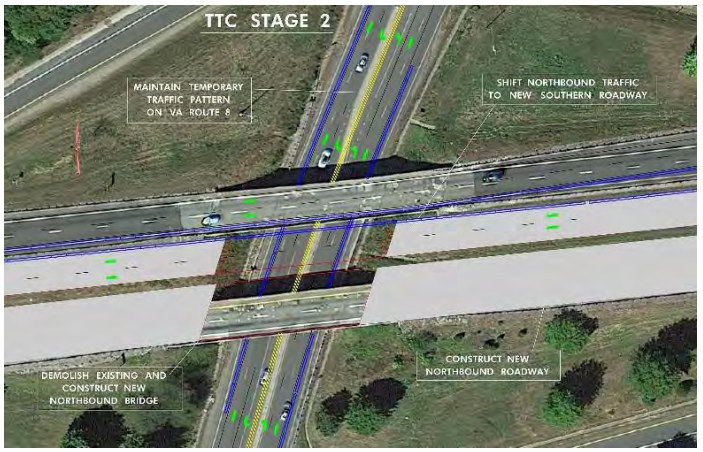
The new bridges will need to be put in place in stages. The English Team will approach the staging alternatives with an open mind and look for options that eliminate stages (especially with the construction of the bridge in the median) and consider various Accelerated Bridge Construction (ABC) methods to quickly replace the structurally deficient bridges as soon as possible; time savings result in cost savings for the English Team, reduced user costs, and open the interchange sooner for safer mobility. The I-81 mainline is ultimately being raised in order to provide adequate clearance on VA Route 8 and being permanently shifted to maintain two lanes at all times. Following the RFQ staging, (see figures below) the first stage involves building a new roadway and bridge in the median of I-81. During the next stage, this new roadway will serve as a temporary roadway for the northbound traffic while the northbound bridge and approaches are removed and replaced. During the final stage, southbound traffic shifts permanently to the bridge built in phase one while the existing southbound bridge is removed and the rest of the new southbound bridge is constructed (if not removed by the English Team).

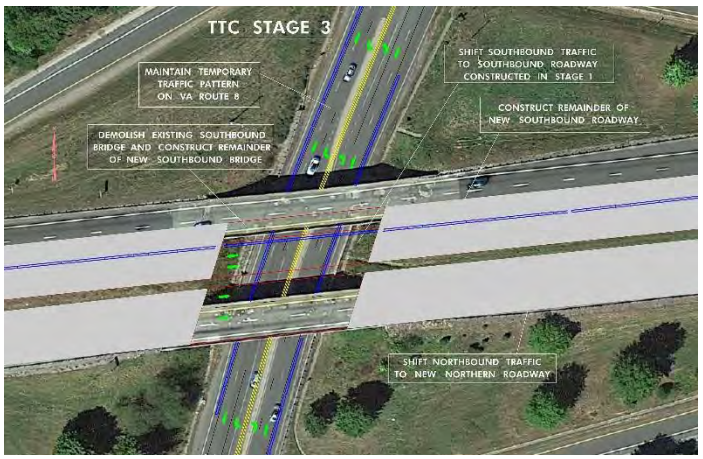












Role of VDOT and Other Agencies

The English Team understands that VDOT staff is involved in many projects, and our goal is to keep the VDOT team informed while minimizing the work they need to perform. We will keep open communication with the VDOT Project Manager, coordinate with Salem District staff, and will work closely with the VDOT PIO to keep roadway users and the community aware of construction status and traffic changes.

When developing the TMP, we will work with the SWRO, Salem District Traffic Engineer, Town of Christiansburg and Montgomery County staff as necessary to prepare the initial plan, implement the plan, and adjust it as needed during construction. We will also keep other stakeholders (such as emergency services, utility companies, the Virginia State Police, Virginia Tech, Radford University, Blue Ridge Church and School, and the Board of Education, etc.) informed.

Geotechnical Issues Associated with Karst Geology

Based on review of Geologic mapping of the area, the Preliminary Geotechnical Report for this project, and the as-built project plans for the existing bridges, karst subsurface conditions are a risk that will need to be addressed. The project lies within the Valley and Ridge Physiographic province of Southwest Virginia and is underlain by dominantly limestone formations with significant thick-bedded dolostone. The mineral residues remaining after the parent limestone and/or dolomite have weathered typically consist of medium/low to highly plastic silts and clays. Weathering has also produced erosional breccia, local topographic relief, and paleokarst topography.

The bedrock layers have varying degrees of susceptibility to weathering that create seams of soil-like material sandwiched between weather resistant rock. Specifically, carbonate rocks are susceptible to dissolution in the presence of acidic groundwater. F&R's experience in the area of the project site is that continued subsurface dissolution of the carbonate bedrock leads to a moderately to highly irregular rock profile that includes potential voids and/or discontinuities (open or soil-filled) within the underlying bedrock as well as very soft, wet, and highly plastic soil immediately above the bedrock surface. Based on sinkhole mapping of the area, there are documented sinkholes within 1½ miles of the project site.

The project is underlain by dominantly limestone formations with significant thick-bedded dolostone.

Impact

Karst geology presents unique challenges to construction. The less information known about existing subsurface conditions at the site, the higher the potential impact to the project schedule and material costs. A review of the as-built plans for the existing southbound bridge shows a wide range of installed pile lengths ranging from about 12 feet to about 93 feet which implies a highly irregular bedrock surface across the site. Additionally, some boring logs show seams of clay interbedded within the bedrock. Due to the documented irregular bedrock surface and potential for clay seams or voids, additional investigation will be necessary to better map subsurface conditions and quantify materials for proposed foundation elements. Although it is expected that steel H-piles will be the appropriate pile type for this project, other pile types and foundation systems will be considered during the design phase. Another impact from karst soils include their effect on earthwork activities. While overall earthwork is expected to be minimal at this site, it could expose near-surface karst conditions which could require additional materials to fill voids and stabilize the area if not identified in advance.

Mitigation

A final subsurface exploration and geotechnical engineering program will be developed to supplement the information provided in the Preliminary Geotechnical Report to provide an overall exploration program that exceeds the minimum requirements of two standard penetration test (SPT) borings per substructure unit, as outlined in VDOT's Manual of Instructions (Chapter III). Considering the geologic conditions underlying the project site, the final subsurface exploration should include geophysical testing to further evaluate the presence of karst features that may exist below planned structures. This higher level of subsurface exploration will also be extended to areas of potential mechanically stabilized earth (MSE) walls, to aid in obtaining design approval by the District Structure and Bridge Engineer. More specifically, the final subsurface exploration may incorporate

electrical resistivity survey imaging and/or seismic refraction that will portray continuous cross-sectional images of the subsurface conditions at selected transect lines. When utilized in conjunction with additional SPT proof borings, resistivity imaging and seismic refraction can reveal the top of a highly irregular bedrock surface, as well as soil-filled or air-filled voids. This can reduce the unnecessary waste of pile production lengths due to over-conservative estimation of the pile lengths required to reach competent bedrock, or conversely, more accurately identify the need for longer piles which will extend through potential voids and minimize the time and expense of multiple field splicing.

Additionally, the karst geological impacts can be further mitigated by using pile points with teeth. By limiting the skewing of piles during installation, pile lengths can typically be reduced. During construction of any shallow foundations, further field verification of the rock bearing conditions directly beneath each element can be facilitated through the inclusion of a probe hole program. The purpose of the probe hole program would be to evaluate the presence of voids or soil-filled seams directly below the bottom elevation of each foundation element. Should voids or soil filled seams be encountered in the probe holes, the lead project geotechnical engineer may require further embedment of the foundation element within the bedrock.

Role of VDOT and Other Agencies

We anticipate VDOT's role would be minimal and to simply provide us with previous reports, records, and other documentation pertaining to this project and any projects within a reasonable proximity to I-81/ Exit 114.

Compatibility with the Ultimate Interchange's Configuration

Description

It is our understanding that VDOT would like to make additional improvements beyond the scope of this design-build project; however, appropriate funding cannot be identified at this time. There are three concepts for future improvements outlined in the Draft IMR; however, the Teardrop Diamond Interchange (Build Alternative 3) is preferred because it eliminates signals in the interchange and allows for free movements of traffic through the entire Exit 114 interchange to eliminate queuing on the existing ramps. The teardrop diamond interchange makes use of the existing ramps (including the improvements that are part of this project), but also adds partial roundabouts on Route 8 at the termini of the current ramps at Route 8. Therefore, the success of this project is also measured not only by this projects implementation but also by its successful accommodation of the future improvements without creating future cost for rework. Additionally, the accommodation of these future improvements during the course of this project could have negative impacts on both the schedule and the budget for completion of this contract. Therefore, the English Team believes that the development of plans and MOT concepts without properly accommodating the future improvements presents a risk to both VDOT and our team. Although VDOT has made reasonable efforts to accommodate these future improvements and limit the risks, the risk still remains. VDOT has limited milling and paving operations on Ramps B-D and delineated a "Structural Obstruction Zone" on the plans that must remain clear with the final bridge configuration. However, Ramp A, due to the realignment for the shift of the gore area and adjustments to the profile to address sight distance issues, will likely be reconstructed in its entirety and presents the biggest risk with regard to accommodation of the future improvements. As design-build teams begin to optimize the alignments to fine tune and economize the construction staging, these adjustments could impact mainline alignments and slight adjustments to the ramp alignments. As these alignments will need to eventually tie into the future interchange options, there could be lingering geometric challenges. While admittedly much less likely (due to the superelevated section of the current Route 8), there also remains a small risk that the bridges clearances as part of this project may not be optimum for the selected future interchanges constructability.

The success of this project is measured by its successful accommodation of the future improvements without creating future cost for rework.

Impact

Failure to consider future activities and improvements could have negative budget and schedule effects either during the progression of this project or during the implementation of the future improvements as outlined below:

- If not properly accommodated, negative impacts during the progression of this project might include:

  - Delays in plan review times/schedules as VDOT is burdened with ensuring the plans do work with the future improvements. These delays could also be due to more review iterations.
  - Schedule and budget due to the need to change plans and concepts that meet the criteria of the contract documents, but don't accommodate the future improvements.
  - This could lead to contractual discussions concerning additional time and/or expenses associated with design and/or construction if VDOT realizes that additional accommodations for the future interchanges need to be made "after the fact."
    - For example, accommodation of the future improvements could require additional earthwork around Ramp A and increase costs due to additional cuts at the bottom of the ramp, additional fills at the top of the ramp where it ties to I-81, or additional ramp length along I-81.
- If not properly accommodated, negative impacts during the implementation of the future improvements might include:
  - Rebuilding Ramp A, again, because vertical sight distances or deceleration distances/grades do not meet criteria after adjusting the tie-in point for Route 8.
  - Reconstructing more of Route 8 than might be necessary to maintain clearances while pushing the future typical sections underneath the bridge. (Smaller risk)
    - For example, if the roundabout diameter changes and the profile along Route 8 breaks (or flattens) at the roundabouts, then the vertical profiles of Route 8 through the bridge section could change and encroach on the clearance being provided as part of this project.
  - Future plans show Flanagan Drive will also be realigned at the tie-in to Route 8; this future work at Flanagan Drive could be negatively impacted by the final design and location of Ramp A work performed in this project. Flanagan Drive realignment is already creating a deep cut into the neighboring embankment; if some minimum offset between the tie-ins isn't considered along with a limited ability to move Flanagan, then:
    - The future alignment may be longer with more significant costs and impacts; OR
    - Flanagan Drive realignment might get moved as far as it can and remain significantly substandard.

Mitigation

The English Team brings superior knowledge in the area of innovative interchange design. The team has designated an Innovative Interchange Design Lead as a value added position filled by Andrew Duerr, PE, who is a nationally recognized expert in roundabout planning and design. He is well known to the Salem District having experience with roundabouts associated with the Southgate Connector and N Main Street projects in Blacksburg and the 13th Street, Riverland Road, Rte 311/419, and I-81 Exit 150 roundabouts in Roanoke. His experience providing roundabout peer review and policy support services for VDOT, gives the team the ability to quickly check for conflicts between our proposed design and the ultimate teardrop diamond (with dual roundabouts) interchange. Additionally, our team also has unique experience should IMR Build Alternative 2 (DDI) remain as an option. Wallace Montgomery has experience with seven DDI interchanges, including Virginia's first DDI at Zion Crossroads. The English Team will consider the effects of all geometry on the commitments of the IMR (Draft and final) and on the ability to implement each of the viable build alternatives in the Draft IMR. Preliminary plans for the viable build alternatives will be developed with rough alignments and profiles to ensure that the future interchange options are not precluded by the design associates with this project.

Role of VDOT and Other Agencies

Unlike teams that do not fully consider future plans, the English Team will have no requirements of VDOT and other agencies. Our designs will fully accommodate all future plans and VDOT will have limited to no role in making sure the future designs are accounted for.

APPENDIX

ATTACHMENT 3.1.2

SOQ Checklist

ATTACHMENT 3.1.2

Project: 0081-154-733

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0081-154-733

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix Attachment 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-4
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4, 6-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix Attachment 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix Attachment 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	4, 6-8

ATTACHMENT 3.1.2

Project: 0081-154-733

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1
Project Risk				10-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

ATTACHMENT 2.10

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00093074DB96

PROJECT NO.: 0081-154-733, P101, R201, C501, B601, B616

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 – July 12, 2017 (Date)
2. Cover letter of RFQ Addendum No. 1 – August 23, 2017 (Date)
3. Cover letter of _____ (Date)

English Construction Company, Inc.

SIGNATURE — September 6, 2017 DATE

John M. Jordan, Jr. — PRINTED NAME

Senior Vice President — TITLE

ATTACHMENT 3.2.6

List of Affiliated and Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0081-154-733

Affiliated and Subsidiary Companies of the Offeror

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

☐ **The Offeror does not have any affiliated or subsidiary companies.**
☒ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	Fairfield Echols, LLC	PO Box P-7000, Lynchburg, VA 24505
Affiliate	W. C. English, Incorporated	PO Box P7000, Lynchburg, VA 24505
Affiliate	Lee Construction Company of the Carolinas, Inc.,	PO Box 7667, Charlotte, NC 28241-7667
Affiliate	MCC Acquisition LC	PO Box 568, South Boston, VA 24592
Affiliate	Curles Neck Investments, LLC	PO Box P7000, Lynchburg, VA 24505
Affiliate	Counts & Dobyns, Inc.	37 Leland Road, Rustburg, VA 24588
Affiliate	Adams Construction Company	PO Box 12627, Roanoke, VA 24027
Affiliate	Lakeside Centre, LLC	PO Box P7000, Lynchburg, VA 24505
Affiliate	Court Street Properties, LC	PO Box P7000, Lynchburg, VA 24505
Affiliate	First Choice Public-Private Partners, LLC	PO Box P7000, Lynchburg, VA 24505
Affiliate	First Choice Public-Private Partners, Rappahannock Regional Jail, LLC	PO Box P7000, Lynchburg, VA 24505
Affiliate	First Choice Public-Private Partners, Old Walker Grant School, LLC	PO Box P7000, Lynchburg, VA 24505

ATTACHMENT 3.2.7

Debarment Forms

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0081-154-733

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.

Signature	September 6, 2017 Date	John M. Jordan, Jr. Senior Vice President Title

English Construction Company, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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	Title
	8/10/17	VICE PRESIDENT

KH TECHNOLOGIES, INC.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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	8/30/2017	Partner
	Date	Title

Wallace, Montgomery & Associates, LLP

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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	August 30, 2017 Date	Branch Manager Title

Froehling & Robertson, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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	08/11/2017 Date	Engineering Branch Manager-VA Title

Summit Design and Engineering Services, PLLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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.

	8/16/2017	Vice President Business Development
Signature	Date	Title

InfraMap Corp.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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	August 2, 2017 Date	President Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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	President Title
	8/11/17	

3B Consulting Services, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0081-154-733

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 | 8-10-2017 Date | Director of Business Development Title

Cardinal Survey & Design, PLC
Name of Firm

APPENDIX 3.2.8

Offeror's VDOT Prequalification Certificate

COMMONWEALTH OF VIRGINIA

VDOT
Virginia Department of Transportation

CERTIFICATE OF QUALIFICATION

ENGLISH CONSTRUCTION COMPANY, INCORPORATED

Vendor Number: **E008**

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):

GRADING; MAJOR STRUCTURES; MINOR STRUCTURES

Issue Date: April 30, 2017

This Rating and Classification will Expire: April 30, 2018

Suzanne FR Lucas, State Prequalification Officer

Don E. Silies, Director of Contracts

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

APPENDIX 3.2.9

Letter of Surety

Travelers Bond & Financial Products
Construction Services
9954 Mayland Drive, Suite 6100
Richmond, VA 23233
(804)965-9284 (office)

September 6, 2017

Commonwealth of Virginia
Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, VA 23219
Attention: Stephen D. Kindy, PE

Re: **Letter of Submittal – I-81 Bridge Replacement at Exit 114**
State Project No.: 0081-154-733,P101,R201,C501,B601,B616
Federal Project No.: IM-081-2(992)
Contract ID No.: C00093074DB96

Dear Mr. Kindy,

English Construction Co., Inc. has been a valued client of Travelers Casualty and Surety Company of America for over sixty years. During that time, we have maintained a working line of surety credit and have supported single bond requests up to the $125,000,000. range and aggregate programs up to the $500,000,000. range. These levels reflect our history with this client; however, they are not to be construed as limits. Given English's extensive experience and financial strength, we are certainly prepared to consider requests well in excess of these levels.

English Construction Co., Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the current estimated contract value referenced in Section 2.1 and said bonds will cover the project any warranty periods as provide for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Travelers Casualty and Surety Company of America is licensed to transact surety business in all 50 states and is listed on the United States Department of Treasury list of acceptable surety companies. Travelers Casualty and Surety Company of America carries an A.M. Best rating of A+ and has a Financial Size Category of XV. The information contained in this letter is valid for a period of three (3) months from date of this letter.

Please feel free to contact us if you have any questions.

Sincerely,

TRAVELERS CASUALTY & SURETY COMPANY OF AMERICA

Contessa A. Hancock

Contessa A. Hancock
Attorney-in-Fact

CAH/sll
Power of Attorney Attached

TRAVELERS

POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 231754

Certificate No. 007106701

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Whitney D. Melton, Contessa A. Hancock, Kim VandeBogart, and William G. Lawrence

of the City of Lynchburg, State of Virginia, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 26th day of January, 2017.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

State of Connecticut
City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the 26th day of January, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.

MARIE C. TETREAULT NOTARY PUBLIC CONNECTICUT

Marie C. Tetreault
Marie C. Tetreault, Notary Public

58440-5-16 Printed in U.S.A.

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 6th day of September, 2017.

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

ATTACHMENT 3.2.10

SCC and DPOR Information Tables

ATTACHMENT 3.2.10

State Project No. 0081-154-733

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	**SCC Information (3.2.10.1)**			**DPOR Information (3.2.10.2)**			
	SCC Number	**SCC Type of Corporation**	**SCC Status**	**DPOR Registered Address**	**DPOR Registration Type**	**DPOR Registration Number**	**DPOR Expiration Date**
English Construction Company, Inc.	00541995	Corporation	Active	615 Church Street Lynchburg, Va 24504	Contractor Class A	2701000873	04-30-2018
KCI Technologies Inc.	F0598690	Foreign Corporation	Active	936 Ridgebrook Road Sparks, MD 21152	Business Entity	0407003113	12-31-2017
KCI Technologies Inc.	F0598690	Foreign Corporation	Active	6802 Paragon Pl, Ste 410 Richmond, VA 23230	Branch Office	0411000938	02-28-2018
KCI Technologies Inc.	F0598690	Foreign Corporation	Active	3014 Southcross Blvd. Rock Hill, SC 29730	Branch Office	0411000956	02-28-2018
Wallace Montgomery & Associates, LLP	K000734	Foreign Limited Liability Partnership	Active	10150 York Road, Ste 200 Hunt Valley, MD 21030	Business Entity	0407005814	12-31-2017
Wallace Montgomery & Associates, LLP	K000734	Foreign Limited Liability Partnership	Active	8150 Leesburg Pike Ste 403 Vienna, VA 22182	Branch Office	0411001087	02-28-2018
Froehling & Robertson, Inc.	00272112	Corporation	Active	1734 Seibel Drive NE Roanoke, VA 24012	Branch Office	0411000053	02-28-2018
Summit Design and Engineering Services, PLLC	T0306474	Corporation	Active	1320 Seymour Drive South Boston, VA 24592	Branch Office	0414000013	2-28-2018
InfraMap Corp.	F1055252	Foreign Corporation	Active	10365 Cedar Lane Glen Allen, VA 23059	Business Entity	0407003343	12-31-2017
Quinn Consulting Services, Inc.	04925517	Corporation	Active	14160 Newbrook Dr, Ste 220 Chantilly, VA 20151	Business Entity	0407003733	12-31-2017
3B Consulting Services, LLC	S4231561	Limited Liability Company	Active	140 Hilltop Ave Lebanon, VA 24266	Business Entity	0407006181	12-31-2017
3B Consulting Services, LLC	S4231561	Limited Liability Company	Active	135 Highland Drive Lebanon, VA 24266	Branch Office	0411001108	02-28-2017
Cardinal Survey & Design, PLC	S3193747	Limited Liability Company	Active	156 Strawberry Plains Rd Ste D Williamsburg, VA 23188	Professional Limited Liability Company	0413000321	12-31-2017

ATTACHMENT 3.2.10

State Project No. 0081-154-733

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
English Construction Company, Inc.	Robert Baxter Gordon	Lynchburg, VA	3311 Woodridge Place Lynchburg, VA 24503	Professional Engineer	0402024675	01-31-2018
KCI Technologies Inc.	John Benjamin Barefoot	Richmond, VA	14521 Leafield Dr. Midlothian, VA 23113	Professional Engineer	0402032375	07-31-2018
Summit Design and Engineering Services, PLLC	Zachary Philip Weddle	South Boston, VA	67 The Moorings, Clarksville, VA 23927	Professional Engineer	0402040847	06-30-2019
3B Consulting Services, LLC	H Richard Lively	Lebanon, VA	101 Millbrook Terrace Forest, VA 24551	Certified General Real Estate Appraiser	4001001989	10-31-2017

APPENDIX 3.2.10

SCC and DPOR Registrations/Licenses

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

SCC eFile
Business Entity Details

Help

ENGLISH CONSTRUCTION COMPANY, INCORPORATED

General

SCC ID: 00541995
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/16/1946
Status: Active
Shares Authorized: 100000

Principal Office

615 CHURCH STREET
PO BOX P7000
LYNCHBURG VA24505

Registered Agent/ Registered Office

JAMES P KENT JR
525 7TH ST
PO BOX 299
ALTAVISTA VA 24517
CAMPBELL COUNTY 115
Status: Active
Effective Date: 11/8/2005

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

KCI Technologies, Inc.

General

SCC ID: F0598690
Entity Type: Foreign Corporation
Jurisdiction of Formation: DE
Date of Formation/Registration: 12/19/1988
Status: Active
Shares Authorized: 1000

Principal Office

936 RIDGEBROOK RD
SPARKS MD21152

Registered Agent/ Registered Office

CORPORATION SERVICE COMPANY
Bank of America Center, 16th Floor
1111 East Main Street
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 4/29/2011

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, October 13, 2010

This is to Certify that the statement of registration of

Wallace, Montgomery & Associates, LLP

a partnership registered as a limited liability partnership under the laws of MARYLAND, was this day admitted to record in this office and that the partnership is registered to transact business in Virginia as a foreign Registered Limited Liability Partnership, subject to all laws applicable to the partnership and its business.

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0436

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

SCC eFile FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

FROEHLING & ROBERTSON, INCORPORATED

General

SCC ID: 00272112
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/11/1924
Status: Active
Shares Authorized: 1100000

Principal Office

3015 DUMBARTON ROAD
HENRICO VA23228

Registered Agent/ Registered Office

WILLIAM H HOOFNAGLE III
1900 ONE JAMES CENTER
901 E CARY ST
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/21/2011

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search | Home

Screen ID: e1000

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Commonwealth of Virginia
State Corporation Commission

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SCC eFile
Business Entity Details

Help

Summit Design and Engineering Services, PLLC

General

SCC ID: T0306474
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: NC
Date of Formation/Registration: 5/8/2006
Status: Active

Principal Office

504 MEADOWLANDS DRIVE
HILLSBOROUGH NC27278

Registered Agent/ Registered Office

BRIAN R PITNEY
1111 E. MAIN STREET, SUITE 2400
PO BOX 1998
RICHMOND VA 23218
RICHMOND CITY 216
Status: Active
Effective Date: 7/26/2010

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File a principal office address change
- Pay annual registration fee
- Order a certificate of fact of registration in Virginia
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

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Commonwealth of Virginia
State Corporation Commission

SCC eFile FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

InfraMap Corp.

General

SCC ID: F1055252
Entity Type: Foreign Corporation
Jurisdiction of Formation: DE
Date of Formation/Registration: 10/22/1990
Status: Active
Shares Authorized: 1500

Principal Office

10365 CEDAR LANE
GLEN ALLEN VA23059

Registered Agent/ Registered Office

C THOMAS GREEN III
311 S BOULEVARD
RICHMOND VA 23220
RICHMOND CITY 216
Status: Active
Effective Date: 9/2/2016

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

SCC eFile FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

QUINN CONSULTING SERVICES INCORPORATED

General

SCC ID: 04925517
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/24/1997
Status: Active
Shares Authorized: 5000

Principal Office

14160 NEWBROOK DRIVE
SUITE 220
CHANTILLY VA20151

Registered Agent/ Registered Office

JOHN H QUINN JR
2208 S KNOLL ST
ARLINGTON VA 22202
ARLINGTON COUNTY 106
Status: Active
Effective Date: 10/24/1997

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search | Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

SCC eFile FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

3B Consulting Services, LLC

General

SCC ID: S4231561
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 9/20/2012
Status: Active

Principal Office

140 Hilltop Avenue
Lebanon VA24266

Registered Agent/ Registered Office

CRYSTAL L BREEDING
140 HILLTOP AVENUE
LEBANON VA 24266
RUSSELL COUNTY 183
Status: Active
Effective Date: 9/20/2012

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File a principal office address change
- Pay annual registration fee
- Order a certificate of fact of existence
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

SCC eFile FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

Cardinal Survey & Design, PLC

General

SCC ID: S3193747
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 3/4/2010
Status: Active

Principal Office

3245 BUCKINGHAM DR
TOANO VA23168

Registered Agent/ Registered Office

THE LAW OFFICE OF BRIAN J. SMALLS, P.C.
156 STRAWBERRY PLAINS ROAD, C-1
WILLIAMSBURG VA 23188
WILLIAMSBURG CITY (FILED IN JAMES CITY COUNTY) 316
Status: Active
Effective Date: 9/2/2016

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File a principal office address change
- Pay annual registration fee
- Order a certificate of fact of existence
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

DPOR License Lookup License Number 2701000873

License Details

Name	ENGLISH CONSTRUCTION COMPANY INC
License Number	2701000873
License Description	Contractor
Firm Type	Corporation
Rank [1]	Class A
Address	615 CHURCH STREET, LYNCHBURG, VA 24504
Specialties[2]	Commercial Building (CBC) Highway / Heavy (H/H) Residential Building (RBC)
Expiration Date	2018-04-30

1 Refer to the Statutory Definitions (http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.

2 Refer to the Classification Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20) and Specialty Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30) for detailed definitions of these classifications and specialties.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

DPOR License Lookup License Number 0407003113

License Details

Name	KCI TECHNOLOGIES INC
License Number	0407003113
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	936 RIDGEBROOK ROAD, SPARKS, MD 21152
Initial Certification Date	1992-08-06
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402024959	FLOYD, HARVEY MICHAEL	Professional Engineer License	Engineering	2018-02-28
0402033857	GRIFFITH, CHRISTOPHER JOHN	Professional Engineer License	Engineering	2017-11-30
0402035121	OFORI-AWUAH, KWABENA	Professional Engineer License	Engineering	2019-01-31
0402044936	DRUMM, STEPHEN FRANCIS	Professional Engineer License	Engineering	2018-06-30

Showing 1 to 4 of 4 entries

1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the

DPOR License Lookup License Number 0411000938

License Details

Name	KCI TECHNOLOGIES INC
License Number	0411000938
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	6802 PARAGON PLACE SUITE 410, RICHMOND, VA 23230
Initial Certification Date	2012-06-27
Expiration Date	2018-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402049644	HOVERMAN, KATHY LYNN	Professional Engineer License	Engineering	2018-01-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0411000956

License Details

Name	KCI TECHNOLOGIES INC
License Number	0411000956
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	3014 SOUTHCROSS BLVD, ROCK HILL, SC 29730
Initial Certification Date	2012-11-13
Expiration Date	2018-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035924	KING, WILLIAM MERRITT	Professional Engineer License	Engineering	2019-04-30

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407005814

License Details

Name	WALLACE, MONTGOMERY & ASSOCIATES, LLP
License Number	0407005814
License Description	Business Entity Registration
Firm Type	LLP - Limited Liability Partnership
Rank	Business Entity
Address	10150 YORK RD STE 200, HUNT VALLEY, MD 21030
Initial Certification Date	2011-02-11
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402016585	MANNING, JOSEPH PATRICK	Professional Engineer License	Engineering	2017-09-30
0402048787	TAUB, STUART B	Professional Engineer License	Engineering	2019-03-31

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number 0411001087

License Details

Name	WALLACE, MONTGOMERY & ASSOCIATES, LLP
License Number	0411001087
License Description	Business Entity Branch Office Registration
Business Type	LLP - Limited Liability Partnership
Rank	Business Entity Branch Office
Address	8150 LEESBURG PIKE STE 403, VIENNA, VA 22182
Initial Certification Date	2016-10-26
Expiration Date	2018-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402048786	MAWRY, ANTONIO A	Professional Engineer License	Engineering	2019-03-31

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DPOR License Lookup License Number 0411000053

License Details

Name	FROEHLING ROBERTSON INC
License Number	0411000053
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	1734 SEIBEL DR N E, ROANOKE, VA 24012
Initial Certification Date	1992-04-08
Expiration Date	2018-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402014269	SIPHER, DONALD J	Professional Engineer License	Engineering	2019-08-31
0402033521	PASQUARELL, GARY CARL	Professional Engineer License	Engineering	2019-07-31
0402033731	FRANK, ANDREW RAFAEL	Professional Engineer License	Engineering	2019-04-30
0402034076	ALFORD, HOYT BELTON	Professional Engineer License	Engineering	2017-10-31
0402036465	KRISNITSKI, DAVID ANDREW	Professional Engineer License	Engineering	2018-01-31
0402038338	BRUCE, GARY ALLEN	Professional Engineer License	Engineering	2019-04-30
0402044284	WOODRUFF, JESSYCA BEEBY	Professional Engineer License	Engineering	2019-07-31
0402047179	BRYAN, PAUL THOMAS	Professional Engineer License	Engineering	2019-06-30
0402054379	SILCOX, BENJAMIN WAYNE	Professional Engineer License	Engineering	2017-12-31

Showing 1 to 9 of 9 entries

1

DPOR License Lookup License Number 0414000013

License Details

Name	SUMMIT DESIGN AND ENGINEERING SERVICES PLLC
License Number	0414000013
License Description	Professional Limited Liability Company Branch Office Registration
Rank	Professional Limited Liability Cmpy BO
Address	1320 SEYMOUR DRIVE, SOUTH BOSTON, VA 24592
Initial Certification Date	2008-07-03
Expiration Date	2018-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402040847	WEDDLE, ZACHARY PHILIP	Professional Engineer License	Engineering	2019-06-30

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DPOR License Lookup License Number 0407003343

License Details

Name	INFRAMAP CORP
License Number	0407003343
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	10365 CEDAR LANE, GLEN ALLEN, VA 23059
Initial Certification Date	1995-10-10
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402039982	BELL, HANNAH JO	Professional Engineer License	Engineering	2018-05-31
0403001452	ARMENDINGER, STEPHEN H	Land Surveyor License	Land Surveying	2018-09-30

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DPOR License Lookup License Number 0407003733

License Details

Name	QUINN CONSULTING SERVICES INCORPORATED
License Number	0407003733
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
Initial Certification Date	1998-03-05
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2019-08-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407006181

License Details

Name	3B CONSULTING SERVICES LLC
License Number	0407006181
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	140 HILLTOP AVENUE, LEBANON, VA 24266
Initial Certification Date	2012-09-24
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402040251	BREEDING, PRESTON EDWARD	Professional Engineer License	Engineering	2018-12-31
0402041354	WHITTAKER, MATTHEW BERT	Professional Engineer License	Engineering	2017-12-31
0403003044	KEEN, JORDAN HEATH	Land Surveyor License	Land Surveying	2018-06-30

Showing 1 to 3 of 3 entries

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DPOR License Lookup License Number 0411001108

License Details

Name	3B CONSULTING SERVICES LLC
License Number	0411001108
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	135 HIGHLAND DR, LEBANON, VA 24266
Initial Certification Date	2014-04-14
Expiration Date	2018-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041354	WHITTAKER, MATTHEW BERT	Professional Engineer License	Engineering	2017-12-31
0403003044	KEEN, JORDAN HEATH	Land Surveyor License	Land Surveying	2018-06-30

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DPOR License Lookup License Number 0413000321

License Details

Name	CARDINAL SURVEY & DESIGN, PLC
License Number	0413000321
License Description	Professional Limited Liability Company
Firm Type	PLLC - Professional Limited Liability Co
Rank	Professional Limited Liability Company
Address	156 STRAWBERRY PLAINS ROAD SUITE D, WILLIAMSBURG, VA 23188
Initial Certification Date	2010-06-02
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403002659	CUNHA, GEORGE M	Land Surveyor License	Land Surveying	2018-12-31

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DPOR License Lookup License Number 0402024675

License Details

Name	GORDON, ROBERT BAXTER
License Number	0402024675
License Description	Professional Engineer License
Rank	Professional Engineer
Address	LYNCHBURG, VA 24503
Initial Certification Date	1994-01-06
Expiration Date	2018-01-31

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

DPOR License Lookup License Number 0402032375

License Details

Name	BAREFOOT, JOHN BENJAMIN
License Number	0402032375
License Description	Professional Engineer License
Rank	Professional Engineer
Address	MIDLOTHIAN, VA 23113
Initial Certification Date	1998-07-16
Expiration Date	2018-07-31

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

DPOR License Lookup License Number 0402040847

License Details

Name	WEDDLE, ZACHARY PHILIP
License Number	0402040847
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CLARKSVILLE, VA 23927
Initial Certification Date	2005-06-10
Expiration Date	2019-06-30

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0413000190	SUMMIT DESIGN AND ENGINEERING SERVICES, PLLC	Professional Limited Liability Company	Engineering	2017-12-31
0414000013	SUMMIT DESIGN AND ENGINEERING SERVICES PLLC	Professional Limited Liability Company Branch Office Registration	Engineering	2018-02-28

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DPOR License Lookup License Number 4001001989

License Details

Name	LIVELY, H RICHARD
License Number	4001001989
License Description	Real Estate Appraiser License
Status	Active
Rank	Certified General RE Appraiser
Address	FOREST, VA 24551
Initial Certification Date	1993-10-29
Expiration Date	2017-10-31

Continuing Education [1]

Start Date	End Date	Requirement	Hours Required	Hours Earned	Hours Deficit
2015-11-01	2017-10-31	Appraiser Other Category	21	22	0
2015-11-01	2017-10-31	Appraiser USPAP Update	7	7	0
2015-11-01	2017-10-31	Surplus CE Hours	0	3	0

Showing 1 to 3 of 3 entries

1 No continuing education is required for inactive licenses.

A total of 28 classroom hours of Continuing Education is required to renew your license.

Of the 28 classroom hours, you will need to complete the 7-hour classroom USPAP course which shall be the National Uniform Standards of Professional Appraisal Practice course or its equivalent. (The 15-hour USPAP course cannot be used in lieu of the 7-hour USPAP course for continuing education.)

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

ATTACHMENT 3.3.1

Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **BAXTER GORDON, PE / PROJECT MANAGER**

b. Project Assignment: **DESIGN-BUILD PROJECT MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **ENGLISH CONSTRUCTION COMPANY / FULL TIME**

d. Employment History: With this Firm 21 Years With Other Firms 16 Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

English Construction Company / Project Manager (1996-Present): R. Baxter Gordon is presently a Project Manager with English Construction Company in the Road and Bridge Division. He has overall responsibility to insure that the projects he manages are successfully completed on schedule and on budget for both English and the client, as applicable through both design and construction. English affords him full authority to exercise all control over the work. To meet this responsibility, he works with the project personnel to determine the best means and methods of construction and manages all design work as applicable. He is experienced at contract administration, scheduling, procuring appropriate and adequate resources including Labor, Material, Equipment, and Subcontractors and making sure they are available when needed. He manages the ongoing schedule, productivity, quality, and safety of both the personnel working the job and the general public.

He is experienced at avoiding and resolving disputes that come up during construction and working with all the team members to minimize and when possible illuminate their impact to the project. He will strive to insure all members of the team are treated engaged and contributing to the successful completion of the project. He has demonstrated the ability to meet contractual obligations and avoid and resolve disputes in the past and can do so under Section 10.2.2 of RFP Part 4- General Conditions of Contract. He is capable of coordinating all required public outreach and meetings.

Mr. Gordon offers this team 35 plus years of experience in the construction industry with extensive experience as a Project Manager in the heavy civil construction field. This experience includes road and bridge projects ranging in price from $55 million dollars to under one million dollars. He has successfully completed bridges across interstates, rivers, the Intracoastal Waterway, railroads, and primary roads as well as projects involving significant grading and road construction and complex phased MOT plans near high volumes of traffic.

He has managed Infrastructure fast track projects, the largest being the $90 million APM Terminal yard package, as well as having design build experience. At the beginning of his career he worked on several large industrial projects. He has found innovative ways of expediting construction, solving problems and building unique structures.

Robertson Construction / Vice President (1990-1996): Before coming to English, he spent six years as Vice President of Robertson Construction which was headquartered in Salem, Virginia and worked primarily in that area. This has given him extensive experience with bridge construction in the Salem District including dealing with the karst geological conditions. During this period he had extensive field experience constructing bridges and other structures along the I-81 corridor.

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

Vanderbilt University, Nashville, TN/BE/1979/Civil Engineering

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

1994 / Registered Professional Engineer / VA Registration #024675

VDOT Advanced Work Zone Traffic Control #043015010 expires 4/30/2019

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

1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

Martin Luther King Expressway Extension, Portsmouth, VA

Name of Firm: English Construction Company **Owner:** VDOT

Project Role: Project Manager **Dates:** 2013-2016

Description: Mr. Gordon served as **Project Manager** for three bridges for the MLK Expressway in Portsmouth with a contract value of $9 million dollars on the larger P3/**Design-Build** contract. Mr. Gordon had overall responsibility for the construction, quality, contract administration, procuring materials, equipment, subcontractors and labor to complete the project on schedule He worked with Construction Manager Steve Jones and the project coordinator to prepare work

plans for all work constructed by English (as a sub to Curtis Contracting on the SKW JV). This included working with KCI to design the extensive shoring required beside live traffic on **Interstate 264**, the ramp to Interstate 264 and Route 17, including the median. He managed the structural steel erection plans, designed by KCI, for curved steel girders next to Interstate 264 and over the existing rail road tracks. **He and KCI also collaborated** on complicated form work designs. He designed work plans for driving concrete piles up to 110 foot long immediately adjacent to Interstate 264 and Route 17 including its median. He designed the plan for setting concrete girders, up to 140 foot long, in the tight spaces the project required. Being a subcontractor on this $2 billion dollar project required extensive interaction with the SKW Design Build Team. This required Mr. Gordon to work with designers, SKW, Curtis, QC, QA, QA oversite firms, the owner Elizabeth River Crossing, VDOT and the City of Portsmouth. Mr. Gordon was also responsible for the schedule and timely delivery of English's portion of the work. This project consisting of a P3 toll project timely delivery was paramount. Mr. Gordon's management alongside Steve Jones delivered this portion of the overall project on time.

Robertson Bridge, Piedmont Drive, Danville, VA

Name of Firm: English Construction Company **Owner:** VDOT
Project Role: Project Manager **Dates:** 2010 -2012
Description: English constructed this $17 million dollar bridge replacement on Piedmont Dr. between Route 58 and 29 Business in Danville. As **Project Manager**, Mr. Gordon had overall responsibility for the construction, quality, contract administration, procuring materials, equipment, subcontractors and labor to complete the project on schedule, as well as DBE compliance. The eight-span bridge is approximately 900-feet-long, with five lanes and a shared use path (SUP). It was built in **phased construction** to keep traffic flowing. The final bridge was a single structure which required connecting the substructure and the superstructure. **Worked with KCI** to design the cofferdams and extensive tie back shoring along Route 29. Mr. Gordon on the roadway construction, managed **multiple phases of construction** to keep the intersections open, requiring extensive traffic control and phasing the installation of new traffic lights. Mr. Gordon with project staff managed the utility work items included relocating water, sewer, and gas lines, along with a new water intake to Danville's water treatment plant. Environmental challenges included working in the and along the river as well as protecting wetlands. Throughout the project, he maintained an excellent **working relationship with Zack Weddle P.E.**, VDOT's Area Construction Engineer for the project. Mr. Gordon and Mr. Weddle were able to partner and resolve multiple utility conflicts and problems. As an example, the newly constructed intake would not connect with the remaining components with in the City's Water Treatment plant, nor would the old valves operate appropriately to allow for the completion of the installation, Mr. Gordon and Mr. Weddle worked together with City officials to resolve the issue propelling the project to a successful completion all the while limiting the disruption to the City's operating intake and plan.

Cowan Blvd., Carl D Silver Parkway, Fredericksburg, VA

Name of Firm: W. C. English, Incorporated **Owner:** VDOT
Project Role: Project Manager **Dates:** 2002-2005
Description: Project Manager working over, beside and in the median of **Interstate 95** on a new **four lane bridge**. Mr. Gordon had overall responsibility as **Project Manager** for the construction, quality, procuring materials, equipment, subcontractors and labor to complete the bridge safely and on schedule. He was responsible for traffic control for the bridge work including building the substructure and setting the structural steel across Interstate 95. He worked directly with Mr. Judson Dalton (on site personnel) to implement and manage all aspects of the project to include the complex traffic control requirements along both I-95 and Route 1. Mr. Gordon managed project operations around the extremely heavy flow of traffic on Interstate 95, including the logistics of getting equipment, materials and personnel into the median of I-95. He also designed the steel erection plan for staging, unloading and erecting the girders across the interstate which included time of day restriction for lane closure as well as small 15 minute windows for interstate shutdown utilizing slow rolls for actual girder erection. The bridge itself consisted of a five-span, four-lane bridge, with a shared use path (SUP). Mr. Gordon also managed several environmentally sensitive areas one of which included the installation of a new conspan structure over an existing stream that was diverted for the duration of the installation.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **ZACHARY WEDDLE, PE, CCM / ENGINEERING BRANCH MANGER-VA**

b. Project Assignment: **QUALITY ASSURANCE MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **SUMMIT DESIGN AND ENGINEERING / FULL TIME**

d. Employment History: With this Firm 3 Years with Other Firms 30 Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Summit Design and Engineering / Engineering Branch Manager-VA (2014-Present): Mr. Weddle serves as a working leader responsible for all aspects of design and construction engineering/inspection services provided by Summit's Virginia Branch office. He is actively involved in project management of all types of transportation, commercial, and utility related projects for State and Local Governments and developers. Manages staff, project schedules, serves as project manager and provides construction oversight/quality assurance on a variety of project types. Mr. Weddle has been working with QC Manager Bud Williams for over 14 years. He has developed a professional relationship of trust and proven competency from working together in both the private sector and as VDOT employees.

Virginia Department of Transportation / Area Construction Engineer (2005-2014): Managed all aspects of contract construction for roads, bridges and maintenance project in the Lynchburg District. Mr. Weddle supervised construction project managers, inspectors, consultant staff and administrative support. He prepared pre-advertisement schedules, reviewed and approved contract schedules. Mr. Weddle conducted pre-advertisement and pre-construction conferences. He conducted constructability and bid ability reviews. Mr. Weddle also served as VDOT's Project Manager on Design Build projects in both the Lynchburg and Salem Districts. He was responsible charge for all contract construction activities, design changes, change orders, and claims for over $200 million of construction and maintenance contracts. Mr. Weddle managed several multi-million dollar road and bridge projects constructed by English from 2005 -2013 and developed a strong professional relationship with Baxter Gordon and Steve Jones. As Chairman of the State-wide Area Construction Engineer's Community of Practice group, Mr. Weddle formed working relationships with Construction Management leaders all over the State. Mr. Weddle has worked closely with Salem District's DCE Robbie Williams, ACE Dwayne Mann, ACE Jeff Echols, ACE Tony Handy and with District Engineer Ken King.

Virginia Department of Transportation/ Assistant Resident Engineer (1998-2005): Mr. Weddle managed multi-million dollar construction and maintenance programs, including project development, construction/maintenance contracts and associated budgets within the Lynchburg District. He supervised/ managed residency staff members in several disciplines: contract administration, construction management and inspection, land use, maintenance management, business administrator, clerical, human resources, public relations, and employee safety and health. Mr. Weddle worked with officials in Halifax and Charlotte counties to develop road projects, managed secondary six plan development and budgets. He worked to solve all issues related to area highways. Managed Residency Office Capital construction project for new facilities including equipment shop and Area Headquarters buildings during this tenure.

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

Averette University, Danville, VA/ BS/2001/Business Administration
Community College of the Air Force/ AAS/1987/Civil Engineering
George Washington University School of Business, Washington, DC/ Master's Certificate /2008/Project Management

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

2005/Civil Transportation/VA #040847
2014/CMCI/Certified Construction Manager (CCM)/#2834-January 2020

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

1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

Robertson Bridge/Memorial Drive Project UPC 93335, Danville, VA

Name of Firm: VDOT **Owner:** VDOT

Project Role: Area Construction Engineer **Dates:** 2010-2013

Description: Mr. Weddle was the Responsible Charge Engineer and Project Manager for this $17 million-dollar (Construction Cost) contract in the City of Danville, VA. He managed a team of consultant staff (construction manager and inspectors) to ensure contract compliance and quality assurance. This project included the demolition of the existing two-lane Robertson Bridge with a replacement of a five-lane structure with architectural features. The bridge included a 12-foot shared use path (SUP) lane that is part of a city-wide trail system. Business Routes 29 and 58 were also improved with widening, new medians, improved ramps, signals and landscaping. Significant in plan utility work was accomplished and all work was completed while maintaining two-way traffic. The Robertson Bridge spans the Dan River which is subject to frequent flooding and is located at one of the busiest intersections in the Danville area. In addition to managing the inspection team, Mr. Weddle managed the construction budget, approved monthly voucher payments, performed monthly records reviews, completed work orders and partnered through monthly progress meetings with all stake holders for the life of the contract. Mr. Weddle worked closely with Mr. Gordon of English who was acting as the Project Manager on the project.

Franklin Turnpike Connector UPC 13511, Pittsylvania County/City of Danville, VA

Name of Firm: VDOT **Owner:** VDOT

Project Role: Area Construction Engineer **Dates:** 2009-2011

Description: Mr. Weddle managed all aspects of this $30 million-dollar construction contract located in Pittsylvania County, Virginia. Approximately 1.16 miles of the project, beginning at the intersection with Route 29 Business Main Street, was on new alignment with a 640-foot bridge crossing Falling Creek. The project also included (a) new construction of approximately 487 feet Norwood Drive, (b) new construction of approximately 578 feet of Forestdale Drive North of mainline, (c) a cul-de-sac on existing Norwood Court, (d) completion of Ramp A and Ramp D from previously constructed project UPC 16603, (e) reconstruction of approximately 1400 feet of Route 29 Business Main Street, and (f) reconstruction of approximately 1050 feet of Route 41 with a street connection, King Street, approximately 100 feet long. The total project length is approximately 1.94 miles. The project also included, (a) four-lane divided highway, (b) storm drainage, (c) storm water management basins, (d) reconstruction of connections along mainline, (e) in plan utility work, (f) guardrail, and (g) roadway lighting.

ARRA Region II Bridge Replacements , Lynchburg and Salem Districts, VA

Name of Firm: VDOT **Owner:** VDOT

Project Role: Area Construction Engineer **Dates:** 2009-2012

Description: Managed one of the Lynchburg District's first design-build efforts for a regional bridge superstructure replacement project (some of which were staged construction with maintenance of traffic). This $10.8 million construction contract replaced 12 superstructures on limited access, primary and secondary road systems in both the Lynchburg and Salem Districts. Was responsible charge for all aspects of the project and participated in the procurement process all the way through project closeout. Lead progress meetings, managed budget, approved monthly payments, resolved design and construction issues, managed related VDOT staff members, processed and approved work orders, and provided oversight of quality assurance and contract compliance. Mr. Weddle worked directly with Mr. John Barefoot, Design Project Manager on the project, and other KCI staff (Eric Burgess, Eric Anderson and Merritt King) proposed herein to get the project successfully completed. Additionally, he had to coordinate directly with Salem District staff on projects that were in that district.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **JOHN BAREFOOT, PE / SENIOR PROJECT MANAGER**

b. Project Assignment: **DESIGN MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **KCI TECHNOLOGIES, INC. / FULL TIME**

d. Employment History: With this Firm 1 Years With Other Firms 24 Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

KCI Technologies, Inc. / Senior Project Manager (2016-Present): Mr. Barefoot currently serves as Senior Project Manager on complex and time critical projects for KCI. He is finishing up a design-build project for KCI on Interstate 64 in the Newport News area (plans are sealed and providing construction support). He is otherwise available to devote all the attention necessary to the Exit 114 project.

Mead & Hunt, Inc. / Business Unit Leader, Senior Project Manager, and on the Board of Directors (2010-2016): Mr. Barefoot managed the design and survey operations and financials in South Carolina, North Carolina, and Virginia. He was responsible for staffing offices, pursuing design-build and design-bid-build projects in all three states, as well as overseeing the progression of assigned projects. He remained involved in management of high profile projects throughout the mid-Atlantic area. On the Board of Directors for six years, his responsibilities included setting the strategic direction of the company (approximately 500 employees in 25 offices and 20 states).

RPM Engineers, Inc. *(Merged with Mead & Hunt)*/ Owner, President & Senior Project Manager (2005-2010): Mr. Barefoot managed operations and financial requirements, maintained personnel, and serviced/maintained new and existing clients throughout South Carolina, West Virginia, Virginia, and Ohio. His responsibilities included the management of nearly 80 employees, execution of human resource functions, financial decision making, development of estimates and fee proposals, implementation of marketing strategies, development and administration of client contracts, communication with and oversight of subconsultants, and coordination/management of design-build projects. Mr. Barefoot was specifically assigned to manage large projects and design build pursuits.

TRC/SITE-Blauvelt Engineers, Inc. (SBE) / Vice President & Senior Project Manager (1996-2005): Of particular interest is Mr. Barefoot's long history of working with staff from KCI, English Construction, VDOT Central Office and VDOT Salem District Staff which began while he was employed at SBE. From 1996-1999, Mr. Barefoot served as Lead Project/Bridge Engineer on several successful projects in Virginia (working in the same office on projects with David Nuckols, Chris Lowe, Jeff Roby, Bryan Silvis, and others). In 1997, Mr. Barefoot worked with English Construction on Virginia's first Public Private Partnership (Route 895/I-95). In 1999, Mr. Barefoot was promoted to Vice President, Office Manager, and Senior Project Manager and relocated to start a new office in South Carolina. In addition to serving as Senior Project Manager on most of the projects in the SC office, responsibilities also included managing a staff of 19 employees, overseeing the finances for the region, and implementing growth strategies. While in SC, Mr. Barefoot first worked with KCI (formerly TKA) as a partner and more specifically with Merritt King, Eric Burgess, Jim Fitz Morris, and Eric Anderson (also on this English Team) in 2003, where he served as Project Manager (for SBE's portion) on one of SC's first design-build projects; fatefully, Mr. Barefoot also worked with Alex Price (employed by Ralph Whitehead at the time) who provided roadway design services for the KCI team on the same project. Mr. Barefoot also served as Project Manager on several high profile jobs that included managing roadway design, bridge design, and supporting services; projects ranged from $20M to $200M in construction value.

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

Virginia Military Institute, Lexington, VA/BS/1993/Civil Engineering (with distinction)
University of Virginia, Charlottesville, VA/MS/1995/Civil Engineering

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

1998/PE/VA #32375

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

1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

I-81/Jonesboro Road Interchange (Exit 14), Abingdon, VA

Name of Firm: Mead & Hunt, Inc. **Owner:** Virginia Department of Transportation

Project Role: Lead Bridge Engineer **Dates:** 2011-2016

Description: Mr. Barefoot served as Lead Bridge Engineer for this major interchange modification, which involved reworking all of the ramps (roadway design by others) and the need for **VDOT** to do a **staged bridge replacement** of both deteriorated **Interstate 81 northbound and southbound bridges**. The bridges were much larger and **raised to increase clearance underneath** while maintaining traffic. As Lead Bridge Engineer, complex challenges due to a tight project area within a **karst environment** required unique solutions and details which Mr. Barefoot provided. Mr. Barefoot's team provided a thorough investigation of all viable types of structures that met the design standards at this location and considered lightweight concrete and steel bridges with high performance steel as well as hybrid superstructures for the twin bridge replacements. Various span arrangements were studied, including a single-span structure with MSE retaining walls, two-span structures and three-span structures. It was determined that a two-span structure of equal spans with the use of prestressed concrete Bulb-T beams in the superstructure would provide the optimum solution for the bridge structure. The abutments are semi-tall supported on H-piles. The piers are solid wall piers supported on H-piles and are located on the median of Jonesboro Road under I-81. Aesthetic treatments were provided on the parapets and the pier walls. Mr. Barefoot worked with the team's geotechnical sub-consultant and VDOT geotechnical staff to create procedures to address pile driving issues that might occur in the karst environment; procedures included:

- Providing the contractor "Stop Driving Elevations" at each substructure unit that alerted the contractor to stop driving a particular pile that might be a "problem pile", alert the team to determine a quick solution while the contractor moved to the next pile to ensure there weren't delays
- A testing procedure to allow for capturing whatever capacity might be available in a "problem pile"
- Designing with piles of reduced capacity to allow for "problem piles" that might be encountered during driving and providing the team the ability to reanalyze the footing to take advantage of neighboring piles' excess capacity
- Designing footing dimensions and pile layouts with contingency piles locations in case additional piles needed to be driven.

I-64 Widening – Segment 2 Design-Build, Newport News, York County and James City County, VA

Name of Firm: KCI Technologies, Inc. **Owner:** Virginia Department of Transportation

Project Role: Senior Project Manager **Dates:** 2016-Present

Description: This **design-build** project includes interstate widening from two-lanes to a three-lane section from the point where the I-64 Segment I project ends to the west for approximately seven miles. The proposed improvements include full-depth reconstruction of the existing lanes, the addition of one 12-foot-wide travel lane and one 12-foot-wide paved shoulder in each direction. Mr. Barefoot served as KCI's **Senior Project Manager** for the widening design of eight bridges (EBL/WBL **Interstate 64 bridges** over Yorktown Road, EBL/WBL **Interstate 64 bridges** over Jefferson Road, EBL/WBL **Interstate 64 bridges** over Burma Access Road and Naval Railroad (US Navy Weapons Station), EBL/WBL **Interstate 64 bridges** over Penniman Road and a railroad), as well as the repair and retrofit of the existing eight bridges and load ratings for each stage of construction (including final "as-built"). Widening of the existing roadway and bridges is occurring in the median of the existing interstate avoiding impacts to existing interchanges and requiring Mr. Barefoot to develop **maintenance of traffic** concepts to allow for both construction of the new bridge and allow for the repairs to the existing structures (including continuity pours at the joints). He also had to work with geotechnical engineers to address local soil conditions to develop solutions to **address geotechnical issues** related to down drag at each of the sites. Because existing bridges were narrowly meeting clearance requirements, any widening created substandard clearances underneath; Mr. Barefoot worked with the team to develop creative solutions to **increase clearances under the bridges**. Mr. Barefoot juggled the progression of the plans for the eight bridges which were being developed by two teams under his supervision and management. Plans are approved and the bridges are under construction.

ARRA Region II Bridge Replacements, Salem and Lynchburg Districts, VA

Name of Firm: RPM Engineers, Inc./Mead & Hunt **Owner:** Virginia Department of Transportation

Project Role: Design Project Manager **Dates:** 2010-2011

Description: Mr. Barefoot served in a similar capacity as the **Design Project Manager** leading the design effort for this bundle of twelve **design-build** bridges. The bridges consisted of a superstructure replacement ranging from 20 feet to 213 feet in length. This project is unique because although he was working for RPM Engineers (RPM), Mr. Barefoot **led teams of bridge designers from KCI** at ten sites, Infrastructure Engineers (IE) at one site, and one team from RPM for the largest bridge which carried Route 29 Business over Route 29 Bypass. Additionally, Mr. Barefoot served as the Design Project Manager for the roadway design, utility coordinating, surveying, and Quality Assurance at all sites. While not on the interstate system, the projects were located in the Lynchburg District and **Salem District**, four of the locations involved **staged bridge replacement** and **maintenance of traffic on portions of the existing bridges** during construction, and three projects involved a **large primary route** (Route 29). Mr. Barefoot worked with many of the same KCI staff members that we are proposing for this project, including Merritt King, Eric Burgess, and Eric Anderson. Additionally, Mr. Barefoot worked with Mr. Weddle, who served as VDOT's Project Manager, on this project.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **STEVE JONES / CONSTRUCTION MANAGER**

b. Project Assignment: **CONSTRUCTION MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **ENGLISH CONSTRUCTION COMPANY / FULL TIME**

d. Employment History: With this Firm 11 Years With Other Firms 18 Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

English Construction Company / Construction Manager (2006-present): English Construction General Superintendent/ Construction Manager. As Construction Manager, Mr. Jones has overall responsibility for all activities on the job site managing the means and methods including production, quality control, safety, and subcontractors. He has successfully completed complicated construction projects to include partial demolition and phased bridge construction, bridge construction along and over high traffic volume interstate facilities, as well as bridge construction over and near environmentally sensitive areas. He is known for the quality and precision of his work. He is regularly assigned tough complicated bridge work throughout Virginia in all kinds of geologic conditions. He is often called on to advise less experienced bridge superintendents throughout English's operation along the Mid-Atlantic.

Tredright, Inc. / President/CEO/Construction Manager (1988-2006): During 1988-1995, Mr. Jones served as president /CEO and Construction Manager as a Sole Proprietor where he had full responsibility for all of Tredright's operations, in addition to his responsibilities as Construction Manager on bridge-related contracts. He managed the not only all of the construction related operations to include labor, equipment, materials, and equipment on a day to day basis, but also all of the company's finances, business activities, estimating projects, and client management, This experience gives him a good overall prospective on the whole construction process from top to bottom.

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

Bluestone High School, Skipwith, VA/High School Diploma/1974

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

Mr. Jones will hold all necessary certifications prior to the commencement of construction.

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

1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

Martin Luther King Expressway Extension, Portsmouth, VA

Name of Firm: English Construction Company **Owner:** VDOT

Project Role: Structures Construction Manager **Dates:** 2013-2016

Description: Mr. Jones was the Structures **Construction Manager** in charge of all construction for English (sub to Curtis Contracting on the SKW JV) for the three bridges English built on the MLK Expressway, in Portsmouth with a contract value of $9 million dollars on the larger P3/**Design-Build** contract. He supervised the driving and testing of concrete piles varying in length from 80 to 110 feet. Many of them were driven **next to live traffic on Interstate 264**, the ramp to I-264, and the heavily congested Route 17. He installed the **extensive shoring** required at these locations which was designed by KCI. He demonstrated the precision and quality of his work in the way that difficult items, such as the 450 foot curved steel **girders beside Interstate 264** and over rail road tracks fit together. He supervised two-crane lifts setting concrete girders up to 140 foot long in tight spaces next to the interstate along with being responsible for all the rigging. The concrete decks, even with their complex geometry, were placed and finished with quality that was measured and verified by project QC/QA. He not only managed the quality of English's work but coordinated with Curtis Staff, the Design Builders representatives, the Developers team and appropriate VDOT staff for all of their collective inspection and quality requirements for all of English's onsite operations. He not only managed the quality of English's work but coordinated with and interacted with the SKW, Curtis, QC, QA, and QA Oversite proving he can function well with a large team. He **worked together with Project Manager Baxter Gordon** as a team to successfully complete this project on time and on schedule. The quality and scheduled of a P3 project being of the utmost importance Mr. Jones along with Mr. Gordon delivered this project in concert with all client expectations.

I-64/295 Flyover , Henrico County, VA

Name of Firm: English Construction Company **Owner:** VDOT
Project Role: Structures Construction Manager **Dates:** 2006-2009
Description: Mr. Jones was the Structures **Construction Manager** on this $54 million dollar project consisted of reconstruction of the Interstate 64/295 interchange in Henrico County where he was responsible for the overall management and quality of all bridge and structural components to include all excavation, concrete placement, temporary shoring, wall components, girder erection, demolition, and all necessary traffic control required for all operations associated with the bridge construction. The 2.52-mile project involved a two-lane flyover ramp over both the east and west bound lanes of Interstate-64 for traffic movement from Eastbound Interstate-64 to Eastbound **Interstate 295**. Mr. Jones was responsible for and managed all aspects of the flyover bridge structure to include the construction of the abutment MSE Walls, girder erection over I-64 and I-295 which include the straddle bent over I-64 EBL. It also relocated and widened the ramp from Northbound I-295 to Westbound I-64; widened **Interstate 64** to the east and west of I-295; and widened a section of Pouncey Tract Road, which included the construction of a four-lane bridge over I-64 with a 16-foot raised median. Mr. Jones managed the phased demolition of the existing Pouncey Tract Road bridge as well as the new two-phased construction of the replacement bridge over I-64. As part of the Pouncey Tract Road bridge replacement Mr. Jones had to manage and coordinate the relocation of a major Verizon duct system that was attached to the old bridge and had to be placed on the new bridge with limited interruption. Mr. Jones was also responsible for the rehabilitation of the existing I-295 bridge over I-64 on this project as well. His quality work created a $57k incentive for rideability on the bridge deck of the flyover structure.

North Gayton Road, Henrico County, VA

Name of Firm: W. C. English, Incorporated **Owner:** Henrico County, VA
Project Role: Structures Construction Manager **Dates:** 2007-2012
Description: Mr. Jones was the Structures **Construction Manager** for the $38 million design build project constructing a 286 foot two span bridge over **Interstate 64 as well as the construction of two conspans over an environmentally sensitive areas**. He was responsible for the overall management and quality of all bridge and structural components to include all excavation, concrete placement, temporary shoring, wall components, girder erection, bridge aesthetics, and all necessary traffic control required for all operations associated with the bridge construction. The bridge included the construction of a pier within the median of I-64, where Mr. Jones managed all access to and from for personnel, equipment and materials. He also managed all aspects of the girder erection that had time of day limitations and limited time windows for slow roll shutdowns of the interstate. The project was in close proximate to Route 288 to the west and some the traffic control operations had residual effects on 288 as well, which Mr. Jones managed with his bridge construction operations. He had to interface and coordinate directly with all onsite QC staff as part of his daily functions. This **design-build** project for the County of Henrico was built to VDOT standards. Mr. Jones managed some notable features of the project to include tie back shoring and MSE walls next to the I-64. Mr. Jones oversaw all aspects of the project to include construction, quality, schedule, safety and traffic control related to structure construction. He supervised and poured architectural concrete with aesthetic form liner which was later painted by hand to the owner's requirements. He worked closed with Mr. Judson Dalton (Design-Build Project Manager) throughout the duration of this project. He also managed the construction of two conspans structures over environmentally sensitive areas.

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

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

Mr. Jones is currently serving as the General Construction Manager on two VDOT bridge projects in Sussex and Amelia/Dinwiddie Counties, which will be completed before the start of this project.

ATTACHMENT 3.4.1

Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **I-64/295 FLYOVER INTERCHANGE** Location: **HENRICO COUNTY, VA**	Name: **AECOM**	Name of Client: **VDOT** Phone: **804-786-1630** Project Manager: **DON SILIES** Phone: **804-786-1630** Email: **DON.SILIES@VDOT.VIRGINIA.GOV**	**05/2009**	**05/2009**	**$49,075**	**$50,825** (The increase in the final contract value was constituted by owner-directed changes that were part of increases in scope)	**$35,000**

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Scope

English Construction Company, Inc. performed the reconstruction of the I-64/295 interchange in Henrico County. This 2.52 mile stretch entailed a two-lane flyover ramp over I-64 and I-295,accommodating traffic movement from Eastbound I-64 to Eastbound I-295. Partial scope included relocating and widening of the ramp from Westbound I-295 to Westbound I-64; widening I-64 to the East and West of I-295; and widening a section of Pouncey Tract Road and the 2 phased replacement of the bridge over I-64. As the General Contractor, English's scope for the project included the construction of two new bridges, one a 1,765 foot flyover bridge the other a 338 foot overpass on Pouncey Tract Road. Both bridges were built over live I-64 traffic. The existing I-295 bridge over I-64 was also rehabilitated as part of this project. Additional project scope included approximately 150,000 CY of regular excavation, 70,000 CY of borrow excavation, as well as additional grading, drainage, asphalt paving, sound walls, retaining walls, temporary shoring and traffic signals. The 99,400 SF of MSE retaining walls were a critical and challenging element in constructing the project. Wrapping around both abutments of the flyover structure, adjacent to the live interstate traffic on both I 64 and I 295 , they created significant site constraints and significant coordination issues with both the bridge and grading operations. Temporary shoring was utilized to facilitate all MSE Wall and bridge construction. Due to poor soil, undercutting became a major grading operation along I-64 during the widening operation. Maintenance of Traffic on I-64, I-295, and Pouncey Tract Road throughout the life of the project was crucial in that it affected virtually all construction operations. Some of the temporary lane closures were large/long enough that considerations had to be made for Route 288 movements 2½ miles to the west and Short Pump Route 250 movements one mile to the east. All operations for the project were either directly adjacent to or over live interstate traffic. The overall project was staged to minimize traffic disruptions and this goal was achieved. This project was delivered successfully within the contract time. The project also included water and sewer installation along Pouncey Tract Road coordinated with the bridge replacement over I-64. Also included with the Pouncey Tract Road bridge construction was coordinating the relocation of a Verizon duct bank from the existing bridge structure on to the new bridge structure with constant coordination between English personnel and Verizon staff with limited interruption in Verizon operations.
Performance on this project is evidenced by the fact English received a bonus on this project for the high quality of the rideability of the bridge deck on the 1,765 foot long flyover structure. VDOT's own testing identified English's ability to exceed project and delivery expectations.

Similarities

- Bridge construction over and on interstate facilities
- Complex phased MOT operations on and adjacent to interstate traffic
- Poor soil conditions
- MSE walls
- Temporary shoring
- Night operations
- Utility relocations

Personnel

- Steve Jones
- Judson Dalton
- Earl Morgan

Relevant Project Elements

Interstate Girder Erection: The project included the construction of a new flyover structure over I-64 and I-295 as well as the replacement of the Pouncey Tract Road structure. Both of these structures included setting girders alongside and over interstate facilities. The flyover included a straddle bent made of structural steel and spliced. This straddle bent had to be erected over live EB I-64 interstate traffic. All of these erection operations included time of day restrictions and in most cases limited detour or slow roll time allowances. Many of these girder pics involved two cranes and simultaneous pics complicating the erection plan and operation even further.

Partial Demolition & Phase Bridge Construction on Interstate: The replacement of the Pouncey Tract Road bridge included a partial demolition of the existing structure and then also a two phased sequence for the construction of the new structure. The two phased construction for the new structure required the placement of a closure pour.

Maintenance of Traffic of Interstate: The project consisted of widening interstate facilities at the intersection of I-64 & I-295, the construction of two new bridges, the demolition of one existing bridge structure, and the rehabilitation of an existing bridge structure. Traffic control was a daily operation associated with every activity. Consideration had to be made continuously for proper implementation keeping in concert with the projects MOT Plan, keeping the traveling public and work force safe but also the daily adjustments for access of material and equipment. Hauling operations along with the traffic control devices had to be managed and constantly changed as the project progressed.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **NORTH GAYTON ROAD DESIGN-BUILD** Location: **HENRICO CO, VA**	Name: **AECOM**	Name of Client: **COUNTY OF HENRICO** Phone: **804-501-5985** Project Manager: **ROB TIEMAN** Phone: **804-501-5985** Email: **TIE@CO.HENRICO.VA.US**	**04/2012**	**12/2012**	**$38,600**	**$38,300** (Under Budget)	**$21,700**

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Scope

This project was performed by W. C. English, Incorporated, an affiliate company of **English Construction Company, Inc.**, who was responsible for the overall project management of the North Gayton Road Design-Build project. The extension of North Gayton Road begins at the intersection of West Broad Street and existing Gayton Road, crosses Interstate 64 and proceeds on new alignment to the intersection of Pouncey Tract Road and Shady Grove Road. Extending nearly 2.10 miles, the project continues across Pouncey Tract Road, where it terminates at the intersection of Shady Grove Road (North End) and Twin Hickory Drive (South End). The project involved bridge construction over I-64 with MSE Walls and the widening of the existing two-lane facility to four lanes at both ends of the project. The four-lane divided typical section demanded a closed drainage system and called for share use paths to provide means for cyclists and pedestrian transportation.

In conjunction with utility relocations, two arch culverts allowed the relocation of Bacova Road to accommodate phasing of the bridge construction. The geotechnical investigations discovered poor soil conditions at the southern bridge abutment. Undercutting then became a major operation, particularly the extensive undercutting for the foundation of the MSE walls. The bridge structure also included various aesthetic treatments which included lighting, stone form liners on all parapet walls, and staining of all stoned pattern walls to match the color of the stone to the colors of the clients choosing. Traffic control along I-64, Route 250, Pouncey Tract Road, and Shady Grove Road took daily attention to ensure that traffic was not impacting any more than necessary and that all field operations were in accordance with the approve Maintenance of Traffic Plan.

Highlights and challenges to this project included a detailed MOT plan to accommodate construction and provide a plan for ongoing use of existing business and residential entrances throughout the project footprint. The MOT plan called for proper construction access off of the interstate facility to access the pier construction in the median of I-64 for all personnel, materials, and equipment. Private utility relocations presented a variety of challenges, as relocation of nearly a mile of overhead Dominion power lines, Comcast and Verizon lines, and City of Richmond Gas necessitated synchronization with construction and scheduling, totaling in value of over $1M.

With over 70 parcels of right-of-way acquisition required, the design-build team's involvement to include both design and construction staff was critical. The scheduling and prioritization of both utility relocations and right-of-way acquisition was one of the biggest upfront challenges to the team for scheduling the project and setting the table for an on time completions, throughout the life of the project certainly for the duration of the ROW acquisition and the utility relocation constant collaboration and adjustments were needed and key to the success of the project. Erosion control presented its own challenge with limited right-of-way for inclusion of traps and basins, which were often engineered to accommodate the constrained footprint to properly treat all out falling storm drains and retain overflow. English's greatest challenge was prioritizing acquisition to coincide with construction phasing. The use and management of a detailed CMP schedule that included activities for each parcel was key to the success and delivery of the project. The majority of the time difference between the original date and the actual date was due to Henrico County's reluctance to utilize emanate domain / condemnation during the right-of-way acquisition. Henrico County tries to avoid this process at all costs. The English Team partnered with the County to allow their preference by resequencing portions of the construction to allow the County more time on certain parcels. The County in turn partnered with English to allow more time for the work in the locations where more acquisition time could not be allowed. English participated in all public hearings for the project and met with each individual property owner throughout the duration of the project, on site staff new the local residents by name and vice versa which created a great since of partnering with our local 3rd parties.

Similarities

- Design-build
- Utility relocations
- ROW acquisition
- QA/QC
- Bridge construction over and on interstate facilities
- Complex phased MOT operations on and adjacent to interstate traffic
- Poor soil conditions
- MSE walls
- Temporary shoring
- Night operations

Personnel

- Steve Jones
- Judson Dalton
- Earl Morgan

Relevant Project Elements

Interstate Girder Erection: The project included the construction of a new structure over I-64. This structure included setting girders over Interstate 64. All of these erection operations included time of day restrictions and in most cases limited detour or slow roll time allowances. Many of these girder pics involved two cranes and simultaneous pics complicating the erection plan and operation even further.

Maintenance of Traffic: The project consisted of construction of MSE Wall abutments along the interstate and the construction of a new four-lane bridge with a raised median and sidewalks on both sides over I-64. Traffic control drove the allowable operations on a daily basis. Temporary shoulder closures were utilized in both direction of I-64 on both the inside and outside shoulders. In some cases permanent barrier were installed to close the shoulders for longer durations. Lane closures and slow rolls were utilized for larger operations to include the girder erection. All traffic control for the median of I-64 where the pier was constructed had to include allowances for access of personnel, material, and equipment. Daily inspection and maintenance of all traffic control devices deployed was important to the constant quality of the implementation of the MOT plan.

Temporary Shoring of Interstate: Both bridge abutments for the new structure we constructed utilizing MSE walls. The construction of these MSE walls included a footer at an elevation that required the shoring of the outside shoulder of the I-64 both EB and WB. The east bound site was shored utilizing temporary soil nails and the west bound side was shored utilizing temporary sheet piling.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **BRAWLEY SCHOOL ROAD (CONTRACT C202068)** Location: **IREDELL COUNTY, NC**	Name: **NCDOT**	Name of Client: **NCDOT** Phone:**704-876-3543** Project Manager: **JOHN R. COOK, PE** Phone: **704-786-3543** Email: **JCOOK@NCDOT.GOV**	**07/2013**	**10/2013** (Date change reflects owner-approved changes)	**$22,595**	**$24,997** (Unit price job)	**$11,700**

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Scope

This project was performed by W.C. English, Inc. an affiliate of **English Construction Company, Inc.**, who added two lanes to Brawley School Road (SR-1100) from Williamson Road to East of Winghaven Court (approximately 1.2 miles), and performed the reconstruction of the Brawley School Road interchange on I-77 to include new entry and exit ramps to I-77, and a new two span SPUI bridge over divided I-77. It also included a new entrance road to a Lake Norman subdivision with a five-span concrete cored slab bridge. The project included 125,000CY of unclassified excavation, 127,000CY of borrow excavation, associated intersection improvements and reconstruction, curb & gutter, sidewalk, 33,000SF of MSE walls, 3,200 SF of retaining walls, temporary shoring, box culverts, 90,000 tons of asphalt concrete, overhead signs, and high mast lighting. Maintenance of traffic operations were vital to the success of the project with phasing to facilitate the construction of the new bridge over I-77, the new interchange ramps and the widening of existing Brawley School Road. Much of the work had be done during off peak traffic time periods and at night. Phased grading and storm drain operations, due to elevation changes on existing roadways, also created temporary drainage issues that had to be accommodated. Major water and sewer utility relocations were also a part of this project. The project also had to accommodate and maintain access to several businesses and residences throughout the life of the project and in conjunction with the MOT plan.

Some of the most challenging operations on this project included the erection of bridge girders over the existing four-lane divided interstate (I-77), all of which had to be done at night to allow for proper flow of the existing traffic during the peak hours of the morning and evening commutes. Environmentally sensitive areas were a major focus of the project due to adjacent wetlands and streams as well as the projects proximity to Lake Norman. Routine monitoring and reporting was required for the project to ensure the protection of all sensitive areas.

Similarities

- Bridge construction on and over interstate facility
- Complicated MOT with phased traffic control
- MSE walls
- Temporary shoring
- Interchange construction
- Interchange accommodation of ramp traffic during construction
- Night operations
- Utility relocations

Personnel

- John Jordan, Jr.

Relevant Project Elements

Interstate Girder Erection: The project included the construction of a new SPUI structure over I-77. This structure included setting girders over Interstate 77 and with a SPUI configuration made the girder length inconsistent the weights inconsistent and the erection plan very specific for each span and girder. All of these erection operations included time of day restrictions and in most cases limited detour or slow roll time allowances. Many of these girder pics involved two cranes and simultaneous picks complicating the erection plan and operation even further.

Maintenance of Traffic: The project consisted of construction of MSE Wall abutments along the interstate and the construction of a new 4 lane bridge with a raised median and sidewalks on both sides over I-64. Traffic control drove the allowable operations on a daily basis. Temporary shoulder closures were utilized in both direction of I-77 on both the inside and outside shoulders. In some cases permanent barrier were installed to close the shoulders for longer durations. Lane closures and slow rolls were utilized for larger operations to include the girder erection. All traffic control for the median of I-77 where the pier was constructed had to include allowances for access of personnel, material, and equipment. Daily inspection and maintenance of all traffic control devices deployed was important to the constant quality of the implementation of the MOT plan. Traffic control operations here were further complicated by the length of need control due to both ramps and bridge construction simultaneously.

Demolition and Phased Bridge Construction on Interstate: The new SPUI bridge on Brawley School Road over I-77 had to be constructed in two phases in order to maintain the flow of local traffic on the existing roadway. The first phase of the new bridge was constructed parallel to the existing structure and traffic switched onto the newly constructed phase one bridge. Then the existing structure was demolished and the second phase of the new bridge constructed.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-64 WIDENING, SEGMENT 2 DESIGN-BUILD** Location: **NEWPORT NEWS, YORK CO., AND JAMES CITY CO., VA**	Name: **ALLAN MYERS**	Name of Client: **ALLAN MYERS** Project Manager: **TOM HEIL** Phone: **804-290-8536** Email: **TOM.HEIL@ALLANMYERS.COM**	**02/2016**	**07/2019**	**$138,800**	**$138,800**	**$1,100**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Scope

The project is located on Interstate 64, from approximately 1.05 miles west of Route 199 (Humelsine Parkway/Marquis Center Parkway) to approximately 0.54 miles east of Route 238 (Yorktown Road) in Newport News, York County and James City County, Virginia. The project includes widening of the existing interstate to a three-lane section from the point where the I-64 Segment I project ends to the west for approximately seven miles. The proposed improvements include full-depth reconstruction of the existing lanes, the addition of one 12-foot-wide travel lane and one 12-foot-wide paved shoulder in each direction, and repair and widening of nine existing bridges and six box culverts located within the project limits. Widening of the existing roadway and bridges is occurring both to the median and the outside of the existing interstate which allowed for the most efficient maintenance of traffic. KCI was a subconsultant responsible for all of the bridge design on the project and performed structure and bridge design for eight bridges on an accelerated schedule, including the widening of I-64 over Jefferson Ave; I-64 over Penniman Rd and Abandoned Railroad; I-64 over Yorktown Road; and I-64 over Burma Access Road and Naval Railroad (US Navy Weapons Station). Bridge design and details included widening and rehabilitation for each dual structure using structural steel and prestressed concrete beams, prestressed concrete pile foundations, retrofit and new railroad crash walls, eliminating joints with deck closures and slab extensions, development of modified VDOT Alternate Abutment Details for bridges with high skews, beam end repair details, and bearing replacements. KCI worked closely with geotechnical engineers to limit the impact of down-drag forces on the new and existing substructure, including the use abutment preloading, slick-coating the abutment piles, and use of approach retaining walls. KCI also provided superstructure designs that minimized the structure depth in order to provide the required vertical clearance without requiring roadway work below the structures.

Relevant Project Elements

Interstate Roadways: The project involves widening and/or improving seven miles of interstate facility and four interchanges on I-64 at exits 242, 243, 247 (Jefferson Ave), and 247 (Yorktown Road). Three of these interchanges involved improving bridges carrying the interstate over secondary routes underneath.

Bridges and Structures: KCI developed bridge plans for eight bridges that involved partial demolition of existing structures and maintenance of traffic for an interstate facility (I-64) in Newport News, VA over multiple VA routes. The staging of bridge widening is very similar to the staging for replacement of I-81 over Route 8.

Maintenance of Traffic: KCI, in support of the prime consultant, developed MOT schemes in the bridge work areas and developed bridge typical sections for multiple phases of construction.

Innovative Design Solutions/Construction Techniques: At one location, KCI removed and reused beams at I-64 to eliminate the need to rework facilities underneath the bridge. The bridge design made use of current prestressed concrete beam standards at a couple of locations to match stiffness but keep typical sections shallow to maintain clearances under the bridges. KCI eliminated the concrete diaphragms at the beam ends of the prestressed concrete bridges and opted for steel diaphrams to better fit the simply supported structures with continuity pours and slab extensions.

DBE Program Commitments: All DBE committals are being met for the goal set by both the team and VDOT in the contract.

Similarities

- Design-build
- Extensive interstate facility MOT
- Aggressive schedule to complete project
- Interstate facility w/local road improvements
- No impacts to facilities under interstate
- Major route & traffic congestion
- Roadway & traffic improvements
- Complex geotechnical challenges
- Bridge staging
- Demolition of structures
- Traffic control devices
- Transportation management plan
- Utility coordination
- Major stakeholder coordination
- Public involvement/communications

Personnel

- Merritt King, PE, DBIA
- John Barefoot, PE
- Eric Anderson, PE
- Eric Burgess, PE
- Jim Fitz Morris, PE

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-520 PALMETTO PARKWAY, PHASE II DESIGN-BUILD** Location: **AIKEN COUNTY, SC**	Name: **UNITED CONTRACTORS**	Name of Client: **SCDOT** Phone: **803-737-2314** Project Manager: **CLAUDE IPOCK, PE** Phone: **803-737-4202** Email: **IPOCKCR@SCDOT.ORG**	**02/2007**	**12/2009**	**$152,485**	**$152,485**	**$3,628**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Scope

The Palmetto Parkway Phase II was a major design-build project connecting I-20 in North Augusta, SC to I-520 Bobby Jones Expressway in Augusta, GA. This four-lane divided interstate facility on new alignment is controlled access and includes 11 major interchanges, 6.5 miles of interstate, and 12 bridges and several major culverts. The project also included roadway improvements to US Route 25, SC 126 (Clearwater Road), S-33 and various secondary roads. KCI served as the prime designer and work was performed by many of the staff presented herein from our Rock Hill, SC office. KCI served as the lead engineering firm and provided the pre-construction management, bridge design, and construction quality control. As the design management entity for the team, **KCI** was responsible for the coordination between all of the sub-consultants for geotechnical, hydrology, roadway, utility coordination, public relations, and with the DOT's Project Manager, Resident Engineer and design staff for submittals and approvals. After the contract was awarded, and through-out the design phase, several items were added to the project by the DOT, including the addition of US-25 widening, improvements and bridge replacement. Also added was the widening of Clearwater Road from three to five lanes. Substantial design and construction had been completed when the DOT requested that the roadway section be increased to a five-lane section Lastly, it was decided in the plan development stage to include the multi-use path in the roadway design which was omitted from the original contract. Although these additional items presented challenges to the design team, close coordination with the Contractor and the DOT permitted these design changes to be accomplished with minimal impact on the original schedule. The project was designed and constructed within the budget and within the aggressive schedule as promised by the contractor due to KCI's completion of all bridge plans in record time that helped secure the bid for our team.

Similarities

- Design-build
- Complex interchanges
- Aggressive schedule to complete project
- Interstate facility w/local road improvements
- Major route & traffic congestion
- Roadway & traffic improvements
- Extensive interstate facility MOT
- Bridge staging
- Shared use paths
- Storm drainage and SWM
- Demolition of structures
- Traffic control devices
- Transportation management plan
- Major stakeholder coordination
- Public involvement/communications

Personnel

- Merritt King, PE, DBIA
- John Barefoot, PE
- Eric Anderson, PE
- Eric Burgess, PE
- Jim Fitz Morris, PE

Relevant Project Elements

Interstate Roadways: The project consisted of 6.5 miles of new, four-lane divided, limited access interstate facility connecting the I-520 Palmetto Parkway the interchange of US 1/I-520 to connect to I-20. The project has 11 interchanges with major interchanges at I-520 and US 25 Connector and the I-520/I-20 interchange with four ramp and flyover bridges. Similar to the proposed ramp improvements and future improvements to Route 8, improvements to side roads, signalization, turning lanes and intersection improvements were improved for the existing local connecting roads.

Bridges and Structures: The project has 12 bridge sites with a combination of structural steel and pre-stressed concrete AASHTO beams or bulb tees and varied foundation types (drilled shafts and steel pipe pile foundations), as well as multiple culverts on interstate facilities. KCI was responsible for producing the design and construction plan details for eight of the 12 bridge sites and seven culverts. The complexity and challenges for the project were defined by the magnitude of the project and the contractor's demand for an aggressive design schedule. The entire 6.5 miles of interstate facility on new alignment with 12 bridge sites, multiple culverts, and improvements to side roads were to be designed within 12 months. The additional bridge replacement was required to fit within an existing interchange reconfiguration and established ramp geometry. The replacement of the existing bridge was added and had to be designed on an accelerated schedule to keep this structure off of the critical path.

Utilities: Complex utility design and coordination, including several major utility relocations. The utilities affected by the project included water and sewer relocations and designs, natural gas relocations, City of North Augusta, telephone, cable, fiber and multiple locations of power distribution.

Safety/Limiting Impacts to Traveling Public: Use of local, onsite detour alignments at two sites to maintain traffic to local roads during construction. Over four miles of multi-use paths for pedestrian use in the community.

Innovative Design Solutions/Construction Techniques: Innovative use of 74" bulb tee, pre-stressed concrete beams for longer spans and eliminating piers. Innovative use of driven, 36" steel pipe piles for interior bents at four of the bridge sites. Innovative design of Clearwater Road interchange resulted in significant reduction of environmental impacts to wetlands, ponds, and streams (6.4 acres to 2.7 acres of pond impacts and 2,110 LF to 1,337 LF of stream impacts). Redesign of the I-20 interchange to convert the proposed multi-level flyover ramps into four bridge sites crossing a single facility. Aggressive schedule to completed the design of 6.5 miles of interstate, 12 bridge sites, multiple culverts, and improvements to side roads in just 12 months. Use of MSE walls shortened bridges, culverts and side slopes needed for the multi-use paths to save costs. Use of short, local detour alignments for construction of Old Bradleyville Road and Ascauga Lake Road to maintain traffic during construction and saved months of construction time for staging.

Stakeholder Communication: Coordination with stakeholders included DOT, Aiken County, two cities, resource agencies, community groups, local businesses and residents along with major utility companies.

DBE Program Commitments: All DBE committals were met for the goal set by SCDOT in the contract.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-95/MD 24/MD 924 INTERCHANGE IMPROVEMENTS** Location: **HARFORD COUNTY, MD**	Name: **ALLAN MYERS (FORMERLY DAISY CONSTRUCTION)**	Name of Client: **MARYLAND TRANSPORTATION AUTHORITY** Project Manager: **DANIEL WILLIAMS** Phone: **410-537-7824** Email: **DWILLIAMS1@MDTA.STATE.MD.US**	**12/2006**	**01/2008**	**$60,000**	**$37,777**	**$890**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Scope

Capacity and safety had become major concerns for I-95, specifically at MD 24 where evening rush-hour traffic routinely slowed and backed up onto the interstate. The interchange is among the busiest north of the Baltimore Beltway and provides access to a major shopping hub as well as Aberdeen Proving Ground, which has experienced an influx of new jobs and families through the Base Realignment and Closure process. Less than one half mile down the road, the MD 24 intersection with MD 924 was also experiencing severe congestion and higher than normal accident rates. MDTA worked with a team of designers and contractors to tackle both challenges at the same time by upgrading the existing I-95 interchange at MD Route 24 and replacing the MD 24/MD 924 intersection with a full grade-separated urban diamond. Because the junctions are located so closely together, an integrated solution was required. The team designed improvements that would allow traffic to flow freely through the MD 24/MD 924 interchange to eliminate backups on I-95 and accommodate capacity 25 years in the future. KCI was the prime designer performed the design work from the Sparks, MD office.

Relevant Project Elements

Interchange Improvements: The primary improvement consisted of capacity and safety improvements for the I-95 and MD 24 interchange for northbound traffic exiting the interstate. Design work included roadway and bridge design for separating the local MD 924 and through movement for MD 24 traffic to improve exit volume flow and back-up on to the interstate. The MD 24 through volume traffic will exit at the first Ramp A, with left turns onto MD 24 and a grade separated interchange to avoid the intersection congestion and delays. The local MD 924 traffic will exit at the second B loop ramp onto the barrier separated lanes ending at MD 924 intersection for residential and shopping center access. Design work included a grade separated interchange, roadway widening and realignments, exit and entrance ramps, drainage, new interconnected signals along MD 24, signing, lighting, pavement markings and landscaping.

Multiple Roadway Classification: KCI prepared roadway, traffic, drainage, structures plans for three types of classifications, interstate, arterial and collector facilities. Design work along I-95 included interstate widening, ramp widening and reconfiguration, ramp termini intersections redesign with signals, signing, lighting pavement marking, roadway drainage SWM and erosion controls plans phased with the traffic control plans. Design work for MD 24, a four-lane arterial, included roadway widened with barrier and raised median lanes to control traffic weave movements in separating the traffic to the MD 24 arterial, through movement from the MD 924 collector traffic accessing the local residential and shopping centers adjacent to the interchange. Design work for MD 924, a collector classification, included closed storm drainage, sidewalks, signals, ADA ramps and crosswalks, SWM and erosion controls.

Bridges: The project included a new MD 24 single-span grade separated bridge over MD 924 with MSE support walls for the approach roadway and stub abutments. Bridge foundations consisted of steel H piles driven after a 90-day settlement period for the approach roadway embankments. The MD 24 westbound two-span bridge over I-95 was widened for a new lane and shoulder to accept the exit ramp for Northbound I-95 and included lengthening of existing abutments, widening of the existing deck new parapets, and guiderail attachments.

Utility Coordination: Project included extensive coordination for water, gas, power and telecommunications lines that required both avoidance and relocations. Critical utilities that required relocations were a water and gas line crossing of MD 24 that were within the existing intersection that was being lowered by 4'. KCI provided the relocation for the water line design and coordinated with BGE for the gas line design and relocation. Phase of the water and gas line relocations were critical to the schedule to accommodate the traffic control phasing and bridge construction. Plans called for shifting the existing traffic to the north and lowering the utilities with evening lane closures followed by reconstruction of the existing intersection to the new profile grade. As this work was being done, the outside power and telecommunication poles were being relocated for the new connecting ramps between I-95 and MD 24.

Schedule: Since the project had already been bid, MDTA asked the team to complete the redesign under an accelerated schedule with a secondary goal of compressing the project's construction time line. Partnering also played a key role in minimizing impacts to the schedule caused by strained suppliers, craftsman, designers and reviewers that were also supporting the simultaneous construction of the Intercounty Connector.

Safety and Mobility: Capacity and safety had become major concerns for I-95, specifically at MD 24, where evening rush-hour traffic routinely slowed and backed up onto the interstate. Critical challenges included minimizing congestion and reducing construction cost while meeting the original safety and capacity objectives. Safety and operational review included analysis of weave movements between ramps; sight stopping distance along ramps and mainline median barrier; design speed for ramps; merge lengths for the local and through traffic from I-95; and signal designs, including pedestrian and ADA compliance for intersection layout. Key design issues included truck turning movements, double left exit and entrances, shoulder widths and typical sections, minimization of right-of-way takes, and constructability.

Environment: KCI performed a detailed NEPA review and developed environmental base mapping showing impacts to wetlands, waters of the US, and forest stands. Environmental impacts were coordinated with regulatory and permitting agencies and a Categorical Exclusion was prepared for FHWA approval. KCI developed the analysis for FHWA Interstate Access Point Approval for the proposed improvements to I-95/MD 24 interchange, which entailed a full traffic modeling study outlining impacts to I-95 traffic with recommended improvements.

Maintenance: All sidewalks in the area were bought up to current ADA standards and low maintenance landscaping was specified for the planting plans in SWM facilities. Limited planting within the interchange and standard signal equipment were used for the project to minimize maintenance.

Similarities

- Complex interchanges
- Aggressive schedule to complete project
- Interstate facility w/local road improvements
- Major route & traffic congestion
- Roadway & traffic improvements
- Extensive interstate facility MOT
- Storm drainage and SWM
- Demolition of structures
- Traffic control devices
- Transportation management plan
- Major stakeholder coordination
- Public involvement/communications

Personnel

- Steve Drumm, PE
- Aaron Hottenstein, PE
- Jennifer Bird
- James Kester, PE