



STATEMENT OF QUALIFICATIONS • A DESIGN-BUILD PROJECT

Greenview Drive Widening

From: Hermitage Road (Route 1541) To: 0.2 Miles South of Leesville Road (Route 682)

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

Contract ID Number: C00106320DB79

July 31, 2014

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LETTER OF SUBMITTAL



CONSTRUCTION COMPANY

July 31, 2014

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

RE: Greenview Drive Widening From: Hermitage Road (Route 1541) To: 0.2 Miles South of Leesville Road (Route 682)
3.2 Letter of Submittal

Dear Mr. Reichert:

Orders Construction Company, Inc. (Orders) is pleased to submit to the Virginia Department of Transportation (VDOT) our Statement of Qualifications (SOQ) in response to your Request for Qualifications (RFQ) for the Greenview Drive Widening, Contract ID Number: C00106320DB79. I am confident our SOQ presents a team of unmatched experience and accomplishment.

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

3.2.1 Offeror

The full legal name and address of the Offeror is:

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

3.2.2 Point of Contact

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

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

3.2.3 Principal Officer

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

3.2.4 Corporate Structure

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

3.2.5 Lead Contractor and Lead Designer

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

3.2.6 Affiliated and/or Subsidiary Companies

Attachment 3.2.6 is provided in Appendix A.

3.2.7 Certification Regarding Debarment

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

3.2.8 VDOT Prequalification

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

3.2.9 Bonding Capacity

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

3.2.10 SCC and DPOR Registration Requirements

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

3.2.11 DBE Participation Goal

Orders is committed to achieving an seven percent (7%) DBE participation goal for the entire value of the contract.

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

Very Truly Yours,



Nathaniel R. Orders

President

Orders Construction Company, Inc.

OFFEROR'S TEAM STRUCTURE

3.3 Offeror's Team Structure

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

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

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

Clark Nexsen – Lead Designer

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

Subconsultants and/or Major Subcontractors

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

NXL Construction Co., Inc. (NXL), a **DBE/MBE/SWaM** certified firm established in 1989, will be providing the independent Quality Assurance Manager (QAM) and QA Inspection services on the project. NXL has a long work history with providing CEI and QAM services on VDOT DB/PPTA projects.

Froehling & Robertson, Inc. (F&R), will provide Geotechnical and Construction Quality Control (QC) Inspection Services for the project and will be responsible for geotechnical analysis, foundation design and construction material testing and special inspection services.

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

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

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

3.3.1 Key Personnel

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

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

Quality Assurance Manager (QAM), Joe Hamed, PE – NXL. Mr. Hamed is a registered professional engineer in the Commonwealth of Virginia with more than 27 years of experience in construction inspection of transportation projects. He has proven experience in providing QA oversight and thorough understanding of VDOT specifications and QA/QC manual.

Design Manager, David Bradshaw, PE – Clark Nexsen. Mr. Bradshaw will manage all design required for this project. He will be responsible for the design of the TMP, complete roadway design, including road plans, traffic analysis, sign and signal plans, lighting plans, utility designation and relocation as well as coordinating NEPA compliance and environmental permitting. He has over 28 years of design and project management experience, specifically in transportation engineering projects. His vast VDOT experience includes developing design plans for interstate, urban, and rural roadway projects; comprehensive traffic studies; hydrology and hydraulic design; stormwater management design; and the associated construction phasing / TMP.

Construction Manager, Kevin Conner – Orders. Mr. Conner will oversee the project site for the duration of the project and will be responsible for managing the construction process, including all construction quality control activities. Mr. Conner has been employed with Orders for 10 years and is responsible for successfully completing numerous roadway and bridge projects for Virginia and West Virginia DOT: including working with Project Manager Charlie Stokes on Route 60 Main Street Bridge Replacement in Clifton Forge, VA.

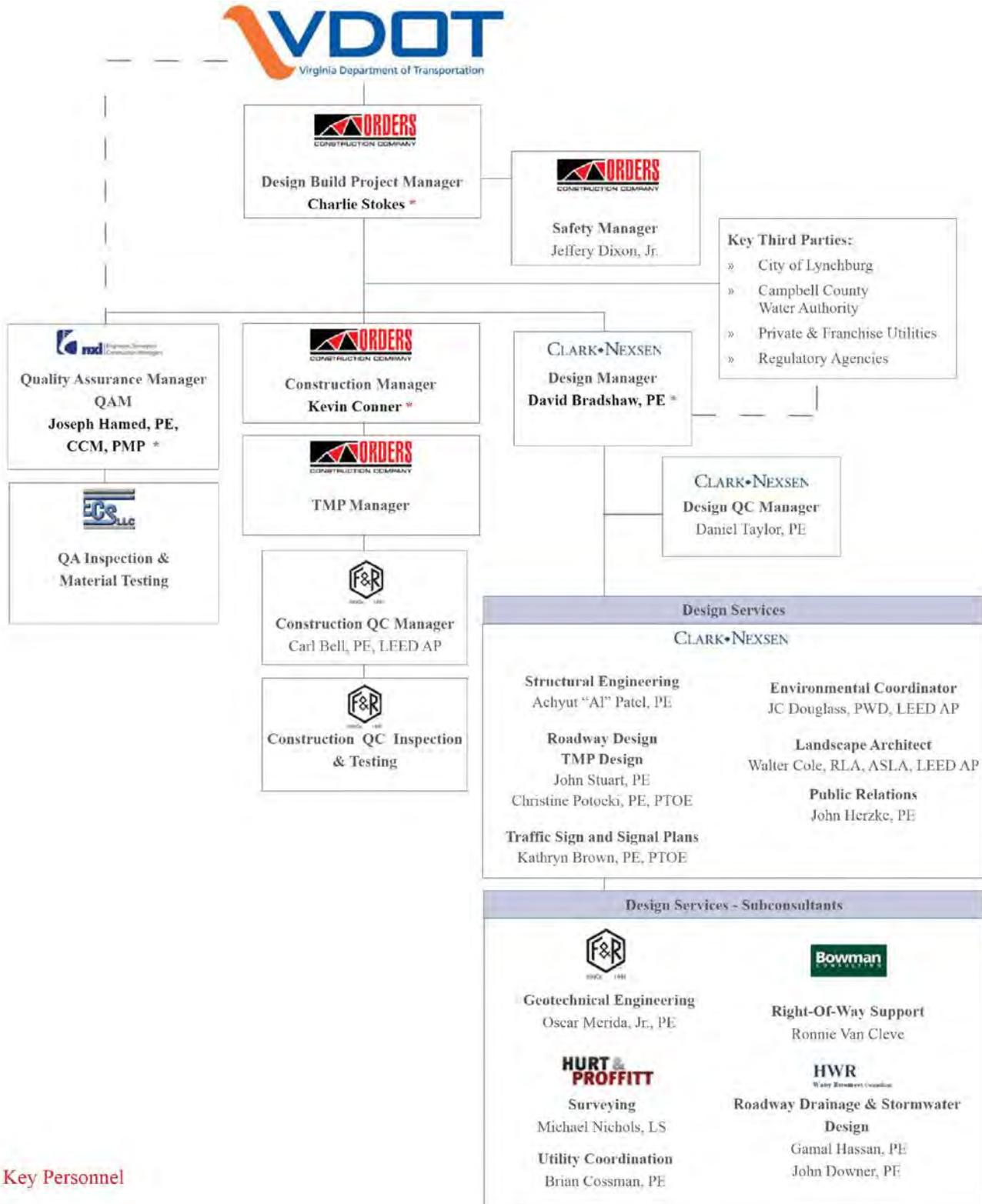
Mr. Conner holds a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification (formerly administered by the Virginia Department of Conservation and Recreation, DCR) and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

Additional Personnel

In addition to the key personnel listed above, we have also provided the identity of the project leaders and other participants who are responsible for major functions to be performed as shown in the organizational chart in section 3.3.2. All have extensive experience in their related fields and were chosen for the value they bring to this project.

Roadway Engineer, John Stuart, PE – Clark Nexsen. Mr. Stuart's experience includes civil and transportation engineering design, hydrologic and hydraulic engineering, stormwater management design, construction phasing and engineering support for environmental documentation studies. John's transportation work experience spans a wide range of projects including urban, rural and interstate roadways, roadway reconstruction and modernization, traffic safety improvements, and the associated right-of-way acquisition and utility relocation and reconstruction activities.

3.3.2 Organizational Chart



* Key Personnel

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

Functional Relationship

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

VDOT's Project Manager will coordinate directly with the Design-Build Project Manager (PM). He will also interact with the Quality Assurance manager (QAM) through VDOT's independent assurance and verification process.

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

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

Construction Manager (CM), Mr. Kevin Conner will report directly to the PM and will be responsible for managing the construction process and all construction quality control activities. He will supervise the construction superintendents as well as coordinate all subcontractor work and construction quality control activities with the construction Quality Control Manager.

Quality Assurance Manager (QAM), Mr. Joe Hamed, PE will be responsible for the Quality Assurance program (QA) and will coordinate with VDOT, supervise project QA inspection staff and coordinate with QA testing agency. He will maintain conformance with the Contract Documents and will have the overall responsibility of the D-B QA/QC Plan. He will also interact with project DM and the QCM.

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

Project Leaders (design services) will report directly to the DM and are responsible for their assigned disciplines. They will also interact with the construction team and the QAM through the DM as necessary.

Key Third Parties will coordinate with the PM and VDOT, as required. They may also interact with other team members through the PM as necessary.

EXPERIENCE OF OFFEROR'S TEAM

3.4: Experience of Offerer’s Team

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

Orders/Clark Nexsen Design Build Team:

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

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

Even at this early juncture, elements that will affect the overall design and construction of the Greenview project are being studied and integrated into a comprehensive plan to accomplish the goal of delivering a quality project in a timely and cost effective manner.

Individually, each firm is strong and reputable. Together, our Team is exceptional as our interdependent relationship will allow us to find innovative solutions to problems as they arise in the project. In addition, our design-build teaming arrangement will allow for a collaborative discovery of design alternatives that could better serve VDOT’s project goals and budget concerns.

Each of the Team Key Personnel have extensive experience in the design, construction and CEI inspection of VDOT projects.

As further evidence of our qualifications, the following projects, on which team members have previously worked together, Orders served as general contractor, and/or Clark Nexsen has served as the lead designer, have provided valuable experience with respect to the key challenges on the Greenview Drive Widening project:

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

3.4.1 Lead Contractor and Lead Designer

Lead Contractor - Orders Construction Company:

Orders is a family-owned business now being managed by third and fourth generation highway contractors and Registered Professional Engineers. With the Orders name and reputation on the line, the commitment to delivering unmatched workmanship goes all the way to the top of the organization. This dedication to quality makes Orders the contractor of choice for many public and private owners. The Greenview Drive Widening project is a perfect example of the kind of project Orders' employees tackle every day. Orders has completed numerous projects similar in size and scope to the one contemplated in Lynchburg, VA. Information on three of Orders' recent projects is included in Appendix C as Attachment 3.4.1(a). Orders gained valuable experience and knowledge on each of the projects which are listed as follows:

- [Route 60 Main Street Bridge Replacement, Town of Clifton Forge, Alleghany County, VA](#)
- [Relocated WV 9, Berkeley/Jefferson County, WV](#)
- [I-81 over Maury River, Rockbridge County, VA](#)

Orders has additional extensive experience with roadway work, including the following projects:

- [I-77 Harper Road Interchange, Berkeley County, WV](#). Orders served as general contractor on this project to widen 0.5 miles of Harper Road at its intersection with I-77. The project required adding one or more lanes to the roadway and overpass bridge for a total of four lanes plus a center turning lane. Traffic control was critical, as the Harper Road interchange is one of the busiest in the state, with dozens of commercial properties clustered on either side of I-77. Roadway work included excavation, an MSE wall, and new stone masonry. The bridge crossing I-77 was renovated, including construction of nearly 30,000 square feet of bridge deck surface. The project further provided for new traffic signal systems at two intersections, several overhead signs, and roadway lighting. Work on electric, telephone, and sewer utilities were Orders' responsibilities.
- [US 250 Over Crab Run, Highland County, VA](#). Orders served as general contractor on this project to widen and reconstruct Route 250 through the town of McDowell (Staunton District). The project also involves widening and reconstructing Routes 645 and 654, as well as modifying the intersection at Route 654 and Route 250. Additionally, Orders replaced the 2-span bridge over Crab Run with a CIP substructure, box beam with concrete overlay superstructure bridge.
- [Business Route 220, Town of Rocky Mount, Franklin Co., VA](#). Orders serves as General Contractor on this project which plays a vital role in the town's growth and enhances travel as well as the appearance of the Route 200 (South Main Street)-Scuffling Hill Road intersection. Requirements of the project include; re-alignment of Route 220, adding right turn lanes through solid rock, new storm drain system, new sanitary sewer trunk line which parallels the Pigg River, new domestic and fire protection water service lines, curb, gutters, paved ditches and flumes, new street lighting, new traffic signals, new bridge structures and seismic monitoring of existing businesses and homes during rock excavation and blasting of roadway cuts as well as utility and storm sewer trenches.
- [US Route 11, Smith Co., VA](#). Orders served as General Contractor for extensive grading and widening of Route 11 to carry a new alignment over Norfolk Southern Railroad. The roadway was raised nearly five feet and widened to include shoulders and turn lanes, both left and right and a new overpass structure on the ¾ mile segment of Route 11. Utility services were relocated and both industrial and residential entrances were re-aligned with the project.
- [I-81 Exit 7 Interchange, Washington Co., VA](#). Orders serves as General Contractor for extensive interchange renovations in one of I-81's busiest locations that include, grading, rock excavation, drainage, utility relocations, retaining walls, bridge widening, curb and gutter and traffic signals.

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

Safety:

Over five decades, Orders' experience has proven that a strong corporate emphasis on safety benefits all stakeholders. Orders considers the safety of its employees, clients, and neighbors to be an utmost priority. Employees receive training from the day of their hire until retirement, taking valuable lessons learned on the job home to their family and friends. Safety training is done through pre-employment orientation and weekly toolbox meetings on-site. In addition, employees are trained on specific topics such as fall protection, excavation safety, scaffolding, and respiratory protection before work begins in that area. Furthermore, all employees are educated on the dangers of substance abuse, and are subject to the company's Drug-Free Workplace Policy. Orders' Safety Incentive Program is an industry model. It further demonstrates management's commitment to Safety and provides employees additional motivation to work safely. The program awards quarterly cash bonuses and other incentives to employees who achieve Safety goals.

Lead Designer - Clark Nexsen

Clark Nexsen's Transportation Division includes over 40 technical personnel who provide expertise in roadway, structures, hydraulic, utilities, environmental, landscaping, and other transportation related disciplines. With experience and technical know-how resulting from the completion of similar transportation projects, they are well prepared to meet the schedule requirements.

Clark Nexsen has completed numerous roadway projects with similar design services as required for the Greenview Drive Widening project such as extensive staged construction within tight right of way constraints, utility coordination and relocation, public outreach and awareness, and incorporation of aesthetic features such as decorative walls and lighting. Through designing projects for VDOT, local urban cities, Towns, and Counties, Clark Nexsen has gained extensive experience in designing projects in downtown and urban settings.

Clark Nexsen's three relevant projects are included in the Appendix C as attachment 3.4.1(b) and are briefly listed as follows:

- [Elbow Road, IIA, Virginia Beach, VA](#)
- [Improvements to Perrowville Road and Hooper Road, Bedford County, VA](#)
- [Wesleyan Drive Improvements, Virginia Beach, VA](#)

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

- [43rd Street Widening, Norfolk, VA \(2008\)](#): Clark Nexsen was the Lead Design Firm for this roadway widening project (two lanes to four lanes) adjacent to Old Dominion University on 43rd Street. This project was perceived as a "gateway" street bordering the university's southern limits. The typical section developed consisted of a four lane divided roadway, a raised grass median, curb and gutter, landscape area, multi-use path and sidewalk. Coordination between public and franchise utilities and the university was a key to success for the completion of this project.
- [South Church Street Streetscape Improvements, Smithfield, VA \(2011\)](#): Clark Nexsen was the Lead Design Firm for this federally funded locally administered project located in the historic

district of the Town of Smithfield. Project included 0.80 miles of roadway improvements, drainage improvements, NEPA categorical exclusion, environmental permitting, utility improvements, franchise utility coordination and relocation, street lighting design, aesthetic improvements, and a complex TMP plan. Clark Nexsen developed and coordinated the approval of design waivers and design exceptions needed to build within limited ROW.

- **Nansemond Parkway (Route 337) Expansion Phase II, Suffolk, VA (under design):** Clark Nexsen is the Lead Design Firm for this state/federally funded roadway widening project (two lanes to four lanes) along Nansemond Parkway. The total length for Phase II is 0.40 miles and extends from the end of construction of Phase I to the Suffolk / Chesapeake City line where Phase III will begin. The scope of the project includes roadway design, storm drainage design, storm water management design, landscaping, aesthetics, public and franchise utility relocation and design, street lighting, TMP plan, environmental permitting, and erosion and sediment control plans. Stakeholder coordination and Public Involvement was a vital part of the design process.
- **Route 122 over Goose Creek and Stoney Fork Creek, Bedford County, VA (Under design):** As VDOT's Lead Design Firm, Clark Nexsen analyzed a series of roadway alignment alternatives and bridge replacement concepts for Route 122 adjacent to Goose Creek and Stoney Fork Creek.
- **Wythe Creek Road and Bridge Widening and Replacement, City of Hampton and Poquoson, VA (Under design):** As VDOT's Lead Design Firm, Clark Nexsen developed Preliminary Field Inspection plans for this two mile arterial widening project in the Cities of Hampton and Poquoson. Project includes roadway widening from two lanes to four lanes, utility coordination and relocation, extensive stakeholder coordination, storm water management design, complex geotechnical issues, street lighting, and design within limited right-of-way.

Lessons Learned:

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

Public relations and community outreach:

- Close coordination with VDOT's Public Affairs office is critical, as the D-B outreach personnel act as an extension of the VDOT Public Affairs staff.
- A well informed public through media and television during construction is critical and helps reduce congestion and traffic delays, and improves safety during construction.

Construction phasing and MOT:

- Working closely with the construction manager to determine actual construction space requirements ensures smooth phasing of construction.
- MOT greatly influences construction cost and schedule; therefore, it must be considered earlier in the design phase to facilitate schedule and construction phasing that results in a cost-effective solution.

Utility Relocations:

- Timely coordination and notification to utility owners during the design phase and the incorporation of relocations into construction plans will avoid costly delays and change orders.
- Regular utility partnering meetings during construction are essential to a project's success.

Quality Control/VDOT Review Process:

- An up-front meeting between the D-B team and all VDOT review disciplines, to identify applicable standards and procedures, benefits the review process and schedule.

PROJECT RISK

3.5 Project Risk

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

A project specific risk management meeting, conducted jointly with VDOT, local entities, and key third parties will be held to review and ensure that the design and plan of operations have countered and reduced risks prior to the start of construction.

3.5.1 Critical Risks

Based on our preliminary risk assessment where we look at five categories of risk – schedule, contract, design engineering, site conditions, and environmental – we believe that the three most relevant and critical project risks for this project are Utility Relocations, Right-of-Way, and Maintenance of Traffic Control/Traffic Management.

Risk #1 – Utility Relocations

Greenview Drive is a major corridor for several utilities including City of Lynchburg services, American Electric Power, Columbia gas, Verizon, Comcast and Ntelos among others. Maintaining the active service of these is paramount to the project. The risk associated with these relocations affects every aspect of the project's success from schedule to stakeholder satisfaction.

The major utility relocations will be:

- Columbia Gas distribution line into the new public utility easement
- AEP overhead power lines into the new public utility easement along with the associated telecommunications/television (dry) utilities that link with the power company
- The relocation of the 24" water line into the new water line easement.
- The construction of a new sanitary sewer trunk line under the shared use path
- Relocation of buried communication lines in the Greenview-Leesville Road intersection
- The new sanitary sewer line that parallels Leesville Road
- Keeping in service the city's water distribution service lines and sanitary system

Mitigation Strategies

- ❖ We will confirm utility locations through field exploration and/or test holes, early in the design process as well as performing a sweep of the corridor to verify utilities
- ❖ We will work with the Columbia Gas to expedite design and construction for the proposed gas line relocation
- ❖ We will make certain every avenue is explored to acquire the public utility easement and the water line easement in expeditiously
- ❖ We will work closely with our right of way support specialist and land owners to mitigate delays for utility easements
- ❖ We will work with the Columbia Gas to explore the possibility of looping the gas line and removing from service the area in the intersection
- ❖ We will work with overhead utility companies to relocate lines to the public utility easement once the gas line has been relocated
- ❖ We will work with the overhead utility companies to temporarily locate lines that are now buried to poles while grading is on-going

- ❖ We will work with the city to use bypass pumping where necessary to keep the sanitary sewer functioning
- ❖ We will work with the city to use temporary and or offset waterlines to keep customer service on line
- ❖ We will work with the city for off hour-low demand times to make the new 24" waterline tie-ins
- ❖ We will explore possibilities of greater separation and or complete new line positions to insure rapid relocation as well as adequate sanitary sewer and domestic water separations
- ❖ We will communicate with residents and the following local entities to ensure that they are fully informed during the coordination of the design and construction of the utility improvements

Local Entities:

- City of Lynchburg Superintendent of Schools
- City of Lynchburg Public Works
- City of Lynchburg Community Development
- City of Lynchburg Parks and Recreation
- Campbell Community Development
- Campbell County Health Department
- Campbell County Administrator
- Campbell County Board Of Supervisors
- Brookneal-Campbell County Airport
- Marsh Memorial Church
- Berean Baptist Church
- Greenview Center (Strip Mall) Owners

VDOT's Role

VDOT's role will be to review any proposed relocations and administer the necessary VDOT and Federal documentation. The Orders Team has extensive experience successfully using the *VDOT Utility Manual* for utility relocations and familiarity with 2011 changes with regard to prior rights. Right of way and utility easement acquisitions will have to follow the *VDOT Right-of-Way Manual of Instructions* due to federal funding requirements. Lastly, we will work with the VDOT Western Region Right of Way staff and the Region Utility staff to ensure that proper procedures are followed for reimbursement of federal funding.

Risk #2 – Right-of-Way

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

- 42 impacted parcels requiring 37 landowner appraisals and negotiations for the acquisition of necessary right of way and easements for the project
- Parcels which have high priority utility easement acquisitions required to maintain utility relocation design and construction schedules, i.e. 24" water line, 8" sewer line and 8" gas line
- The acquisition of two residential parcels
- Two residential parcels requiring relocation services per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

- Two residential parcels requiring property management services; asbestos/lead inspections, utility disconnect requests, and demolition coordination
- Two parcels owned by churches; Marsh Memorial Methodist Church and Berean Baptist Church
- Two parcels identified as; 25' Outlet Road and 50' Right of Way "Unknown"
- One parcel owned by the City of Lynchburg

Mitigation Strategies

Right of Way acquisition will be taken into consideration in scheduling this project, and if not properly executed could add significant delay to the project. The following are mitigation strategies to address the potential right-of-way acquisition risks:

- ❖ The Orders Team includes Bowman Consulting (Bowman) for right of way acquisition services, a VDOT approved right of way consultant with extensive experience with the VDOT process and the FHWA Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- ❖ Bowman will have access to VDOT's Right of Way and Utility Management System (RUMS) and will insure parcel file data entry and contact logs are maintained allowing VDOT staff to generate RW24 & RW26 Reports for their review.
- ❖ The Orders Team will use experienced VDOT approved appraisers and appraiser reviewers
- ❖ Bowman will review preliminary plan sheets and provide recommendations on which parcels could utilize Basic Administrative Reports (BARS) based on VDOT criteria and forward them to VDOT for approval. This is intended to greatly reduce the valuation process in-lieu of using "NARRATIVE" and "AA" appraisals requiring more extensive appraisal review efforts.
- ❖ Project parcels will be prioritized into phases so that the team right of way specialist acquires right of way and easements sensitive to;
 - Construction and Utility Relocation Schedules
 - Parcels owned by churches requiring longer negotiation time due to churches cannot convey right of way or easements and must be by court order.
 - Parcels owned by the city of Lynchburg. Will make early inquiry as to the appropriate point of contact and the confirm the process to acquire needed right of way and easements
 - Parcels identified as a "25' outlet road" and "50' Right of Way" will need to be researched to determine ownership. If ownership cannot be determined with certainty, the parcels will have to be posted and a certificate of take package will have to be prepared to forward to VDOT.
 - Right of entry agreements could be utilized between the landowner, utilities and design builder to avoid delays
- ❖ The Orders Team and Bowman will prepare a "Right of Way Acquisition Plan" (ROWAP) in coordination with the utility relocation and construction sequence efforts and forward it to VDOT for review and approval. From the ROWAP a detailed schedule will be prepared to anticipate and accommodate VDOT milestones dates.
- ❖ Generate a detailed schedule to anticipate and accommodate VDOT milestones dates.
- ❖ Maintain direct communications between the Orders Team's right of way manager and the VDOT staff member assigned to the project from the very beginning of the project until all parcels are clear. Bowman will prepare a detailed "Right of Way Acquisition Status Report" spreadsheet and provide it to VDOT.
- ❖ Assess opportunities to speed up the negotiation process prior to VDOT giving the notice to proceed (NTP) with negotiations. The team will closely monitor the anticipated VDOT NTP date and begin; title reports, document preparation and the appraisal efforts to preform necessary research of similar lands sales for their valuation efforts. Appraisals would be prepared in a

“Draft Mode” until the right of way plans sheets have been approved and NTP provided by VDOT. Once NTP has been provided, the approved right of plan sheets would be provided to the appraiser to complete the appraisal. The appraisal will be forwarded to the appraisal reviewer. Once completed the appraisal would be forward to VDOT for final review and approval and landowner’s and negotiators offer packages on finalized waiting on VDOT’s approval of the appraisals.

- ❖ Obtain timely approvals from VDOT on appraisals, administrative settlements, certificate of take requests, and relocation benefits for the landowners or tenants that are eligible for per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- ❖ Early coordination with affected utilities to determine point for contacts, process, and lead times for utility disconnect requests for the two residential parcels being acquired for the demolition of the two buildings prior to the asbestos/lead inspections.
- ❖ Begin preparation of condemnation documents 30 days after negotiations commence with individual landowners. Closely monitor the 30 day negotiation timeframe with the landowner. If the landowner is being unresponsive, request VDOT to approve sending the 10-day letter and request VDOT to sign the “Intent to File” letter. The “10-day Letter” and the “Intent to File” letter would be forwarded to the landowner via certified mail with return receipt requested.

VDOT’s Role

The Orders Team goal is to reduce VDOT’s workload during the right of way process, however review and approvals will be needed from VDOT in a timely manner.

Risk #3 – Maintenance of Traffic /Traffic Management

Greenview Drive (Airport Road) and Leesville Road are important transportation links for the City of Lynchburg and Campbell County that provide east-west and north-south connections directly adjacent to the US 460 interchange. The proposed improvements will provide critically needed capacity and operations improvements on the Greenview Drive/Airport Road and Leesville Road corridors used by businesses and residents in the City and region. The risk associated with traffic control on this project has multiple facets that affect safety, vehicle delay, access, and project schedule. The Orders Team has identified the following traffic management risks and the mitigation factors that will be applied.

A.) Impacts to Traveling Public

The construction of the Greenview Drive project have a significant impact on residential, businesses, and other civic institutions that utilize, and are located directly on the project corridor. It is important that a Traffic Management Plan (TMP) plan be designed to minimize the disruption of construction imparted on the local residents and ensure the safety of the traveling public at all times for the duration of construction.

Mitigation Strategies

- ❖ Prior to the installation of any traffic controls, we will conduct a stakeholder meeting and invite all affected parties.
- ❖ We will maintain close contact with VDOT, local authorities, and the public to communicate scheduled lane closures, phase changes, and detours.
- ❖ We will evaluate “worst case scenarios” to determine impacts, if any, and further define mitigation strategies. One strategy includes, suspending or limiting construction during peak traffic hours associated with nearby commercial centers.

B.) High Traffic Volumes

These high traffic volumes present work zone safety hazards to construction workers and the traveling public. They also have the potential to create long delays and backups.

Mitigation Strategies

- ❖ Traffic counts will be taken early in the project to assist with determining peak hours and off-hours.
- ❖ The traffic counts will be used in the scheduling of material deliveries and equipment and when possible, deliveries for the project will be scheduled for off-peak times.
- ❖ Our traffic engineer will develop an appropriate MOT plan according to MUTCD and the Virginia WAPM, thereby ensuring that the project will be constructed in the safest way possible.
- ❖ Construction staff and QC personnel will inspect the work zone daily to identify damaged equipment, incorrect installations, necessary MOT plan adjustments, and/or any other hazard. Any deficiencies will be corrected on the same day that they are identified.
- ❖ We will advise the public of our work schedule and when their access will be affected by maintaining a website and having public meetings.
- ❖ We will coordinate with VDOT and the local officials to adjusting signal timing to minimize delays at the Greeview Drive/Leesville Road intersection due to the proximity to the US 460/Airport Road interchange.

C.) Schedule Impacts

The scope of work and high traffic volumes will require complex construction phasing and concurrent prosecution of multiple activities. Failure to identify and complete all necessary work in the appropriate phase and in advance of the required start of successor activities could result in substantial delays.

Mitigation Strategies

- ❖ We will categorize each potential delay as either within Orders' direct control or controlled (in whole or in part) by a third-party. For schedule risks within Orders' control, the PM would identify the staff member(s) responsible for mitigating the risk, inform them of the situation, follow up as part of the weekly schedule update process to determine the status of the mitigation, and ensure that project progress is not affected. For schedule risks controlled by a third-party, the process is much the same: identify the responsible party(s), communicate with them both to explain the risk, and monitor mitigation progress.
- ❖ We will use Primavera P6 CPM software to manage the detailed schedule. This software aids in organization of tasks, resources, expenses, etc., allowing for a more efficient completion of a project. The project schedule will include all activities required to complete the project including design, drafting, permitting, right of way acquisition, utility relocation, and construction.
- ❖ We will maintain awareness of other area transportation projects and do more research prior to beginning the project to determine impacts from concurrent projects in the area.

VDOT's Role

VDOT District and traffic operations personnel will need to be engaged as stakeholders in the planning and execution of the TMP. VDOT will be kept informed of any changes or disruption to normal traffic operations.

APPENDIX A

ATTACHMENTS 2.10 ACKNOWLEDGEMENT
OF RFQ, REVISION AND/OR ADDENDA

3.1.2 STATEMENT OF QUALIFICATIONS
CHECKLIST AND CONTENTS

ATTACHMENTS 3.2.6
AFFILIATED AND SUBSIDIARIES COMPANY

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

VDOT PREQUALIFICATION CERTIFICATE
BONDING LETTER

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix B
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix B
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix B
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix B
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix B
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				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix C
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix C
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix C
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix C
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	6

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

RFQ NO. C00106320DB79
PROJECT NO.: U000-118-259, R201, C501

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

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



SIGNATURE

July 31, 2014
DATE

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

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

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

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

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

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

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

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

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

 July 18, 2014 President
Signature Date Title

Orders Construction Company, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

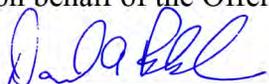
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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



7/31/2014

Principal

Signature

Date

Title

Clark Nexsen, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

 _____	July 22, 2014 _____	Chief Executive Officer _____
Signature	Date	Title

NXL Construction Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

	7/21/2014	Vice President/Branch Manager
Signature	Date	Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

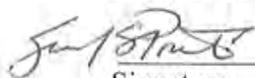
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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



Signature

7/23/2014

Date

Chief Executive Officer

Title

Froehling & Robertson, Inc..

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

	7-22-14	CEO / President
Signature	Date	Title

Hurt & Proffitt, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

 7/21/14 Secretary
Signature Date Title

BOWMAN CONSULTING GROUP, LTD.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

 7/23/2014

Signature Date

President

Title

Hassan Water Resources, PLC

Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

ORDERS CONSTRUCTION COMPANY, INC.

Vendor Number: 0017

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications have been assigned to your firm:

Prequalified

Work Classes: GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; ERECT FABRICATED STRUCTURAL MATERIAL; BRIDGE REPAIRS

Issue Date: 6/3/2013

Suzanne FR Lucas, Prequalification Officer

This Rating and Classification will Expire: 7/31/2014

Don E. Sillies, State Contract Officer



UNDERSTAND. SERVICE. INNOVATE.

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

July 15, 2014

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

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

**Project: Greenview Drive Widening
State # U000-118-259, R201, C501
Contract ID # C00106320DB79
City of Lynchburg and Campbell County, VA**

Dear Sirs:

Orders Construction Company has made us aware of their desire to bid on the subject project in October, 2014. It is our understanding that the estimate on the project is \$14,500,000. Orders Construction is capable of obtaining a bond for a project of this magnitude. If Orders Construction is the successful bidder and enters in to a contract to construct this project, we will, according to the terms and conditions of the required bid bond, issue the 100% performance and 100% labor and material payment bonds to warrant the integrity of this project including the warranty period.

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

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

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

Sincerely,

Douglas P. Taylor
Sr. Vice President

APPENDIX B

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

ATTACHMENT 3.2.10

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

SCC and DPOR Information

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

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
Orders Construction Company, Inc.	F026850-0	Corp	Active	501 6 th Avenue St. Albans, WV 25177	Contractor Class A	2701032711	08-31-14
Clark Nexsen, Inc.	0190175-0	Corp	Active	6160 Kempsville Circle, Suite 200A Norfolk, VA 23502	ENG	0407 006529	12-31-15
NXL Construction Services, Inc.	3497427	Corp	Active	114 E. Cary Street, Ste. 200 Richmond VA 23219	ENG, LS	0407 003031	12-31-15
NXL Construction Company, Inc.	3497427	Corp	Active	110 Wenn Drive Christiansburg VA 24073	ENG	0411 001067	2-29-16
ECS-Mid-Atlantic, LLC	S1366535	Limited Liability Company	Active	14026 Thunderbolt Pl Suite 100 Chantilly, VA 20151	ENG	0407 004628	12-31-15
Froehling & Robertson Inc.	0027211-2	Corp	Active	1734 Seibel Dr. N.E. Roanoke, VA 24012	ENG	0411 000053	2-29-16
Bowman Consulting Group, LTD	0448198-2	Corp	Active	14020 Thunderbolt Place, Suite 300 Chantilly, VA 20151	ENG	0407 003896	12-31-15
Hurt & Proffit, Inc.	0142895-2	S	Active	2524 Langhorne Rd. Lynchburg, VA 24501	LS, ENG	0407003927	12-31-15

ATTACHMENT 3.2.10

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

SCC and DPOR Information

Hassan Water Resources, PLC	S2293282	Professional Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens VA 23102	Professional Engineering-Professional Limited Liability Company	0413 000299	12-31-15
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DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Clark Nexsen, Inc.	David Bradshaw, PE	Virginia Beach, VA	1353 Stephens Road Virginia Beach, VA 23454	PE	0402 022381	06-30-15
NXL Construction Services, Inc.	Joseph Hamed	Christiansburg, VA	110 Wenn Drive Christiansburg VA 24073	PE	0402 039327	02-29-16

Attachment 3.2.10.1 & 3.2.10.2 Team SCC and DPOR copies



Please note: The SCC website will be unavailable Thursday, June 12, from 6 p.m. until 10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

Home | Site Map | About SCC | Contact SCC | Privacy Policy



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

Help

ORDERS CONSTRUCTION COMPANY, INC.

General

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

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](#)

Principal Office

PO BOX 1448
501 6TH AVE
ST ALBANS WV25177

Registered Agent/Registered Office

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

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

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

[PDF\(.pdf\) Reader](#) [Excel \(.xls\) Viewer](#) [PowerPoint \(.ppt\) Viewer](#) [Word \(.doc\) Viewer](#)

Build #: 1.0.0.18647

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

**EXPIRES ON
08-31-2014**

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

**NUMBER
2701032711**

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

CLARK◆NEXSEN

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

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



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

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

EXPIRES ON

12-31-2015

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

NUMBER

0407006529

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

PROFESSIONS: ENG, LA, ARC, CID

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



July W. DeBoer
J. W. DeBoer, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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



(FOLD)

(DETACH HERE)

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

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10010 (7/11) 107028-3



Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

NXL Construction Co., Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 17, 1989.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
July 10, 2007*

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

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

A duly attested copy of a certificate setting forth that NXL Construction Co., Inc. conducts business in Virginia under the assumed or fictitious name of NXL CONSTRUCTION SERVICES, INC. was filed in the Clerk's Office of the Commission on September 16, 1992.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:
July 29, 2009*



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



SCC eFile
Business Entity Details

[?](#) Help

NXL Construction Co., Inc.

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

General

SCC ID: 03497427
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 11/17/1989
 Status: Active
 Shares Authorized: 5000

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](#)

Principal Office

114 E CARY STREET SUITE 200
 RICHMOND VA 23219

[New Search](#)

[Home](#)

Registered Agent/Registered Office

NICOMEDES L DE LEON
 9606 GEORGE'S BLUFF RD
 RICHMOND VA 23229
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 10/8/1998

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

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

NUMBER

0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219



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Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2016

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

NUMBER

0411001067

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

PROFESSIONS: ENG

NXL CONSTRUCTION COMPANY INC
110 WENN DRIVE
CHRISTIANSBURG, VA 24073



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

Gordon N. Dixon
Gordon N. Dixon, Director

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



Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

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

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

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

EXPIRES ON
12-31-2015

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

NUMBER
0407004628

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC
LEO J TITUS JR PE
14026 THUNDERBOLT PL STE 100
CHANTILLY, VA 20151



Gordon N Dixon
Gordon N Dixon, Director

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



SINCE 1881

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 30, 2014

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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

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

EXPIRES ON

02-29-2016

NUMBER

0411000053

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

PROFESSIONS: ENG

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



Nick A. Christner
Nick A. Christner, Interim Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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



(FOLD)

(DETACH HERE)

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

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10010 (7/11) 107028-3

Bowman
CONSULTING

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, June 7, 1995

This is to Certify that the certificate of incorporation of

Bowman Consulting Group, P.C.

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

June 7, 1995



State Corporation Commission

William J. Bridg
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407003896

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

PROFESSIONS: ENG, LS, LA

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

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



(DETACH HERE)

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

(VOID)

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**HURT &
PROFFITT**

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



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

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

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

EXPIRES ON

12-31-2015

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

NUMBER

0407003927

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

PROFESSIONS: LS, ENG

HURT & PROFFITT INC
2524 LANGHORNE RD
LYNCHBURG, VA 24501



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

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



(FOLD)

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

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10010 (7/11) 107028-3

HWR

Water Resources Consultants

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 16, 2007

This is to certify that the certificate of organization of

Hassan Water Resources, PLC

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

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

NUMBER

0413000299

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

Attachment 3.2.10.3 & 3.2.10.4 DPOR copies for Key Personal

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

EXPIRES ON
06-30-2015

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

NUMBER
0402022381

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

**DAVID ALLEN BRADSHAW
1353 STEPHENS ROAD
VIRGINIA BEACH, VA 23454**



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402022381 EXPIRES: 06-30-2015**

**DAVID ALLEN BRADSHAW
1353 STEPHENS ROAD
VIRGINIA BEACH, VA 23454**



(FOLD)

(DETACH HERE)

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

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10010 (7/11) 107028-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0402039327

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

JOSEPH ROY HAMED
110 WENN DRIVE
CHRISTIANSBURG, VA 24073



Gordon N. Dixon
Gordon N. Dixon, Director

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APPENDIX C
ATTACHMENTS 3.3.1
KEY PERSONNEL RESUME

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Charlie Stokes – Project Manager
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Orders Construction Company, Inc.
d. Years experience: With this Firm <u>4</u> Years With Other Firms <u>42</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Orders Construction Company, Inc.: <u>Project Manager (2010-present)</u> : Responsible for bidding and project management for roadway and bridge projects including scheduling, contract administration, coordination with stakeholders, safety, resource allocations and project quality. Corte Construction Company/ Fort Chiswell Construction Company (wholly owned subsidiary of Corte): <u>Project Manager/Operations Manager (1992-2010):</u> Responsible for bidding and project management of grading, bridge and tunnel projects, including daily operations, resource allocation, scheduling, safety and project quality.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh (Pittsburgh, PA)/ N/A / N/A / N/A
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) Project: <u>Route 60 Main Street Bridge Replacement, Clifton Forge, VA</u> Project Role: Project Manager Responsibilities: This design-build project was to replace the Route 60 bridge in downtown Clifton Forge, VA. This project involved replacing a bridge, which abuts commercial buildings on both sides, on Route 60 West bound over Smith Creek in downtown Clifton Forge and rebuilding Main Street from Commercial Avenue to Ridgeway Street. The project also involved changing Route 60 Business from a one-way (East bound only) to a two-way road and removing a traffic island that separated Route 60 Business East and Route 60 West (Main Street). Additionally, traffic signals were added at the intersection of Route 60 and Commercial Avenue. Mr. Stokes was responsible for overall management of all facets of the project, including daily operations and scheduling; resource and manpower allocation; contract administration; safety; project quality and quality management; traffic control; communications with the public/public outreach; and work with chief engineer for design of project. Performed with Orders Construction Co., Inc. (2011 - 2013) Project: <u>Re-Alignment of Route 670 and Bridge Structures at South Holston Lake & River, Avens, VA</u> Project Role: Project Manager Responsibilities: This project is to re-align and widen Route 670 and construct a new bridge structure. The project includes many environmentally sensitive operations including: roadway excavation, rock fills in the lake bed to relocate the roadway, new storm drainage system, new bridge structure, a new water system for the local PSD, curbs, traffic signals and retaining walls, both gravity and pile with concrete lagging Mr. Stokes is responsible for overall management of all facets of the project including daily operations, scheduling, resource and manpower allocations, safety, contract administration, quality, traffic control methods, public relations, environmental quality as well as interaction with the Tennessee Vally Authority to control stream-lake pollutions. Performed with Orders Construction Co., Inc.(2013 - 2015). Project: <u>Route I-81, Exit 7 Interchange, Washington Co., VA</u> Project Role: Project Manager Responsibilities: This project consists of a near total renovation to one of I-81's busiest interchanges. The project

includes excavation and widening of ramps and Old Airport Road. A nearly complete re-vamping of the drainage system which includes piping from 15" diameter to 60" diameter, 38 new drainage structures, a box culvert extension, bridge widening, curb and gutter, 4 new traffic signals, 4 retaining walls, new 8 and 12" water system and new 12" sanitary sewer lines. The project is phased, with 6 individual phases with multiple traffic switches. Mr. Stokes is responsible for overall project management including daily operations, schedule resource and manpower allocation, contract administration, safety, traffic control plans, quality, public information and outreach.

Performed with Orders Construction Co., Inc. (2012 thru 2014)

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

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

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

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

Mr. Stokes was responsible for overall management of all facets of the project, including daily operations; resource and manpower allocation; scheduling; safety; project quality; traffic control; and partnering with the public.

Performed with Corte/Fort Chiswell Construction Companies, Inc. (2003-2004)

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Joseph Hamed, PE, CCM, PMP – Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: NXL Construction Company, Inc.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): NXL Construction Company, Inc.: <u>Quality Assurance Manager (2011-Present)</u> : Mr. Hamed’s responsibilities include Independent Quality Assurance Manager for joint Design-Build projects ensuring all contract requirements and specifications are appropriately administered and applied, all required quality control testing and independent quality assurance is carried out in accordance with applicable requirements ensuring construction quality standards are met and payments appropriately processed. Virginia Department of Transportation: <u>Area Construction Engineer (5/05-10/06; 1/11-5/11)</u> : Mr. Hamed managed the delivery of the Salem District Southern Construction Area’s Construction Program. His responsibilities included: identifying and communicating with stakeholders and encouraging team member to communicate, identifying the need for extra work, reviewing and negotiating work order prices, and providing Responsible Charge oversight to ensure that each project was constructed in conformance with the plans, specifications and standards. Virginia Department of Transportation: <u>Program Delivery Engineer (10/06-1/11)</u> : Mr. Hamed provided oversight of all SW Regional Operations project delivery in all project phases, including planning, programming, project development and construction. He identified funding sources for chosen projects, requested funding transfers, and initiated projects in the Department’s system. Mr. Hamed also provided oversight of the PE process to ensure that projects were developed in accordance with VDOT processes. Virginia Department of Transportation: <u>Project Manager (8/04-5/05)</u> : Mr. Hamed provided constructability, E&S and safety reviews for several projects in various phases including design and construction. He also provided project management and engineering analysis on a variety of projects. HNTB Corporation: <u>Resident Engineer (3/04-7/04)</u> : Mr. Hamed’s duties included: documenting progress, providing reports to various stakeholders, including VDOT, the prime contractor (Branch Highways), and the design office of HNTB. Mr. Hamed performed E&S inspections, recommended E&S preventive measures, coordinated problems and permits with DEQ, Corps of Engineers, and VDOT, and also collected and forwarded data required by DEQ and Corps of Engineers, including pH, temperature, dissolved oxygen, etc. Louis Berger Group: <u>Project Manager / Project Engineer (4/99-1/04)</u> : Mr. Hamed’s primary duty was to document that the project was constructed in accordance with the plans, specifications and the contract. He monitored the contractor’s activities with respect to schedule, cost and quality. Mr. Hamed was responsible for recommending solutions to problems, corrections for deficiencies encountered, acceptance or rejection of work, changes and extras. He was also responsible for preparation of monthly project progress reports for the Owner.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Idaho / BS / 1990 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / Civil / 2004 / VA #039327
g. Document the extent and depth of your experience and qualifications relevant to the Project. <i>a. Note your specific responsibilities and authorities for each project, not those of the firm.</i> <i>b. Note whether experience is with current firm or with other firm.</i> <i>c. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)
Project: I-581 & Valley View Boulevard Interchange, Roanoke VA Project Role: Quality Assurance Manager Responsibilities: This \$38.5 million project will complete an existing interchange that serves a major shopping center. The design-build team’s scope of work includes design, right-of-way services, environmental permitting, paving, grading, drainage, sound walls, lighting, traffic signals, bridge repair/ construction, and pedestrian trails/bridges. The project’s innovative approach provides a diverging diamond interchange that reduces right-of-way acquisition and

environmental impacts. As the Quality Assurance Manager, Mr. Hamed and staff provide QA services. Construction and QC processes are monitored and documented to assure compliance with the contract requirements. **Performed with NXL (expected project completion 2016)**

Project: I-81 Corridor Safety Improvements (Truck Climbing Lanes), Montgomery County VA

Project Role: Quality Assurance Manager

Responsibilities: This \$75 million project provided an additional interstate southbound lane through five miles of mountainous terrain. Contractor's scope of work included design, right of way services, drilling, blasting, grading, drainage, paving, multiple bridge construction, demolition of existing structures, environmental permitting, maintenance of traffic, and retaining walls. As part of the design-build team, Mr. Hamed provided independent Quality Assurance (QA) in accordance with the Department's design-build specifications. The QA staff provided ongoing observation of construction and QC processes to assure adherence to the relevant plans, specifications, and standards. **Performed with NXL (completed summer 2013)**

Project: Route 60/Main Street Bridge Rehabilitation, Clifton Forge VA

Project Role: Quality Assurance Manager

Responsibilities: This \$3.6 million dollar project replaced an aged concrete bridge in an urban environment. Since the bridge deck provides access to businesses on both sides of the street, maintaining access to businesses during construction was a key aspect of this project. The design-build team's scope of work included design, environmental permitting, demolition of existing structure, maintaining constant access to businesses, bridge construction, drainage, paving, light electrical, traffic signal, and signage. Mr. Hamed provided QA services in accordance with VDOT requirements. The QA staff provided constant oversight of construction and QC process to assure compliance with contract requirements. **Performed with NXL (completed fall 2012)**

Project: Route 58 PPTA Project, Patrick County VA

Project Role: Resident Engineer

Responsibilities: This \$17 million PPTA project, the first of its kind in the Salem District, included 12 lane miles of new roadway, including drainage, paving, box culverts and one concrete arch bridge. As Resident Engineer for HNTB Corporation, Mr. Hamed's duties included: documenting progress, providing reports to various stakeholders, including VDOT, the prime contractor (Branch Highways), and the design office of HNTB. Mr. Hamed performed E&S inspections, recommended E&S preventive measures, coordinated problems and permits with DEQ, Corps of Engineers, and VDOT, and also collected and forwarded data required by DEQ and Corps of Engineers, including pH, temperature, dissolved oxygen, etc. He documented that the work met the proper VDOT specifications and standards, and documented, logged, tracked and forwarded any nonconforming items. Mr. Hamed provided interpretation and clarification of plans and specification by coordinating closely with the design engineer. He also provided engineering support and analysis for a wide range of problems with varying degrees of complexity, including undercut depths, drilled shaft modifications, and additional under drain requirements. **Performed with VDOT (completed summer 2004)**

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: David Bradshaw, PE, Transportation Engineer
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Clark Nexsen
d. Years experience: With this Firm <u>18</u> Years With Other Firms <u>10</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Clark Nexsen, Inc.: <u>Project Manager (1996-present)</u> : Responsible for the management of roadway and infrastructure projects throughout Virginia. Mr. Bradshaw specializes in all phases of transportation projects including procurement, design, public involvement, utility coordination and relocation, NEPA documentation, environmental permitting, drainage, stormwater management, erosion and sediment control, TMP preparation, construction administration, and project closeout.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University / B.S. / 1986/ Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / Civil / 1991 / Virginia # 022381
g. Document the extent and depth of your experience and qualifications relevant to the Project. <i>a. Note your specific responsibilities and authorities for each project, not those of the firm.</i> <i>b. Note whether experience is with current firm or with other firm.</i> <i>c. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) Project: Wesleyan Drive Improvements, Virginia Beach, VA Project Role: Project Manager Responsibilities: The project was a state funded (RSTP) locally administered project located within the limits of two cities (Norfolk and Virginia Beach). Mr. Bradshaw was responsible for the overall management of the design and construction administration. The project included widening the existing two lane road to four lanes, adding a landscaped median, on-street bike accommodations, pedestrian walkways, signalized intersections, public and franchise utility relocations, and a complex TMP plan. An extensive public involvement program was also undertaken to address the concerns of stakeholders which included a private school, college, church, as well as residential neighborhoods. Performed with Clark Nexsen from 2008 – 2010 (design) and 2011 – 2013 (construction) Project: Elbow Road Extended Phase II, Virginia Beach, Virginia Beach, VA Project Role: Project Manager Responsibilities: Mr. Bradshaw was the project manager and engineer of record for this project which is located in the residential and recreation corridor of Virginia Beach and included the widening of an existing two lane roadway (3.1 miles) to a four lane divided urban minor arterial roadway section. The project included transportation planning elements, traffic data collection and analysis, roadway design, traffic signal design, bridge and structure design, noise wall design, wetland permitting, aesthetic elements, public participation, utility extensions, and storm water management. Performed with Clark Nexsen from 2003 – 2011 (design) Project: Design Build Improvements to Perrowville Road and Hooper Road, Bedford County, VA Project Role: Project Manager Responsibilities: This design build project was in conjunction with a major reconstruction of Jefferson Forest High School. In order to accommodate the projected traffic associated with the Jefferson Forest High School Renovations, Clark Nexsen was retained to provide road design services for roadway widening, intersection designs, and turn lanes along Perrowville Road and Hooper Road. A traffic signal warrant analysis and design was also performed for the intersection of Perrowville Road and Hooper Road. The design included demolition, erosion control, proposed grading, storm drainage, TMP plan, and pertinent details for the construction of the improvements. Mr. Bradshaw was the project manager and engineer of record for this design build project which was performed with Clark Nexsen from 2006 – 2008 (design and construction) Project: South Church Street Streetscape Improvements Phase V, Smithfield, VA Project Role: Project Manager Responsibilities: This project utilized State Transportation Enhancement Program funds for roadway and streetscaping improvements along a historic corridor in Smithfield, Virginia. Streetscape improvements included paver

sidewalks and crosswalks, on-street parking and landscaping. Roadway improvements included widening, drainage improvements, pedestrian accommodations, water and sewer improvements, as well as undergrounding of a portion of overhead utilities. Phase V and VI improvements are a continuation of adjacent improvements along South Church Street. **Performed with Clark Nexsen from 2009 – 2011 (design) and 2011 – 2013 (construction)**

Project: Design Build - Rte. 60 Bridge Main Street Smith Creek, Clifton Forge, VA Project Role: Roadway Design Engineer Responsibilities: This project was successfully completed with Orders Construction and included the replacement of 3 lane wide by 180 feet long 3 span reinforced concrete bridge and approach roadways. This project was constructed inside and extremely limited right-of-way (less than one foot of clearance from historic building structures) along Main Street. Mr. Bradshaw was involved in the approach roadway design, storm drainage design, coordination of the H&H scour analysis, TMP plans, sign and signal plans, and erosion and sediment control plans. **Performed with Clark Nexsen for Order Construction from 2010 – 2012 (design and construction)**

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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

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

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

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

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

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

Responsibilities: This \$19 million project included demolition and replacement of two existing bridges, approximately 300,000 m³ of excavation, and maintenance of traffic on I-81, including the installation of a traffic management system. Mr. Conner was responsible for day-to-day site operations, including scheduling men and equipment; overseeing quality control testing; conducting bridge layout; and conducting on-site quality control testing.

Performed with Orders Construction Company Inc. (2004- 2006)

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

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

Assignment: I-64 over Maury River Bridge Rehabilitation

Role: Construction Manager

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

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

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 60 Main Street Bridge Replacement Location: Town of Clifton Forge Alleghany County, VA	Name: Clark Nexsen, Inc.	Name of Client./ Owner: Virginia Department of Transportation 275 Alphin Lane Lexington, VA 24450 Phone: 800-367-7623 Project Manager: George Bezold Phone: 540-462-6990 Email: George.Bezold@VDOT.Virginia.gov	12/2012	10/2012	\$3,488	\$3,488	\$3,488

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

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

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

Lessons learned: Truck traffic was one of the big concerns at Clifton Forge, and the project had tight constraints on the Route 60 detour. The computer program Auto Turn was used to ensure that large trucks could navigate the roadway. While the westbound Route 60 bridge was being replaced, Clark Nexsen designed and Orders constructed a 2 way traffic system on Clifton Forge's Ridgeway Street by widening turns and reconfiguring parking arrangements to allow truck and bus traffic to navigate the town. Elevated temporary walkways were also designed and implemented to allow pedestrian traffic to access local businesses on Main Street while the bridge structure was being replaced. Also, well-planned signage and pavement markings prevented traffic accidents on the detour. This experience will apply at the Greenview Drive Widening project as the risks of traffic control and MOT are handled. The Clifton Forge project required maintenance of access to the commercial areas, as will be necessary at the Greenview Drive project. Additionally, this project was constrained by limited right-of-way needed to accomplish widening. At Clifton Forge there were also unique requirements of working in a historic district. Downtown Clifton Forge is on the National Register of History Places, and the history Masonic Theater was one of the structures touching the bridge to be replaced. The theater merited special consideration in Orders' demolition and erection plans, and construction impacts were tracked through the installation of vibration monitors on the structure. The construction phase of this project was much more streamlined and coherent than traditional design-bid-build.



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

ATTACHMENT 3.4.1(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: Relocated WV 9 Location: Berkeley/Jefferson County, WV	Name: West Virginia Department of Transportation	Name of Client./ Owner: West Virginia Department of Transportation Phone: 304-289-3521 Project Manager: Gary Long Phone: 304-289-2251 Email: Gary.S.Long@wv.gov	08/2010	08/2010	\$50,097	\$51,786	\$51,786

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

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

Evidence of good performance: Orders finished this project ahead of the contract completion date and reduced the contract value through value engineering changes.

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



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

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-81 Over Maury River Location: Rockbridge County, VA	Name: Virginia Department of Transportation	Name of Client./ Owner: Virginia Department of Transportation P.O. Box 2249 Staunton, VA 24402 Phone: 540-332-9075 Project Manager: Randy Kiser Phone: 540-332-9075 Email: Randy.Kiser@VDOT.Virginia.gov	12/2006	11/2006	\$17,736	\$18,991 (including incentive payment)	\$18,991

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

Orders served as general contractor on this project for the replacement and widening of twin bridges over the Maury River on a heavily traveled section of I-81. This project included significant roadway work, including the approach roadways being widened and a truck climbing lane added. Multiple traffic phases were required to adjust the approach alignment to accommodate the wider bridges. The 800 foot long bridge structures totaled more than 100,000 square feet of deck area and included complex expansion devices at each end. The project also required more than 300,000 cubic yards of mostly rock excavation. Other facets were roadway drainage, asphalt paving, signing, guardrail, and a new traffic management system. A full-time "Safety Service Patrol" was used due to the high traffic volumes.

Evidence of good performance: Orders improved upon the aggressive construction schedule and earned an early completion incentive of more than \$400,000. This project also won the 2006 *Award for Excellence in Construction* from the Staunton District.

Lessons learned include the unique goals and priorities toward which VDOT strives on major bridge projects, and how to meet and exceed VDOT's standards. In addition, Orders gained valuable experience working in and adjacent to a heavily traveled road and development of TMP for the safety of their workers and the public. This experience with traffic control and MOT will carry over to the Greenview Drive Widening project. Partnering was significant to this project because everyone understood the value of finishing on time. Orders' partnering was to compress the project schedule. This experience will apply as Orders handles utility relocations and right-of-way and keeps the project at hand on schedule. Orders was attentive to environmental concerns related to the installation of cofferdams for bridge piers. Regulators were pleased that the river was spanned with a temporary bridge. Orders will continue this practice of partnering and being attentive to the risks at the Greenview Drive Widening project. Additionally, due to the construction of piers and abutments foundations, Orders learned much about the karst substrata in the area and how to mitigate design and construction issues. Orders will continue to prepare economical and sound structural designs.



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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Elbow Road, IIA Location: Virginia Beach, Virginia	Name: E.V. Williams, Inc.	Name of Client.: City of Virginia Beach Phone: 757.385.4131 Project Manager: David Jarman Phone: 757.385.4144 Email: DJarman@vbgov.com	2/2004	2/2004	\$3,500	\$3,600	\$250

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

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

Elbow Road is a two phase project that will ultimately construct approximately 3.1 miles of urban principal arterial roadway including a 1,000 foot long bridge over the North Landing River. This phase of the project, Phase IIA, constructed a two-lane urban minor arterial roadway from Salem Road to Dam Neck Road that consisted of two 12 foot lanes, curb and gutter, grassed verge, a 10 foot wide meandering multi use path, and landscaped areas. There was a high degree of Public Participation with this project including surrounding neighborhoods and an elementary school. The design incorporated aesthetic elements throughout the length of the project including brick paver crosswalks, meandering paths, special design noise barriers, aesthetic guardrail, lighting, and roadway landscaping. In addition, this project incorporated special "gateway" treatments along the new road for entry into the City's new recreation complexes. In addition to providing mitigation of the wetlands, Elbow Road Phase IIA also created an aesthetically pleasing precast concrete arch structural alternative to a typical box culvert solution over the Salem Canal.



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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Improvements to Perrowville Road and Hooper Road Location: Bedford County, Virginia	Name: JSK Partnership, LLC	Name of Client.: JSK Partnership LLC Phone: 757.621.2100 Project Manager: David Klemt Phone: 757.621.2100 Email: davidklemtsr@theklemtgroup.com	04/2008	04/2008	\$1,500	\$1,500	\$98

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

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

This project was in coordination with a major reconstruction of Jefferson Forest High School in Bedford County Virginia. The school is located at the corner of Perrowville Road and Hooper Road. In order to accommodate the projected future traffic associated with the Jefferson Forest High School Renovations as well as the surrounding developing area, Clark Nexsen was retained to provide road design services for safety improvements which included roadway widening, vertical re-alignment, traffic signal design, and the addition of turn lanes along Perrowville Road (Route 663) and Hooper Road (Route 662). This was a design build project that involved challenging horizontal and vertical site conditions, traffic analysis, traffic engineering, storm drainage and storm water management design, erosion and sediment control, TMP plans and storm water management. Public involvement and stakeholder coordination were a key to successfully completing this project. The overall project was completed six months ahead of schedule and under the Counties budget.



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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

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

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

This project is a VDOT Funded (RSTP) Project located in both the City of Norfolk and the City of Virginia Beach adjacent to Interstate 64. Because the project spanned two municipalities, this project required extensive coordination between the two Cities. The existing road was an urban minor arterial, undivided, with two 12-ft lanes, curb and gutter, sidewalk on one side and no bicycle accommodations. The 2013 average daily traffic (ADT) volume along the project corridor (0.85 miles) extending from Northampton Boulevard to Baker Road was approximately 17,000 vehicles per day. The project included widening the road from two lanes to four lanes, adding a landscaped median, on-street bike accommodations, pedestrian walkways, a detailed transportation management plan, signalized intersections, and extensive public and franchise utility relocations. Traffic engineering elements of this project included turning movement counts, signal warrant analyses and signal design to both City of Norfolk and City of Virginia Beach standards which differed greatly. A key goal of this project was the engagement of key stakeholders along the corridor early in the project development including Virginia Wesleyan College, Norfolk Academy (a private K-12 school), a large neighboring Civic League (L&J Gardens), and a Church. Bus pull outs were also installed along the project corridor in front of Wesleyan College for local transit.

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



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



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