

Wellsburg Bridge P3 / Design-Build



Response to Request for Qualifications

Contract: 1121001 | Project Number: X305-2/23-0.00 00 | ACST-0223(010)

Submitted March 16, 2016



March 16, 2016

Mr. Jason M. Boyd, PE | Director of Contract Administration Division

West Virginia Division of Highways

1900 Kanawha Boulevard, East

Building 5, Room 722

Charleston, West Virginia 25305-0430

Re: Wellsburg Bridge P3/Design-Build

Project Number: X305-2/23-0.00 00 ACST-0223(010) Contract ID: 1121001

Dear Mr. Boyd:

The Team of Johnson Bros. Corporation, Vecellio & Grogan, GAI Consultants, and Finley Engineering Group has come together in partnership for the Design-Build/Public Private Partnership delivery of the Wellsburg Bridge Project crossing the Ohio River. We are pleased to submit twelve (12) hard copies and one (1) electronic copy of our Statement of Qualifications for providing all required design, construction, and financial services necessary for the subject project. This Team brings extensive expertise and relative experience in the design and construction of bridges in West Virginia, Ohio and throughout the United States, and we are excited at the opportunity to present our qualifications to WVDOH.

The Johnson Bros. Team provides the following distinct advantages:

- The Project's Design Manager is located in Charleston, WV and will be able to meet with the WVDOH decision makers at any time.
- The Lead Bridge Engineer is a well renowned engineer with a long history in long-span bridge design over navigable waterways.
- Johnson Bros. Corporation has vast experience constructing large scale bridge projects over navigable waterways in a safe and efficient manner.
- Vecellio & Grogan has the capacity and local experience to meet the departments expectations.
- Our close office proximity allows us to have Engineers, Surveyors, Geologists, Technical specialists, or anyone additionally that can serve to the benefit of the project in less than an hour.

The following pages provide responses to address Sections V through IX of the Request for Qualifications in the same order as listed in the request. Thank you for allowing the Johnson Bros. Team to submit this letter of Interest and Qualifications Package for your consideration.

Sincerely,

Johnson Bros. Corporation, a Southland Company

A handwritten signature in black ink, appearing to read "Tim Winn".

Tim Winn | Vice President

Response to Request for Qualifications:

Wellsburg Bridge over the Ohio River, Brooke County, WV

Contract: 1121001

Project Number: X305-2/23-0.00 00 ACST-0223(010)

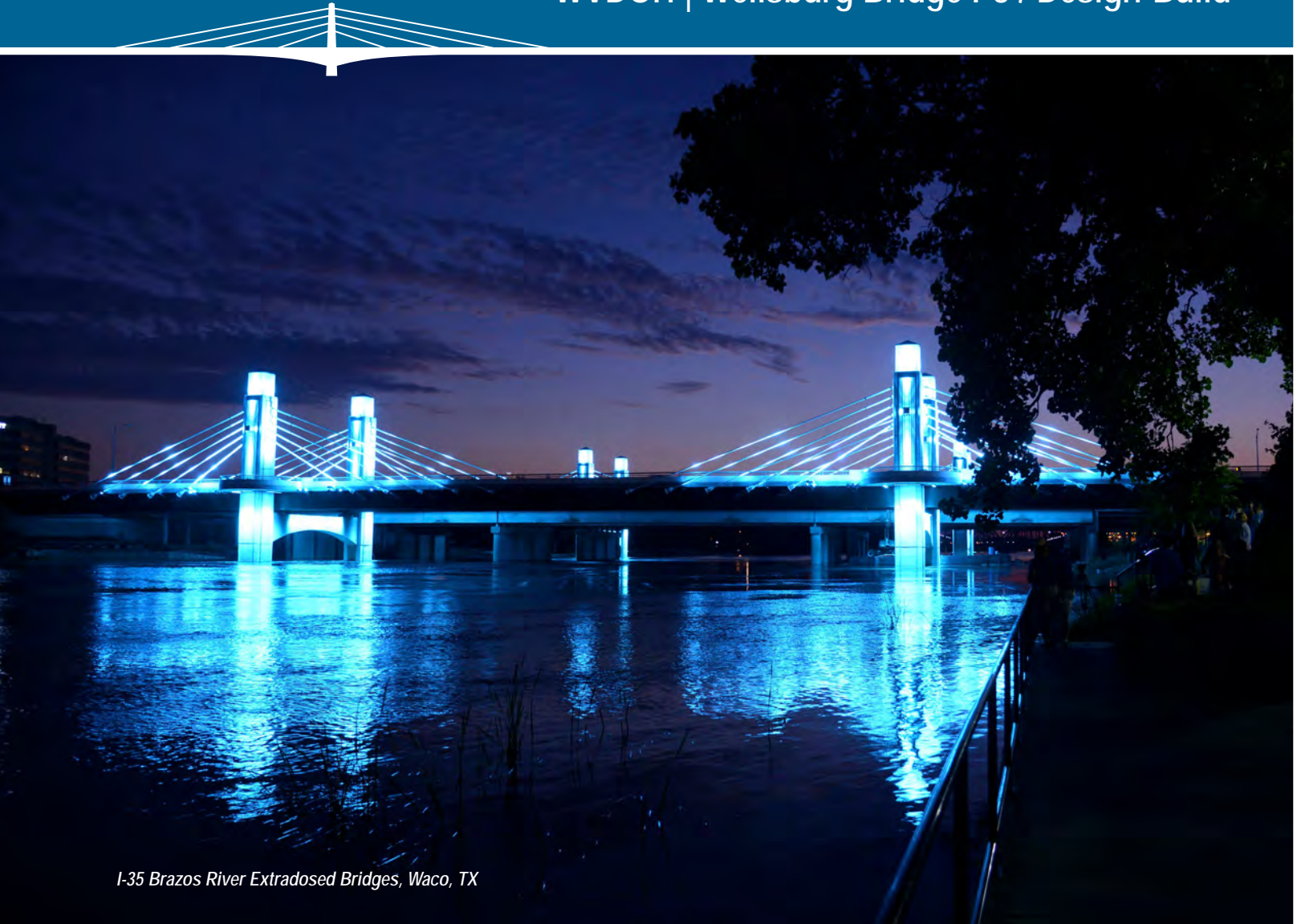


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Section I

Management & Team Approach

WVDOH | Wellsburg Bridge P3 / Design-Build



I-35 Brazos River Extradosed Bridges, Waco, TX



Management & Team Approach

Lead Organization and Primary Team Members



Johnson Bros. Corporation - Lead Organization

The Team will be led by Johnson Bros. Corporation (JBC), with whom WVDOH will be contracting. JBC is a heavy civil contractor with 80 years experience specializing in bridge, highway, infrastructure, marine, industrial and emergency construction services for both public and private clients. Our capabilities include the expertise to deliver construction services on a design-build basis, fast-track-schedule driven basis, fixed-price, or price-not-to-exceed basis. JBC constructs multi-phase projects utilizing the latest technology, best available equipment, experienced professional project management and field supervisory staff. Our Team members include professional engineers who design construction systems required to construct complex structures in a safe and efficient manner.

Steve Strohm will serve as representative for the JBC Team and will be the primary point of contact for WVDOH.

Steve Strohm | Mid-Atlantic Region Manager

Johnson Bros. Corporation

4917 Waters Edge Drive, Suite 269

Raleigh, NC 27606

Office: (919) 928-5100 | Mobile: (919) 407-9404



gai consultants

GAI Consultants

Design efforts for the Wellsburg Bridge Project will be led by GAI Consultants (GAI). For over 55 years, GAI has provided essential leadership and depth of experience delivering quality, award-winning design solutions. From managing public-private collaborations for major highways, expressways and airport expansions, through designing county roadways, largespan bridges, and transit projects, to delivering streamlined environmental solutions, GAI's multidisciplinary teams efficiently deliver transportation planning, design, and construction inspection. With technical and support staff of over 900 professionals, GAI is committed to applying its collective knowledge and skills to assure the WVDOH's success on this project. As the Lead Design firm, GAI will be subcontracted directly to Johnson Bros.



Finley Engineering Group

Bridge design efforts will be led by Finley Engineering Group (FINLEY). FINLEY is a specialty bridge engineering firm recognized in the USA and internationally for its expertise in complex, high-tech bridge projects. FINLEY has a wide-range of experience in working on complex Contractor-driven projects, such as design-build, Design/Build/Finance/Operate/Maintain (DBFOM), Public-Private Partnership (P3), value engineering/alternative design and Construction Manager/General Contractor (CM/GC). Examples of structure types include precast segmental, cast-in-place segmental, curved steel, cable-stayed, and extradosed bridges. FINLEY will be a subconsultant contracted to GAI.



Vecellio & Grogan

Vecellio & Grogan, Inc. (V&G) is a contractor headquartered in Beckley, West Virginia, and a subsidiary of the Vecellio Group, a top 400 ENR Contractor. Since its inception in 1938, the company has expanded and diversified its operations and had extensive highway construction experience not only in West Virginia, but also throughout the Mid-Atlantic and Southeast regions. The company has the requisite capacity, personnel, and experience needed to deliver consistent, high quality projects on time and within budget. In its 78 year history, V&G has earned a reputation for quality and integrity even when tackling the most difficult projects by partnering with the owner to identify and resolve issues early, before impacting the project. V&G will perform earthwork, grading and drainage as a subcontractor to Johnson Bros.



Touchstone Architecture and Consulting

Touchstone Architecture and Consulting is a unique architectural firm specializing in the design of signature bridge projects worldwide. Their knowledge of bridge design and construction techniques allows them to create bridge designs that are not only beautiful but buildable and cost effective. Touchstone developed a reputation for innovative designs that stem from the ideas and input of individual owners and community advocacy groups. In addition to design, they shepherd complex projects through the maze of external design constraints such as interfacing with the State Historic Preservation Office, National Environmental Protection Agency and Section 106 authorities. We understand how to integrate the desires and requirements of multiple stakeholders while focusing on a cohesive and clear design solution. Touchstone projects can be found in the Middle East, Canada, and throughout the United States. Touchstone excels at bridge design projects whether they are pre-manufactured pedestrian bridges or record breaking cable-stayed bridges. They have participated in hundreds of public input meetings and worked with dozens of public and private agencies. Touchstone offers more than a service but a solution that will be admired for generations. Touchstone will be a subconsultant contracted with GAI.

Team Organization

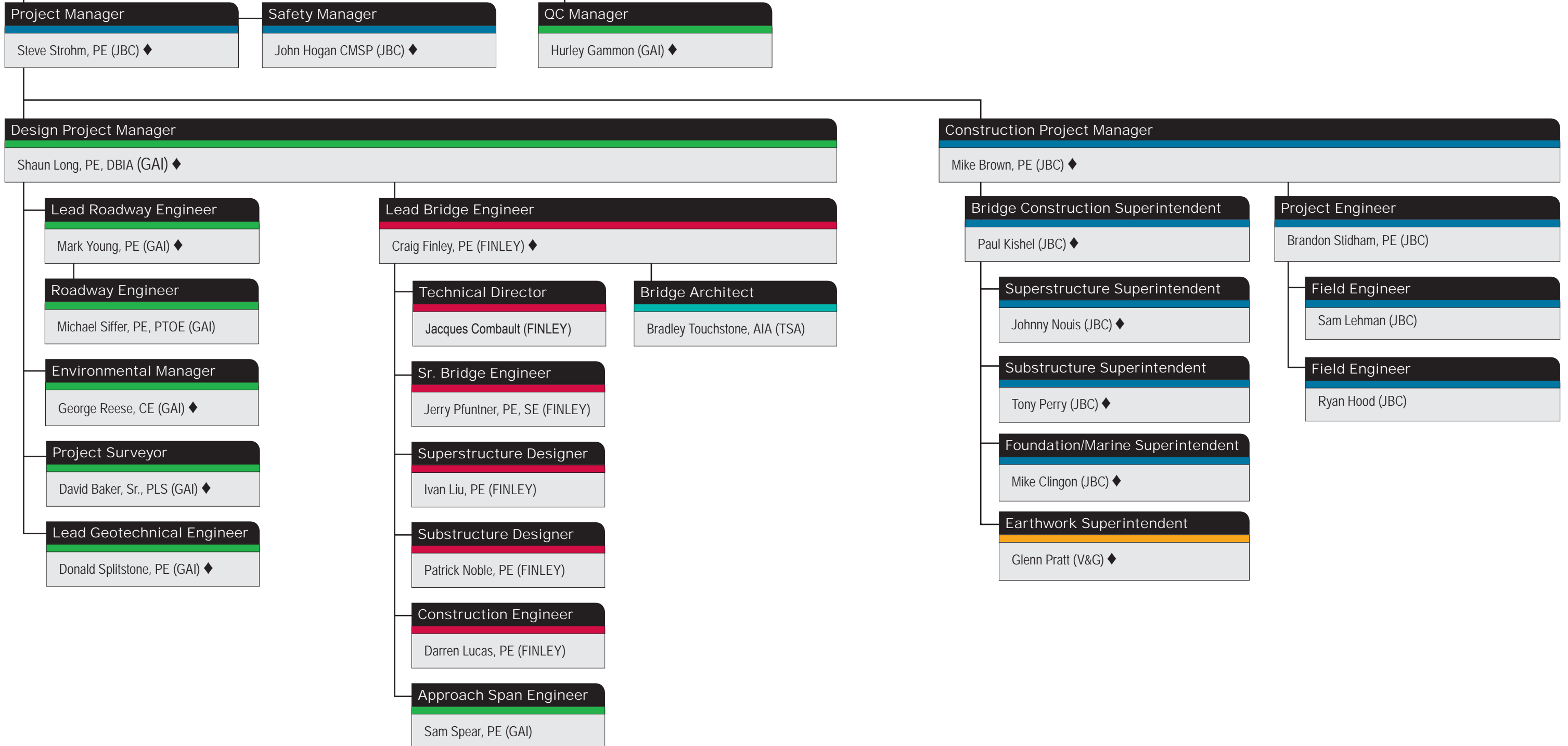
The JBC Team consisting of the aforementioned firms has come together in partnership for the Design-Build/Public Private Partnership delivery of the Wellsburg Bridge Project crossing the Ohio River. The Team Organization Chart can be found on the following page.

Team Organization



LEGEND

- (JBC)..... Johnson Bros. Corporation
- (GAI) GAI Consultants
- (FINLEY)..... Finley Engineering Group
- (V&G)..... Vecellio & Grogan
- (TSA) Touchstone Architecture
- ◆ Denotes Key Staff



Role and Responsibilities of Each Team Member



A. Project Manager – Steve Strohm, PE (JBC)

Mr. Strohm has over 28 years of experience in heavy civil construction and has extensive experience managing high-profile design-build transportation projects, including numerous bridge crossings. As Regional Manager for Johnson Bros. Corporation, he performs direct oversight and management of area operations including safety, quality management, resource allocation and coordination with other company regions and divisions, budgeting / cost control, recruitment, owner relations, interfacing with estimating and engineering staff to identify and develop innovative best value solutions that address complex issues on projects to meet all owner expectations and objectives.

Responsibilities: Overall management of the Wellsburg Bridge Project from NTP to project completion, direct interface with WVDOH, construction partners, design team members and project stakeholders. He will be present on the Wellsburg Bridge site as the Project progresses, and has full authority to make the final decisions on behalf of JBC and will be responsible for communicating these decisions directly to WVDOH.



B. Design Manager – Shaun Long, PE (GAI)

Mr. Long will serve as Design Manager and oversee the design team for the project. Mr. Long has over 12 years of structural engineering experience along with multiple years of project management experience. He has demonstrated talent for designing and managing design-build projects. He is a resourceful leader possessing exceptional communication, problem solving and organizational skills. *Mr. Long has recently been approved to sit for the DBIA examination and upon completion will be the first design-build professional licensed in the state of West Virginia.* His past experiences on design-build projects in West Virginia have proven he has the ability to team with the right-sized contractor to do the job. Projects include the **Lilly Bridge** in Hinton, West Virginia; the **Kanawha River Bridge** in Charleston, West Virginia; the **Dick Henderson Bridge** Rehabilitation for West Virginia Department of Transportation, Division of Highways in Saint Albans/Nitro, West Virginia; the **Blennerhassett Island Bridge** on Appalachian Corridor D, Washington County, Ohio and Wood County, West Virginia; and the **Coonskin Bridge Design-Build** over the Elk River in Charleston, West Virginia

Responsibilities: Mr. Long will coordinate the design team and oversee all aspects of design including road, bridge, hydrology/hydraulics and geotechnical to ensure compliance with WVDOH and ODOT design standards.



C. Lead Bridge Designer – Craig Finley, Jr., PE (FINLEY)

Craig Finley, Jr., PE will be the Lead Bridge Engineer on this project. Craig has over 35 years as a consulting engineer, involved in the design, management, construction engineering and inspection of a wide range of complex bridge types with spans from 40' to over 5,000'. He is a licensed professional engineer in Ohio, West Virginia and 38 other states. He has had extensive experience in directing the preparation of the design, construction engineering and management of over 80 segmental bridges designed and/or constructed in the US and around the world. This experience has come

predominately as a teaming partner in design-build, value engineering and P3 projects. He is very familiar with WVDOH and ODOT design standards and the U.S. Coast Guard Bridge Permit application process. Similar projects include I-64 Bridge over Kanawha River, WV; Ironton-Russell Cable-Stayed Bridge, OH; Charles W. Cullen Bridge over Indian River Inlet Design-Build, DE, and the I-35 Extradosed Bridges, TX.

Responsibilities: Mr. Finley will be responsible for managing the structural design team and bridge construction engineering components of the Wellsburg Bridge Project in addition to the preparation of the U.S. Coast Guard Bridge Permit application.



D. Lead Roadway Engineer – Mark Young, PE (GAI)

Mr. Young is a Registered Professional Engineer in West Virginia and Ohio and specializes in preparing preliminary and final contract plans and documents, including right-of-way plans, horizontal and vertical geometry, traffic control, permitting, drainage, erosion control, and specifications and bid documents for highways, bridges, and site development. He is very familiar with WVDOH and ODOT design standards and has prepared construction contract documents for both Departments. Projects include Eramet Bridge Rehabilitation in Marietta, OH; the Willowood Bridge Replacement in Summers County, West Virginia; the Romney Bridge Replacement in Hampshire County, West Virginia; the Bellepoint Bridge Replacement in Summers County, West Virginia; and the Veteran's Memorial Bridge at Bellepoint in Summers County, West Virginia.

Responsibilities: Mr. Young shall responsible for all aspects of design for the roadway approaches and maintenance of traffic plans.



E. Lead Geotechnical Engineer – Donald Splitstone, PE (GAI)

Mr. Splitstone specializes in design and construction of geotechnical projects for transportation, transit, railroad, government, and private clients. He has 18 years of experience including 15 years of design and construction management experience as a consulting engineer and three years of design and construction experience as an engineer for a specialty geotechnical contractor. Mr. Splitstone is very familiar with WVDOH, AASHTO, FHWA-NHI, NAVFAC, and Post-Tensioning Institute (PTI) design standards and methodology. He has extensive experience in developing geotechnical investigations, treatment schemes, details, plans, and specifications for various design projects for Design-Bid-Build and Design/Bid contracts. He has been involved in analysis, design and report preparation for a multitude of projects including shallow and deep (driven and drilled) foundations, various types of retaining walls and support of excavation (SOE), embankment and cut-slope stability, and rockfall analysis using the Colorado rock Fall Simulation Program (CRSP).

Responsibilities: For the Wellsburg Bridge Project Mr. Splitstone will provide specific recommendations for the design and construction of the foundations, fill slope design and analysis, cut slope design and analysis, and design of earth retainage structures.



F. Environmental Manager – George Reese, CE (GAI)

Mr. Reese specializes in environmental impact analysis and National Environmental Policy Act (NEPA) documentation, permitting, siting studies, and vertebrate ecology. His ecological specializations are in the areas of population, community and behavioral ecology. He has extensive experience in clearance and permitting of infrastructure projects, as well as the design of replacement wetlands and habitats, and has performed endangered and threatened species surveys throughout the Eastern US, including designing and developing measures to mitigate impacts to species of concern. His experience includes Southside Bridge Ramp in City of Charleston, WV; New River Parkway Extension in Summersville and Nicholas Counties WV, and Shawnee Parkway Extension in Summer and Mercer Counties for the WVDOH.

Responsibilities: Mr. Reese will be responsible for coordination with environmental agencies in WV and OH, and for adherence to all environmental requirements and commitments, evaluation/modification of existing permits and clearances, and obtaining final permits and clearances.



G. Construction Manager – Mike Brown, PE (JBC)

Mr. Brown has over 10 years experience on large scale construction projects. He is experienced in construction of long span navigable river bridges, including the \$25.4 M Jolley Bridge Design-Build over the Big Marco Pass in Marco Island, FL; the \$131.5M Kentucky Lake Bridge which has structural steel girder approach spans up to 1,646 LF of continuous length, and the Belleair Causeway Bridge Replacement which involved construction of a new high rise bridge over Intracoastal Waterway in Belleaire Beach, FL. At JBC, Mr. Brown's job duties include management/supervision, jobsite safety, project field administration, monthly progress payments, jobsite financials and projections, interpretation and compliance with drawings and specifications, time records, scheduling/maintaining manpower, job orders, implementation of company policies and safety regulations, equipment coordination, owner relations, develop subcontracts and purchase orders, billings and payment, change/work orders, subcontractor coordination, scheduling, submittals and quality control.

Responsibilities: Mr. Brown will coordinate efforts between the design and construction team members and resolve issues as they arise.

H. Construction Superintendents

Superstructure Superintendent – Johnny Nouis (JBC): Mr. Nouis has over 33 years experience on large scale highway construction projects. Significant project experience includes construction of a 3,611 LF fixed high level bridge on US68 / KY80 over Kentucky Lake; The Cove Lane/I-210 Interchange which is a \$40M multi-phased interchange project that included one above grade bridge and two at grade bridges in Lake Charles, LA; and the Caminada Bay Bridge Replacement which consisted of replacing 4000 LF of low level bridge over environmentally sensitive bay, strong currents, on a major evacuation route in Grande Isle, LA.

Substructure Superintendent – Tony Perry (JBC): Mr. Perry has 20 years of experience and specializes in form and shoring systems on bridge construction projects. He is currently responsible for constructing substructure piers within cofferdams on our North Dakota bridge project spanning the Missouri River. Substructure work on this project has required specialized means and to facilitate in-water work during winter months under extreme temperature conditions.

Foundation/Marine Superintendent – Mike Clingon (JBC): Mr. Clingon has as worked for thirty-three (33) years in the heavy civil construction industry. His experience includes extensive experience working with heavy equipment as a mechanic, operator and superintendent. On our Kentucky Lake project, Mike was responsible for installation of the foundations consisting of 30" diameter x 1" wall and 72" diameter x 2" wall pipe piles. He was also responsible for heavy equipment coordination and logistics for pre-erection, float-in and final erection of the main span arch and structural steel approach spans.

Earthwork Superintendent – Glenn Pratt (V&G): Mr. Pratt has 36 years of construction experience, the last several of which as an earthwork superintendent. As superintendent, Glenn has been responsible for communication with the owners and their representatives, overseeing the work of the project, ensuring safety compliance, and engaging all assets to further job progression. Glenn is experienced on design-build and complex grading and drainage projects. Project experience includes the South Potomac River Bridge Project in Hardy County, WV; and the James River Construction Project in Keystone, WV.

Responsibilities: JBC Construction Superintendents shall run the day-to-day operations on the Wellsburg Project and control the short term schedule. They will perform erosion control inspections as required by NPDES and other environmental rules and regulations.



I. Bridge Construction Superintendent – Paul Kishel (JBC)

Mr. Kishel has over 26 years of construction and supervisory experience. His project experience includes the SR 46 Lake Jesup Bridge and Roadway construction project for FDOT District 5. Responsible for overall construction of the project which included installing a new 4000 lf bridge over the St. John's River and Lake Jesup and removal of the old bridge and causeway to restore the water shed into Lake Jesup. He was also the project superintendent on the Treasure Island Twin Leaf Bascule Bridge Project where he was responsible for construction of bridge and roadway replacements which included fender systems, sub cables, structural steel erection, machinery and hydraulic systems, counterweights and balance, maintenance of traffic, and erosion/sedimentation/turbidity control.

Responsibilities: Bridge Construction Superintendent shall run the day-to-day operations on the Wellsburg Bridge construction site and control the short term schedule. Mr. Kishel shall be responsible for ensuring adherence to the construction requirements set forth in the Coast Guard Permit and ongoing coordination with the Coast Guard during construction of the bridge.



J. Project Surveyor – David Baker, Sr., PLS (GAI)

Mr. Baker specializes in survey, and is a Professional Land Surveyor in both West Virginia and Ohio. He has completed many large, complex highway, airport and bridge surveying projects. Mr. Baker has performed surveys for verification of construction layout and as-built features, location and topographic surveys for design and utility investigation, and site and lot mapping, including ALTA property surveys and legal descriptions; and has coordinated and set ground control for aerial mapping. Project experience includes the Mountaineer Bridge over Ohio River from Hancock County, West Virginia to Route 7 Jefferson County, Ohio; the Marlowe Bridge near Martinsburg, West Virginia; the Boothsville Bridge, West Virginia; and the Davis Bridge over the Blackwater River in West Virginia.

Responsibilities: Mr. Baker will oversee all engineering field data collection in preparation of the engineering plans and perform construction layout.



K. Safety Manager – John Hogan, CMSP (JBC)

Mr. Hogan has over 27 years of safety management experience, including more than 22 years in heavy construction. He holds numerous professional registrations related to construction safety including certified mine safety professional, MSHA instructor, OSHA Outreach Trainer 10/30, Maritime Outreach Trainer 10/30, NCCER Master Trainer, NCCER Construction Site Safety Manager, NUCA Competent Person Trainer, 40 Hour General Site Worker Hazardous, and Operations and Emergency Response. Additional safety credentials are outlined on his resume in Appendix A.

Responsibilities: Mr. Hogan will be responsible for project-wide safety, and will ensure compliance with all applicable safety regulations.



L. QC Manager – Hurley Gammon (GAI)

Mr. Gammon specializes in construction engineering and inspection. Mr. Gammon's responsibilities at GAI focus on oversight of inspection staff, quality management, and budget oversight. His experience includes serving as Construction Program/Project Manager for the \$70M Monongalia County West Virginia School Bond Construction Program; and he also served as Construction Supervisor for the \$250M Pennsylvania Turnpike Commission Mon/Fayette Expressway from Uniontown, PA to Brownsville, WV.

Responsibilities: Mr. Gammon will be responsible for ensuring that all workmanship, materials, inspections, and testing are in compliance with the contract requirements.



Approach to Work

Johnson Bros. Corporation (JBC), Vecellio & Grogan, Inc. (V&G), GAI Consultants, Inc. (GAI), and Finley Engineering Group (FINLEY) along with additional sub-consultants shown in the organizational chart have formed the JBC Team to provide design-build services for the Wellsburg Bridge crossing approximately 1 mile south of Wellsburg, WV for the West Virginia Department of Transportation, Division of Highways (WVDOH). The JBC Team will complete this project on schedule in accordance with WVDOH and ODOT standard policies and procedures.



Communication

Through all of our collective design build experiences, our Team members realize that communication is the key for a successful project. This not only means coordinating with each other, but also with the client to make sure all of the project needs are being fulfilled. The JBC Team has developed best management practices for coordinating which include: concept reviews, independent peer reviews, e-construction techniques, and implementation of a Design Quality Management Plan (DQMP).

Geotechnical Approach

The project will require significant excavation along WV Route 2 to allow for future widening. We have experience designing such cut slopes and providing for rock catchment areas per the design directives, and additional analysis like the Colorado Rock Fall Simulation program. We are also experienced in the analysis and design of deep foundations in West Virginia and Ohio.

Roadway Approach

WV County Route 2/23 and OH State Route 702, along with the tie in to WV CR 2 and OH SR 7, will be designed

in accordance with AASHTO and all state specific design directives. Any required pavement and roadway designs will be performed in accordance with the applicable design standards.

Structures Approach

General Overview: Our Team understands that this new river crossing not only provides transportation across the river, but it is intended to create an iconic structure for the area that residents can enjoy as an enhancement to this local viewpoint. Our Team has conducted many site visits, reviewed the Bridge Study and collaborated on many exciting concepts possible for this crossing. With a focus on durability, constructability and aesthetics, our Team is ready to develop a well thought out and comprehensive approach to this project.

Bridge Architecture Design Methodology

The development of our bridge architecture concepts will stem from the classic concept of “form follows function”. All structure components will have a structural purpose and function creating the basic structural form that “looks right” and makes sense to the general public. From this, aesthetic enhancements are created that invoke inspiration and capture the spirit of the project site that leaves residents, motorists and boaters with an appreciation for the technology and elegance created by this new iconic river crossing.

Bridge Design Integration

Our Team has extensive design and construction experience in all bridge types and construction means and methods along with our local knowledge to develop the ‘best’ structure for this project. Our definition of ‘best’ combines durability, constructability, aesthetics, maintenance, schedule and economics. Our design Team will spend the time up front to

develop and evaluate various span arrangements, and look for potential efficiencies in span lengths that could lead to cost savings, reduced construction time and improved aesthetics. Our Team of engineers and construction personnel will work together to optimize span lengths, beam spacing, phasing limits and foundation configuration to take full advantage of the design-build process to deliver the best value and highest quality to the Department.

Substructure Selection

Many of the substructure elements will be proportioned and detailed for aesthetics. However, structural demands will always take precedence and where aesthetic treatments are provided, our Team will ensure that these details are properly detailed to achieve the same durability as the overall structure. The design of major water crossings such as this location requires a collaborative effort between the structural, geotechnical and drainage engineers. We have assembled a team of engineers that have worked together before to meet similar challenges related to bridge scour, economical foundations and vessel collision. Our design team's experience in drainage engineering and ship impact design will be significant to this project. The required bridge pier strengths will be optimized with span length distribution and established using the AASHTO Vessel Collision provisions. Utilizing design details and analysis techniques from previous projects in developing details that allow greater distribution of the impact forces, enables economy in foundation design while minimizing the overall risk by adding redundancy and reducing overall damage to allow the structure to be restored and returned to service more rapidly.

Superstructure Selection

Our Team is experienced and fully capable of developing the complex superstructure types required for this project. We have designed arch, cable stayed, extradosed and truss bridges. In addition, we have also worked with contractor's actually building these bridges as well. A differentiating factor in our design process is incorporating construction means and methods into the design. We will bring years

of developing temporary works, temporary stability and erection schemes into this project that will allow a seamless transition from design to construction. Our approach is to develop the superstructure design utilizing the access available on the approaches to construct the main span on-site and over the channel with minimal impact to vessel navigation. Our Team has developed construction concepts that will combine conventional erection techniques with complex superstructure bridge types to produce the most economical combination of design and construction while creating an iconic bridge structure.

Vessel Navigation Requirements

In addition to the issues related to pedestrian and vehicular traffic, our Team understands that marine traffic also needs to be addressed in order to provide the best overall bridge solution at this site. This includes not only providing the required minimum vertical and horizontal clearances in the main channel, but also providing the necessary navigational lighting. Our Team will also prepare a Marine Traffic Control Plan to ensure construction activities are coordinated with the needs of the boating and shipping community.

Durability

Our Team understands the significant investment to the Department that this project represents and we bring experience from projects in other more severe climates, use of 100 year design life specifications and details that can be brought to this project to enhance the durability and ease of inspectability. These same principles will be applied to the aesthetic treatments to provide longer lasting coatings and finishes that minimize life cycle costs and maintain their appearance without routine maintenance, such as using anodized finishes and coating colors that maintain their appearance and resist fading.

Maintainability

Our Team has extensive experience in designing bridge structures as well as bridge inspection. This working knowledge will be utilized in developing this project with details that provide maximum durability, development of inspection friendly access details and a conscious effort

to eliminate details that allow for collection of moisture and debris. Our Team is familiar with the latest developments in fatigue resistant details where a proactive approach will be taken to reduce structural steel fatigue demands. The JBC Team will deliver a bridge structure that minimizes periodic and routine maintenance. Our experience on the design and construction of similar bridges will be a resource for the best design and construction details for this project. These proven details will result in a design that minimizes periodic and routine maintenance and that enhances durability for a long life.

Our Team has been developed to meet the design challenges presented with this project. Creating an iconic structure at this site within a rapid schedule will require experience and working relationships that have developed over years. Our Team brings this experience along with the working knowledge of producing projects to WVDOH/ODOT design standards that will allow for an expedited design process and rapid construction.

Team Members Previously Working Together

JBC Team members have a history of collaboration on past projects. Familiarity amongst the Team has been formed during various procurement, design and construction efforts. The Kanawha River Bridge in Charleston, West Virginia construction team included GAI Design Project Manager Shaun Long, PE, along with FINLEY. JBC Project Manager Steve Strohm worked with FINLEY to build the cast-in-place segmental bridge for the U.S. Army Corps of Engineers in Hobucken, NC. JBC and GAI have collaborated previously on the procurement phase of CSX Railroad Bridge Overpass over SR 464 Design-Build in Leesburg, FL. FINLEY and Touchstone Architecture worked together on the Section 5 Palmetto P3 project and have a long history of working together on other signature bridge projects.

DBE Participation

The JBC Team is dedicated to meeting the 7% DBE participation requirement for the Wellsburg Bridge project. A subcontractor plan will be set in place to ensure participation by disadvantaged firms throughout

the duration of the project. This will be accomplished through solicitation of local subcontractors and suppliers for design and construction work assignments. Specific construction tasks will be identified as potential areas for DBE subcontracting. Such tasks will include erosion control, seeding, storm drain construction, and reinforcing bar placement.

Ability to Commit Necessary Resources

The JBC Team has the ability to commit whatever resources are necessary to ensure successful delivery of the Project. The Design Team was strategically selected to provide a minimum of one level of redundancy at every design discipline to guarantee adequate resources would be available no matter what unexpected demands arise.

JBC itself possesses sufficient resources to construct multiple major projects, such as Wellsburg, concurrently. In fact, JBC is currently prequalified for a backlog in excess of \$1.5 Billion.

The Design Team assembled for this Project has a proven track record of successful contract plan development on numerous projects of similar size and complexity including projects for the WVDOH. The Design Team has the committed technical resources (personnel) to develop high quality timely designs, as needed to facilitate the JBC Team's successful Project delivery. The Design Team has the ability to develop multiple concurrent submissions to ensure project schedules and milestones are achieved.

Additionally, GAI and FINLEY are prepared to commit additional resources, as needed, to this project. Both companies operate nationally and have the ability to draw from hundreds of additional staff in nearby offices. GAI has staff in Bridgeport, WV; Charleston, WV; and headquarters in Pittsburg, PA – less than an hour from the project site.

The JBC Team is committed to the successful completion of this project by the Division's completion date. The JBC Team takes pride in the dedication of our management staff to complete every project on time and at the highest quality expected from the Owner. WVDOH can rest assured that this Project will receive the requisite financial, managerial, labor, and equipment resources from each of our Team members.

Section III

Experience of Key Individuals

WVDOH | Wellsburg Bridge P3 / Design-Build



Charles W. Cullen Bridge over the Indian River Inlet Design-Build, Sussex County, DE



Experience of Key Individuals

1. Licensure

The JBC Team is licensed to perform work in West Virginia and Ohio. Copies are provided in Appendix C - Required Documentation.

2. Registered Professional Engineer

Lead Design Engineer Shaun Long, PE is registered in West Virginia (#18674) and will be registered in Ohio before this project begins.

Lead Bridge Engineer Craig Finley, PE is registered in WV (#15029) and Ohio (#59149).

3. Minimum Qualifications of Personnel

The JBC Team exceeds the minimum qualifications described in the RFQ. Team members have extensive experience working on numerous WVDOH and ODOT interstate improvement projects. Qualifications are described below and in the following pages.

A. Project Manager

The Project Manager will be Steve Strohm, PE of Johnson Bros. Corporation. Mr. Strohm will be responsible for delivery of the Wellsburg Bridge Project to the complete satisfaction of WVDOH. He will be WVDOH's primary point of contact and will coordinate the efforts between the design and construction team members and oversee all aspects of the project. He has over 28 years of experience in heavy civil construction and has managed multiple design-build transportation projects, including numerous large scale bridge construction projects, some of which are described in Table 1 below. Full resumes for the JBC Team are provided in Appendix A.

Project, Client, Contact	Dates, Description	P3/D-B	Similar
SR 951 Over Big Marco Pass FDOT District 7 Brett Pielstick, Sr. (904) 733-1478	9/2009 - 5/2011. Marco Island, Florida - Design-Build Project Manager overseeing all aspects of the project to design and construct a 1,600 lf bridge over Big Marco River along with 1 mile of associated roadway approaches. The project was located within the Rookery Bay Aquatic Preserve with special requirements regarding sea grass and wetland mitigation and monitoring. The Design-Build Team proposed and incorporated a number of innovative features into the project which culminated into a substantial cost savings to the Owner. The Team was also responsible for coordinating with multiple entities to design landscape plans within a defined budget that was acceptable to all stakeholders. This task, along with resolution of various other project challenges, were facilitated by open communication and the formal partnering process to deliver a successful project within budget and on schedule.	✓	✓
SR60 Over Peace Creek Drainage Canal FDOT District 1 Lance Grace (941) 359-7315	1/2001 - 8/2001. As the Design-Build Project Manager, Mr. Strohm was responsible for the permitting, utility coordination, design, construction and CEI on this first design-build project to be let by FDOT District 1 to replace dual bridges and reconstruct one mile of roadway on a heavily trafficked 4- lane divided highway which is one of a few direct east-west connections across the state of Florida. Through the Team's innovative approach to design, permitting and construction, substantial savings in terms of cost and time was realized by FDOT. A unique flared-cantilever wing wall design was utilized that eliminated one pile and reduced the quantity of concrete required at eight wall locations. Fabric formed concrete was installed in lieu of placing rubble rip-rap at the bridge abutments. Demolition of the existing structures was phased such that existing spans could be used as work platforms and pile driving templates were fastened to the existing structures to eliminate temporary support piles. The Design-Build Team earned the maximum incentive bonus offered by FDOT for early project completion. Formal Partnering was proposed by the design-build Team and agreed to by FDOT and the project received awards from both AGC and DBIA.	✓	✓

TABLE 1 - Project Manager Experience (Continued)

Project, Client, Contact	Dates, Description	P3/D-B	Similar
Double-Leaf Bascule Bridge FDOT District 7 Don Hambidge (727) 641-5134	1/2005 - 8/2007. Treasure Island, Florida - \$45M, Earned early milestone completion incentive bonus. Received 2008 FTBA Best in Construction Award for Major Bridge. Project involved construction of new double twin leaf bascule bridge with new control house, hydraulically lifted spans with concrete bascule spans, state of the art architectural designs, pre-stressed concrete piling, cofferdam construction, post tensioned precise deck slabs and multi-phased roadwork.		✓
Double-Leaf Bascule Bridge FDOT District 1 Carl Harmon (941) 359-7350	7/2002 - 11/2005. Venice, Florida - \$35M. Total reconstruction and widening of approximately three miles of four-lane divided urban highway and rehabilitation of an existing bascule bridge and construction of a new adjacent bascule bridge over the Gulf Intracoastal Waterway. Work was completed in phases to facilitate maintenance of vehicular and marine traffic and the Contract included an incentive-disincentive clause to complete milestone activities within specified time periods. Formal partnering was implemented on the project resulting in many issues being discovered and resolved through open communication, collaboration and proactive planning prior to impacting costs and schedule. The work associated with the intermediate milestone was completed 60 days ahead of schedule and final project acceptance was completed 47 days ahead of schedule. The project received the 2005 FTBA/FDOT "Best In Construction-Major Bridge" award.		✓
I-85 Reconstruction and Widening NCDOT Division 10 Dale Swicegood (336) 249-6255	8/2012 - 9/2013. Davidson County, NC - Mr. Strohm assumed the Design-Build Project Manager during the final 13 months of this 30-month fast-track project consisting of reconstruction and widening of 3.6 miles of I-85 to an 8-lane facility. Major activities during Mr. Strohm's tenure on the project included utility relocations, mass earthwork/grading, phased construction of a cast-in-place 5-barrel culvert, bridge demolition, phased interchange construction and concrete mainline pavement utilizing on-site batch plant.	✓	✓
Lee Roy Selman Expressway Deck Replacement FDOT District No. 7 James Jacobson (813) 744-6050	10/2007 - 3/2008. Fast-Track Design-Build project consisted of bridge deck replacements on Lee Roy Selmon Crosstown Expressway overpasses spanning US41; CSX Railroad & Maydell Drive. Total of six (6) bridges (two bridges at each location). Work took place under extreme confined conditions with active travel lanes above, below and adjacent to work zone. Phased construction with complex MOT schemes, demolition over active travel lanes and railway, cast-in-place concrete deck, barrier rails. Project completed early earning early completion incentive bonus.	✓	✓
Twin Single-Leaf Bascule Bridge Palm Beach Co. Public Works Frank White (561) 662-4605	12/96 - 7/00. Dual Single-Leaf Movable Bridges spanning Intracoastal Waterway. Cofferdam construction, pipe piles, prestressed concrete piles, structural steel erection, machinery and hydraulic systems, control building, fender system, demolition, MSE wall construction, 1200 LF of concrete girder approach spans and one mile of new roadway construction.		✓
Hobucken Bridge Replacement U.S. ACOE Joe Shepherd (912) 507-3190	5/95 - 12/96. Hobucken, North Carolina - Concrete segmental bridge spanning the Intracoastal Waterway. Prestressed concrete piles, 1750 LF of concrete girder approach spans, 800 LF of post-tensioned cast-in-place concrete segmental spans using form traveler.		✓

The key individual experience identified in Table 2 below demonstrates that the JBC Team surpasses the minimum qualifications defined in the RFQ and have worked on numerous projects in West Virginia and Ohio. Full resumes are provided in Appendix A.

TABLE 2 - Key Individual Experience

Role, Name, Firm	Yrs Exp.	Qualifications / Experience
B. Design Manager Shaun Long, PE GAI Consultants	12	<ul style="list-style-type: none"> ▪ Professional Engineer - WV #18674, OH (in progress) ▪ Project Manager for Veteran's Memorial Tie-Down Retrofit from Weirton, WV to Steubenville, OH ▪ Structural Engineer and Team Leader for I-64 Kanawha River Bridge in Charleston, WV ▪ Structural Engineer for Blennerhassett Island Bridge along Appalachian Corridor D in Washington County, OH and Wood County, WV for WVDOH ▪ Project Manager and Lead Designer for the Coonskin Bridge Design-Build in Charleston, WV ▪ Project Manager and Lead Designer for Lilly Bridge over Bluestone River in Hinton, WV ▪ DBIA Certification in Progress ▪ NCEES Certified

TABLE 2 - Key Individual Experience (Continued)

Role, Name, Firm	Yrs Exp.	Qualifications / Experience
C. Lead Bridge Engineer Craig Finley, PE Finley Engineering Group	35	<ul style="list-style-type: none"> ▪ Professional Engineer - OH #59149, WV #15029, +38 additional states ▪ Structural Engineer for IH-35 Bridges (Extradosed) over the Brazos River in Waco, TX ▪ Structural Engineer for Rich Street Bridge. Columbus, OH ▪ Structural Engineer for I-64 Bridge Over Kanawha River in Kanawha County, WV ▪ Structural Engineer for Clifford Hollow Bridge. Hardy County, WV ▪ Structural Engineer for Ironton-Russell Cable-Stayed Bridge Replacement in OH & KY ▪ Structural Engineer for Cooper River Cable Stayed Bridge Design Review in Charleston, SC ▪ NCEES Certified
D. Lead Roadway Engineer Mark Young, PE GAI Consultants	18	<ul style="list-style-type: none"> ▪ Professional Engineer - WV (#18674), OH (#72486) ▪ Project Manager for Eramet Bridge Rehabilitation for Eramet Marietta in Marietta, OH ▪ Project Manager for Lincoln County Road Relocation for Columbia Natural Resources in Lincoln County, WV ▪ Project Manager for Lincoln County Road Widening for Columbia Natural Resources in Lincoln County, WV ▪ Lead Engineer for Willowwood Bridge Replacement for WVDOH in Summers County, WV ▪ Senior Roadway Engineer for Veteran's Memorial Bridge at Bellepoint for WVDOH in Summers County, WV
Roadway Engineer Mike Siffer, PE, PTOE GAI Consultants	24	<ul style="list-style-type: none"> ▪ Professional Engineer - OH (#59492) ▪ Professional Traffic Operations Engineer ▪ Project Manager for Maumee River Crossing, Toledo & Oregon, OH ▪ Lead Design Engineer for Oatis Avenue Roadway Realignment and Widening in Toledo, OH ▪ Lead Design Engineer for S.R. 105 widening at Dunbridge Road in Bowling Green, OH ▪ Lead Design Engineer for Curtice Road for City of Northwood, OH ▪ Lead Design Engineer for County Road 28 (Frankfort Road) over Frankfort Ditch in Spencer Township, Lucas County, OH
E. Lead Geotechnical Engineer Donald Splitstone, PE GAI Consultants	18	<ul style="list-style-type: none"> ▪ Professional Engineer - WV #21177, OH #79815 ▪ Lead Geotechnical Engineer for Corridor H Design-Build for WVDOH, Grant County, WV ▪ Lead Geotechnical Engineer for SR0007 Roadway Cut Design/Rock Fall Hazard Mitigation for ODOT, Marietta, OH ▪ On-site Project Engineer for SR0043 Bridge Over Rubles Run, Mon-Fayette Expressway, WV ▪ Lead Geotechnical Engineer for Point Marion Bridge Replacement over Monongahela River, SR0088, Section A10, Fayette & Greene Counties, PA ▪ Lead Geotechnical Engineer for Greenfield Avenue Bridge Over I-376, Allegheny County, PA ▪ PA Certified Drilling Inspector, Level II, No. 066-99
F. Environmental Manager George Reese, CE GAI Consultants	32	<ul style="list-style-type: none"> ▪ Responsible for Section 4(f) evaluation and environmental studies for many bridge replacement projects for WVDOH ▪ NEPA Document Coordinator for Martinsburg Bypass (WV9) in Berkeley County for WVDOH ▪ Responsible for Environmental Impact Statement (EIS), air/noise/energy impact studies, hazardous waste investigation, and natural resources investigation for New River Parkway Extension in Summersville and Nicholas Counties for WVDOH ▪ Responsible for Environmental Resources Inventory for Shawnee Parkway Extension, Summer and Mercer Counties for WVDOH ▪ Has performed endangered and threatened species surveys throughout the Eastern U.S., including designing and developing measures to mitigate impacts to species of concern
G. Construction Manager Mike Brown, PE Johnson Bros.	10	<ul style="list-style-type: none"> ▪ Construction Manager for the \$131.5M Kentucky Lake Bridge – 3,611' fixed high level bridge on US68 / KY80 for the Kentucky Transportation Cabinet ▪ Project Manager for SR 682 Improvement Project consisting of .815 miles of roadway improvement and .493 miles of fixed high-level bridge construction including 24" pre-stressed concrete piling, mass concrete, Florida I Beam (78" and 84"), deck concrete, storm water drainage in an extremely environmentally sensitive area ▪ Project Engineer for the Jolley Bridge (SR951) over Big Marco Pass Design-Build Project ▪ Project Engineer for Bill Young Bascule Bridge Replacement in Treasure Island, FL involving construction of new double twin leaf bascule bridge with new control house, hydraulically lifted spans with concrete bascule spans, state of the art architectural designs, pre-stressed concrete piling, cofferdam construction, post tensioned precise deck slabs and multi-phased roadwork

TABLE 2 - Key Individual Experience (Continued)

Role, Name, Firm	Yrs Exp.	Qualifications / Experience
H. Bridge Construction Superintendent Paul Kishel Johnson Bros.	26	<ul style="list-style-type: none"> Superintendent for Big Marco Pass Bridge and Roadway Replacements, Design-Build, FDOT D-1 Superintendent for SR 46 Lake Jesup Bridge and Roadway Project Superintendent for CSX Bascule Bridge Replacement over North Fork of the New River Superintendent for SR41 Bascule Bridges Replacement National Commission for the Certification of Crane Operators CPR & First Aid, Competent Person – OSHA, Advanced MOT Certification
H. Superstructure Superintendent Johnny Nouis Johnson Bros.	33	<ul style="list-style-type: none"> Construction Superintendent for the \$131.5M Kentucky Lake Bridge – 3,611' fixed high level bridge on US68 / KY80 for the Kentucky Transportation Cabinet Construction Superintendent for the Caminada Bay Bridge Replacement in Grand Isle, LA - Work consisted of replacing 4000' of low level bridge over environmentally sensitive bay, strong currents, major evacuation route Construction Superintendent for the SR 528 High Rise Bridge Replacement (3900') over the Indian River in Cocoa, FL. Work consisted of constructing 25 spans utilizing pre-stressed concrete girders
H. Substructure Superintendent Tony Perry Johnson Bros.	20	<ul style="list-style-type: none"> Construction Superintendent responsible for construction of footings, columns and caps on \$66M bridge over the Missouri River on US85 in McKenzie & Williams Counties, ND Construction Foreman with extensive experience assembling, erecting and dismantling gang form and shoring systems on various bridge construction projects
H. Foundation/Marine Superintendent Mike Clingon Johnson Bros.	33	<ul style="list-style-type: none"> Marine/Pile Driving Superintendent for the \$131.5M Kentucky Lake Bridge – 3,611' fixed high level bridge on US68 / KY80 for the Kentucky Transportation Cabinet Pile Driving Superintendent on \$51M West Ashley WWTP – Install battered prestressed concrete pile to support 48" force main through wetlands utilizing top down construction techniques Superintendent over pipe placements in 350' deep shafts and vaults and construction of vaults on \$113M Bi-County Water Tunnel Project located in Chevy Chase, MD
H. Earthwork Superintendent Glenn Pratt Vecellio & Grogan	36	<ul style="list-style-type: none"> Superintendent for \$30 Million South Potomac River Bridge, Hardy County, WV Superintendent for \$12 Million James River Construction Site, Keystone, WV Superintendent for \$1.9 Million Coal River Truck Dump & Mine Portal, Boone County, WV Superintendent for \$852K Cherry Tree Haul Road, Boone County, WV Superintendent for \$19 Million Harlan – Whitesburg Road (US 119)
I. Project Surveyor David Baker, Sr., PLS GAI Consultants	38	<ul style="list-style-type: none"> Professional Land Surveyor (PLS): WV (#2007), OH (#S7644) Mountaineer Bridge over Ohio River from Hancock County WV to Route 7 Jefferson County, OH Boothsville Bridge, WV - Mapping and design support surveys, centerline stakeout and referencing for 50 feet span Rte 73 over branch of Booths Creek I-70 over Rte 45, Martinsburg, WV - Quality control and verification during construction of interchange and 100 feet long span I 70 over Rte 45
J. Safety Manager John Hogan, CMSP Johnson Bros.	27	<ul style="list-style-type: none"> Over 27 years of safety management experience, including more than 22 years in heavy construction Certified Mine Safety Professional MSHA Instructor OSHA Outreach Trainer 10/30 Maritime Outreach Trainer 10/30 NCCER Master Trainer NCCER Construction Site Safety Manager NUCA Competent Person Trainer 40 Hour General Site Worker Hazardous Operations and Emergency Response
K. QC Manager Hurley Gammon GAI Consultants	18	<ul style="list-style-type: none"> Construction Supervisor for design and construction of the \$250M Mon/Fayette Expressway from Uniontown, PA to Brownsville, WV - responsibilities included the coordination, tracking and review of all project documentation and the oversight of the construction inspection staff. Agreement Manager for PennDOT, District 12-0, Ten Mile Creek Bridge, ARRA open end projects Project Scheduler/Civil Highway Engineer for the \$116M Pennsylvania Turnpike Commission Somerset Reconstruction - responsible for maintaining, monitoring, and evaluating a complex 5,000-activity construction schedule utilizing Primavera P3, Suretrak, and Expedition software

TABLE 3 - Additional Team Member Experience

Role, Name, Firm	Yrs Exp.	Qualifications / Experience
Bridge Architect Bradley Touchstone, AIA Touchstone Architecture	23	<ul style="list-style-type: none"> Registered Architect: OH, FL, AL, NY, DE, LA, MA, TX, NCARB Accreditation Clay Avenue Pedestrian Bridge, Toledo, OH kciCON, Kansas City, MO - Bridge Architect for the design-build team constructing the kciCON Bridge

Section

III

Past Performance

WVDOH | Wellsburg Bridge P3 / Design-Build



I-64 Kanawha River Bridge, Kanawha County, WV



Similar Design/Construction (Projects 1-5) Full project profiles are provided in Appendix B

1. I-64 Kanawha River Bridge, Kanawha County, WV

Owner West Virginia DOT	
JBC Team Members Finley Engineering Group Project Manager Shaun Long	
Years of Construction 2006 - 2010	
Project Value \$83M	
Reference Tom Hesmond, PE Brayman Construction (412) 292-3219	

Description: The I-64 Kanawha River Bridge's overall bridge length is 2975-ft. with a 760-ft. main span over a navigational waterway which is the longest concrete box girder span in the United States. The new bridge carries I-64 eastbound traffic consisting of three through lanes, one auxiliary lane, and shoulders. The structure crosses over railroad tracks, the Kanawha River back channel, Wilson Island, the Kanawha River main channel, and three roads. In addition to the 760-ft. main span, the project design included 460-ft. and 540-ft. side spans; five additional approach spans ranging from 144-ft. to 295-ft. and the construction of seven piers – five on land and two on the edge of the river.

FINLEY provided pre-bid design support and construction engineering to the contractor. FINLEY provided construction engineering to the contractor during all phases of construction of the bridge. These services included modification of plan details to improve constructability of the bridge, construction analysis and construction manual preparation, geometry control manual, integrated shop drawings preparation, design of the temporary works required to build the bridge and design office support during construction.

2. I-35 Brazos River Bridges, Waco, TX

Owner Texas DOT	
JBC Team Members Finley Engineering Group	
Years of Construction 7/2012 - 7/2014	
Project Value \$43M	
Reference Kirk Krause, PE TxDOT Area Engineer (254) 772-2890	

Description: This project was part of TxDOT's initiative to expand the I-35 corridor to a minimum of three lanes in each direction for approximately ten miles with uninterrupted access roads from San Antonio to the I-35 split north of Hillsboro so business partners, tourists and commuters can travel more easily. The project also included the construction of two new frontage road bridges along I-35 over the Brazos River in downtown Waco, Texas.

The new bridges are the first use of an "extradosed" design by TxDOT and to date, reportedly only the third location to use an extradosed bridge design in the United States. This unique design serves as a landmark for the region. The new bridges fulfilled the City of Waco's aesthetic requirements, created a one way continuous frontage road crossing over the Brazos River including sidewalks and overlooks for pedestrians, created additional ramps and U-turns at selected crossings and provides access to the future Baylor University sports complex.

FINLEY provided construction engineering services for the two bridges. The bridges are 620-ft-long with a 250ft. main span that include steel beams working in conjunction with pylons anchored by shallow-angled cables carries between 20% and 30% of the bridge load. Drilled shafts that are 10 ft. in diameter and about 50 ft.-deep serve as a foundation for the bridge. The shafts transition into aesthetic columns and pylons and the beams rest on a continuously poured concrete cap that helps support the deck.

3. Kentucky Lake Bridge, Marshall County, KY

Owner Kentucky Transp. Cabinet
JBC Team Members Johnson Bros.
Years of Construction 2014 - 2016
Project Value \$131.5 M
Reference Michael Oliver (270) 753-2993



Description: The Kentucky Lake Bridge will provide improved safety for motorists and for commercial vessels navigating the Tennessee River inland waterway. Johnson Bros. is building the project which includes final roadway paving on the causeways and demolition of the old structure. The new bridge will be 3,611 ft long and have three units: the 1,409-ft-long four-span west approach, the 550-ft-long steel tied-arch main span and the 1,652-ft-long five-span east approach. The 75-ft-wide bridge deck will carry two lanes of traffic in each direction and a barrier separated 10-ft-wide multi-use path on the south side. The primary members of the main arch span floor system are 5- to 6-ft-deep transverse floor beams that are bolted to the tie girders every 45 ft. Both the floor beams and the longitudinal stringers act compositely with the concrete bridge deck, eliminating stringer bearings. Corrosion protection is assured by specification of painted weathering steel. The construction team worked with KYTC's Bridge Preservation Office to identify appropriate locations for inspector safety cable and steps built into the structure to satisfy KYTC's policy of 100% climbing access for inspection, thus conserving future maintenance dollars.

4. Double-Leaf Bascule Bridge, Treasure Island, FL

Owner FDOT District 7
JBC Team Members Johnson Bros.
Years of Construction 1/2005- 8/2007
Project Value \$45 M
Reference Don Hambidge (727) 641-5134



Description: Earned early milestone completion incentive bonus. Received 2008 FTBA Best in Construction Award for Major Bridge. Project involved construction of new double twin leaf bascule bridge with new control house, hydraulically lifted spans with concrete bascule spans, state of the art architectural designs, pre-stressed concrete piling, cofferdam construction, post tensioned precise deck slabs and multi-phased roadwork.

5. Corridor H, Grant County, WV


Owner WVDOH
JBC Team Members Vecellio & Grogan
Years of Construction 2009 - 2012
Project Value \$32.4 M
Reference J. Darby Clayton, PE (304) 289-3857



Description: In July of 2009, Vecellio & Grogan, Inc. was awarded a contract to construct a two-mile section of Corridor H. The project included nearly 6 million cubic yards of excavation, a multi-span bridge over Knobley Road and an environmentally-sensitive area, as well as the construction of a 1,430 long box culvert with a natural stream alignment. V&G self-performed all major elements of work on the project and was able to provide the WVDOH with approximately \$500k in savings through value engineering early in the project lifecycle.

Similar Design-Build/P3 (Projects 6-10)

6. Charles W. Cullen Bridge Over The Indian River Inlet Design-Build, Sussex County, DE

Owner Delaware DOT	
JBC Team Members Finley Engineering Group	
Years of Construction 2008 - 2012	
Project Value \$150 M	
Reference Peo Halvarsson (757) 343-1611	

Description: The Charles W. Cullen Bridge carries the SR 1 Coastal Highway across the Indian River Inlet in Delaware. The bridge is divided into a 1,750 ft.-long cable-stayed span unit and 850 ft (259 m) long approach spans. The cable-stayed main span is 950 ft. providing a minimum horizontal clearance of 900 ft. for the Inlet. The required vertical clearance over the 200 ft. wide navigation channel is 45 ft. The bridge has two 12 ft.-wide travel lanes, a 10 ft.-wide outside shoulder, a 4 ft.-wide inside shoulder in each direction, and one 12 ft.-wide sidewalk is accessed from the east side of the bridge. The reduced embankment limits resulted in the elimination of massive embankments and provided an unobtrusive view of the Atlantic Ocean. The new bridge has a minimum 100 year design life. All piers for the new bridge are placed outside of the inlet. The foundations are supported on 36 inch-square piles. The bridge has two 240 ft.-high towers / pylons on each side of the bridge with single plane cable-stays.

FINLEY provided preliminary bid design, independent peer review and construction engineering. Construction engineering services included design of erection equipment and falsework and off-site technical assistance. The construction sequence cast the back spans on falsework which significantly sped construction work because work could be completed simultaneously.

7. Palmetto Section 5 SR 826/836 Interchange P3 (D-B-F), Miami, FL

Owner FDOT D-6 / Miami-Dade Expressway Authority	 
JBC Team Members Finley Engineering Group Touchstone Architecture	
Years of Construction 11/2009 - 10/2015	
Project Value \$558M	
Reference Gus Pego, PE (305) 470-5197	

Description: This \$558 million P3 (design-build-finance) project involves the construction of an Interchange between SR 826 and SR 836, two limited access facilities, as well as the reconstruction of SR 826 at Flagler Street and SR 836 at NW 72nd Avenue interchanges.

FINLEY designed and provided the construction engineering on four high-level segmental bridge ramps (Bridge Nos. 9, 11, 15 and 19) that traverse the core of the interchange. The segmental bridge ramps were precast, balanced cantilever and erected with a 460 ft. launching gantry. The bridge lengths varied from 1,100 ft. to 2,450 ft. in length and are 47 ft.-wide, with a maximum span length of 266 ft. The curved segmental bridge ramps are the third level of the interchange with radii down to 590 ft. and have a maximum superstructure deck height of 95 ft. above the proposed ground. All of the bridges are supported on 24" pile foundations and reinforced concrete piers and caps. The design offered unique challenges integrating underlying roadways, canals and MOT requirements into the layout of these segmental bridge ramps.

The high level segmental flyovers are built over multiple roads that carry 430,000 vehicles per day and are the tightest elevation curves erected in the United States. The all overhead erection eliminated the need for falsework and cranes and eliminated five MOT phases that would have impacted traffic and provided a safer work environment. FINLEY integrated the design into the construction while satisfying the strong aesthetic requirements. The design reduced maintenance and construction costs with the utilization of external tendons, Diabolos and deviators. The use of polystyrene in the hollow pier columns, except at the base of the caps, eliminated the need for interior formwork and reduced the overall mass of the structure and concrete required. Touchstone Architecture provided bridge aesthetics for the high-level interchange.

8. Lake Jessup Causeway Bridge Replacement Design-Build, Geneva, FL

Owner	FDOT District 5
JBC Team Members	Johnson Bros.
Years of Construction	2/2008 - 1/2010
Project Value	\$38.1 M
Reference	John Tyler (386) 943-5344



Description: Major roadway and bridge replacement of a 3,800' elevated causeway bridge on SR 46 over environmentally sensitive Lake Jessup in Seminole County, FL. Scope items included maintenance of traffic, erosion/sedimentation control, storm water management with multi-acre ponds, prestressed concrete piling, sub and superstructure, mass grading/embankment, barrier walls, MSE retaining walls, stabilizations, approach slab and roadway, curbing, sidewalks, guardrail system, underground power, signalization, jack & bore, and pressure & gravity piping systems. *This award winning bridge was ranked #6 by Roads and Bridges Magazine's Top 10 Bridges for 2009.*

9. SR 951 Big Marco Pass Bridge Replacement Design-Build, Marco Island, FL

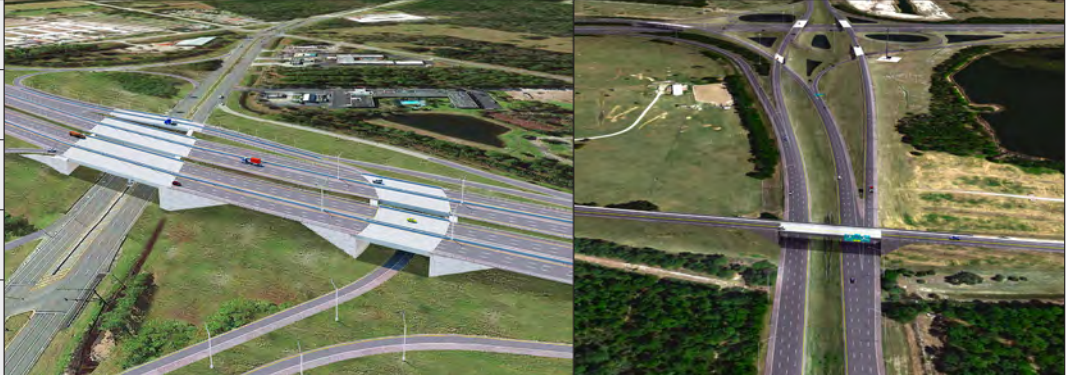
Owner	FDOT District 1
JBC Team Members	Johnson Bros.
Years of Construction	9/2009 - 9/2011
Project Value	\$25.3 M
Reference	Gerald Byrne (239) 985-7851



Description: Major Roadway and Bridge Replacement on SR 951 to Marco Island. Scope included design and construction of a 1,600' high rise bridge consisting of two 12' lanes, 6' inside shoulder, 10' outside shoulder and 8' sidewalk. This bridge is 74' over the Intracoastal Waterway. Additional scope items include reconstruction and resurfacing of approximately 1,800' of roadway at each bridge approach to provide a four-lane divided roadway. Major features include 60" diameter drilled shaft foundations, precast 78" Florida I-Beams, cast-in-place substructure and superstructure, fender system replacement, demolition of existing fishing piers, MSE wall construction, landscaping, roadway lighting, seawall construction, rip-rap scour protection, roadway drainage system, stabilized subgrade, base and flexible paving.

10. I-95 Widening and Reconstruction of the I-4 / US 92 Systems Interchange Design-Build, Volusia County, FL

Owner	FDOT District 5
JBC Team Members	GAI Consultants
Years of Construction	2015 - 2017
Project Value	\$205 M
Reference	Bradley Bauknecht, PE (386) 943-5429



Description: Project involves the widening of existing four-lane I-95 to a six-lane interstate highway from north of SR 44 (approximate Mile Post 16.899) to north of US 92. The Project work includes the reconstruction of the systems interchange with I-4, I-95 and US 92. This project also includes a safety improvement on the southbound exit ramp to SR 44. Additional scope items includes pavement widening, drainage system improvements, bridge widening, bridge replacement, retaining walls, highway lighting, Intelligent Transportation System (ITS) modifications, median barriers, signing and pavement markings, signalization and milling and resurfacing.

Litigation Questions

Question	JBC	GAI	FIN	V&G	TSA
a. Has any member of the Proposer’s team been declared delinquent and/or in default on any project within the last 5 years?	No	No	No	No	No
b. In the past 5 years, has any member of the Proposer’s team been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity, or are any such actions pending against them?	No	No	No	No	No
c. In the past 5 years, has any member of the Proposer’s team submitted a claim on a project that was not resolved without litigation and if litigated was not resolved in favor of the member of Proposer’s team?	No	No	No	Yes ²	No
d. Has any member of the Proposer’s Team been assessed liquidated damages on any projects within the past 5 years?	Yes ¹	No	No	Yes ³	No
e. Does any member of the Proposer’s team have active projects that are behind schedule?	No	No	No	Yes ⁴	No
f. In the past 5 years, has any member of the Proposer’s team been found in violation of any local, state, or Federal laws or regulations, or is any member of the Proposer’s team currently under investigation for violation of any such laws or regulations? This includes but is not limited to safety, environmental, and erosion/sediment control issues.	No	No	No	No	No
g. Within the last 5 years, has any member of the Proposer’s team received incentives for early project completion?	No	No	No	No	No
h. In the past five 5 years, has any member of the Proposer’s team been involved in design and construction related litigation?	No	No	Yes ⁵	See item C above	No

¹ JBC had liquidated damages for Port Improvements: Northern Expansion Phase II, Slip C, Part A, Bulkhead for Greater Lafourche Port Commission where \$83,700 was assessed for not meeting interim milestone date. Interim turn-over date on west side of project was not met mainly due to inclement weather. Additional weather days granted to extend end date, but not interim date. Also for I-210 / Cove Lane Interchange and Improvements for Louisiana DOTD - \$1,725,000 assessed for 115-day delay in meeting final completion date. Project schedule delays occurred due to foundation issues. Johnson Bros. is currently negotiating with the Owner for reversal of the entire amount of liquidated damages.

² V&G submitted a verified claim to the North Carolina Department of Transportation in 2012 that was resolved through litigation in 2015. V&G was awarded part of its claim in the judgment. The issues surrounding V&G’s claim could have, and would have, been avoided and/or mitigated using the design-build procurement mechanism.

³ V&G’s \$10M VA Route 83 project in Vansant, VA was assessed \$90,000 in was assessed liquidated damages for late completion. The project consisted of widening and straightening an existing two-lane road in the mountains of southwest Virginia, excavating approximately 600,000 CY, while the roadway remained open to traffic. Unseasonably wet weather conditions and an unexpected alteration to the construction calendar forced V&G’s construction operations into the winter months, thereby delaying project completion.

⁴ V&G’s WV Route 10 project in Logan County is behind schedule due to a delay related to the owner/designers reconfiguration of a toe key for the main project embankment area. The delay occurred during summer 2015. V&G has submitted its request for an excusable delay and is awaiting resolution of the issue.

⁵ FINLEY is a defendant in litigation against multiple parties that is currently undergoing mediation and is expected to settle positively for FINLEY.

ACRONYM LEGEND

- (JBC)Johnson Bros. Corporation
- (GAI)GAI Consultants
- (FIN) Finley Engineering Group
- (V&G)..... Vecellio & Grogan
- (TSA) Touchstone Architecture

Section

Quality Control Plan

IV

WVDOH | Wellsburg Bridge P3 / Design-Build



Double-Leaf Bascule Bridge, Treasure Island, FL



Construction Quality Management

Johnson Bros. (JBC) will implement a construction operations approach based on our proven process that has yielded successful results on our past projects. The project Quality Control Manager, Mr. Hurley Gammon, will be responsible for Construction Quality Management.

Quality Control Manager

Mr. Gammon has over 15 years of quality control experience in heavy civil construction. Mr. Gammon will work together with our construction project team to maintain the quality of this project and will have the full authority to act as a contractor's agent to institute any and all actions necessary for the successful implementation of the Construction Quality Control Plan. He will administer, implement, monitor and, as necessary, adjust the processes to ensure compliance with the contract documents and resolve the disposition of any discrepancies. Mr. Gammon will oversee our quality plan and direct QC personnel to provide daily QC reports and testing/sampling data, including distribution of such reports to WVDOH.

Planning/Project Start-Up

Our team will start the planning process months before the actual work begins. Before the craft labor force begins work, a well thought-out plan will have been written, reviewed by the Construction Manager and reviewed with the craft forces. This plan will contain a detailed schedule, the resources allocated to each work phase, and individual work procedures for each operation.

Safety Management

Prior to starting work, we will have in place a job-specific Safety Manual, which will contain a complete list of safety procedures; and a Hazard Analysis Plan which is a detailed analysis of the hazards that exist and

what preventative measures will be taken to prevent an accident. We involve everyone in safety on our projects, and make it a top priority.

Scheduling/Coordinating Design

To fully realize the benefit of our approach, the JBC Team will develop a complete job baseline schedule from Notice of Award to turnover. This detailed schedule will list all major construction elements and will assist the team in managing both the shop drawing submittal, quality control, permitting process and project construction. Controlling the shop drawing submittals and quality control process will be integral to meeting the goals in the job schedule and will determine when many items of work will begin. The effort will be tracked and monitored as part of the job schedule. If the construction falls behind, steps will be taken to regain the lost time. By closely monitoring the schedule, the JBC Team will ensure the shop drawings, environmental permitting and quality control requirements do not delay construction.

Each week a detailed Two-Week Schedule will be completed and compared to the baseline schedule. Project progress will be tracked on a daily basis and adjustments will be made as necessary to keep the project on track.

Quality Control/Testing

There will be a Quality Control team on the project, but it will be the responsibility of all construction level personnel to perform pre-pour checklists on concrete pours, make certain grades are correct and ensure the work is installed properly on a daily basis. The Quality Control team will complete daily reports to verify that work items have been checked for proper installation, and will perform project testing and documentation.

Contract Administration & Project Documentation

We will develop a reporting system that implements and parallels the

system the DOH has in place. These project controls will be continually updated on work progress, issues and completion dates. The project control system will be web-based with access by the DOH 24 hours per day. The JBC Team will comply with all DOH reporting requirements.

Design Quality Control Plan

A well-defined Design Quality Management Plan (DQMP) is key to the success of any design-build program. The success of a project begins with a design that is performed in accordance with a quality assurance plan that eliminates errors and omissions while verifying that the design has been performed in accordance with the applicable design standards and contract specifications.

The DQMP will address the QC procedures to be used to check all aspects including design reports, calculations, drawings, and specifications. Another component of the plan that will facilitate completion of a quality design are interdisciplinary reviews performed by technical and management staff. These interdisciplinary reviews have been proven to ensure uniformity and constructability.

The design QC measures will be developed and implemented as part of the Quality Assurance Quality Control Program. The Design Manager will be responsible for assembling and maintaining the original calculations, check calculations, drawings, check prints, and check plan sets. The process will include the thorough checking of all documents from design intent to verification of consistency with calculations, standards, and design requirements.

The JBC Team is proposing to use **e-construction techniques** from project inception to completion. **E-Construction** is a paperless construction administration delivery process that includes electronic submission of all construction documentation by all stakeholders, electronic document routing/approvals (e-signature), and digital management of all construction documentation in a secure environment allowing distribution to all project stakeholders through mobile devices. This approach saves time and money and improves communication among all team members.

Construction Quality Control Plan

The JBC Team approach to quality is founded on the belief that quality construction is one of the primary goals of the Team and the organizations it represents. We take great pride in the quality of our past and ongoing work. Our corporate philosophies are to provide quality products that meet or exceed all project specifications.

Common threads in the QC and QA processes for construction are the use of established quality management plans and ongoing quality assurance. The JBC Team is committed to providing WVDOH a high-quality project that meets or exceeds the requirements of the contract. Our Team has extensive experience and systems in place for executing varying types of QC and QA programs. Regardless of the level or type of program requirements to be maintained for a particular project, we emphasize and maintain the same high standards of quality workmanship. We will detail a project-specific Construction Quality Control Plan (CQCP) and assign individuals whose responsibility is for all levels of QA/QC to ensure full compliance with the contract documents. The plan will also include coordination procedures with the DOH's Quality Assurance Manager who will be informed on a continuous basis of all construction activities.

We will submit for approval, a project-specific CQCP that will include a comprehensive and systematic set of QC procedures designed to ensure work is completed both correctly the first time and to the required level of quality. As a minimum, the CQCP will detail:

- Inspection, Testing and Corrective Action Procedures for key construction processes and materials in accordance with Section 105 of the Standard Specifications
- Document Control Procedures for the review and control of all construction-related QC documents

We will incorporate the following added measures to ensure all work meets or exceeds the contract requirements and the specified level of quality is achieved.

Four-Point Inspection Program

This innovative program will be used to ensure the project contract requirements are met. The following is an overview:

Phase 1: Preparatory Inspection (Pre-Activity Meeting) – Prior to starting an identified feature of work, our Quality Control Team will meet with the Quality Assurance Manager, Subcontractors, Suppliers, and QC personnel involved to discuss the CQCP and the contract requirements, and applicable rules/regulations.

The meeting will assure there are no misunderstandings with regards to the quality and technical requirements of the work, as well as the safety and environmental precautions to be taken, materials and equipment to be used, testing requirements, and acceptance criteria. Interfaces with the WVDOH will be identified, as well as third-party inspection or regulatory personnel.

Phase 2: Initial Inspection – After a representative work sample has been completed, the Quality Control Manager will meet with project supervisors to verify construction conformance to the contract requirements, applicable rules and regulations, acceptance of inspection and test results, the adequacy of the safety and environmental precautions taken, and workmanship.

Phase 3: Follow-up Inspection (Surveillance) – The QC Manager, or designee(s), will monitor the daily on-site work to verify continuing conformance to the requirements established and discussed in the preparatory and initial inspections and verify corrective action taken to resolve deficiencies have been completed. Deficiencies noted during the follow-up inspections will be identified and promptly corrected.

Phase 4: Completion Inspection – When a work item has been completed and prior to the start of the next operation that may cover the work feature, (i.e., placement of reinforcement and embedded items prior to concrete placement) the QC Manager, or designee(s) will inspect the work to verify it is complete and conforms to the applicable requirements. Deficiencies noted will be identified and verified prior to the start of the follow-on operation.

Testing and Inspection Plan

The JBC Team will develop a QC plan that includes testing, inspection, and related activities to be performed by the contractor and producers of various construction materials. Construction inspectors will perform all field tests, excluding lab tests which will be performed by a WVDOH approved lab. Construction inspectors will immediately notify all parties involved in the disposition of non-specification materials in the event non-conforming situations occur. Field inspectors will complete WVDOH forms and will transmit them to the WVDOH District Construction Engineer. WVDOH material procedure (MP) guidelines will be utilized for the QC including sampling and testing of all construction materials.

The QC staff will ensure that all workmanship, materials, inspections, and testing are in compliance with the contract requirements including the WVDOH Standard Specification for Roads and Bridges, adopted 2010 and 2015 Supplemental Specifications. The Quality Control Program will include:

- Experience and qualified construction and material inspection personnel will be provided with a working knowledge of WVDOH standards, specifications, and materials testing procedures.
- QC personnel will be certified by the WVDOH for sampling and testing aggregate, Portland cement concrete, bituminous pavement, compaction testing, and possess nuclear certifications.
- QC personnel will be knowledgeable of good construction practices; be able to interpret contracts, special provisions, plans and specifications; exercise good judgment; use engineering, testing, and office equipment; and be accurate and neat in recording data and preparing records.
- Project inspectors will be proficient in the use of the Department's project record system software for preparation and maintenance of project records and documentation.

Laboratory Testing

All testing laboratories used on the project must be approved by DOH 30 days prior to beginning the portion of work for which the laboratory will be performing the testing.

Section V

Financial Qualifications

WVDOH | Wellsburg Bridge P3 / Design-Build



Ironton-Russell Bridge, Ohio/Kentucky



A. Contractor shall provide a copy of their Prequalification Certificate and Contractor's License.

Included in Appendix C:

- JBC contractor license and Prequalification Certificates
- V&G contractor license and Prequalification Certificates

B. A letter from the Contractor's Bonding Company acknowledging the type of project and ensuring they will provide the bonding for the project's duration.

See letter in Appendix C.

C. Consultants shall include copies of their Certificate of Authorization (COA), current Consultant Confidential Qualification Questionnaire (CCQQ) and their Cost Accounting Information Statement (CAIS).

Included in Appendix C:

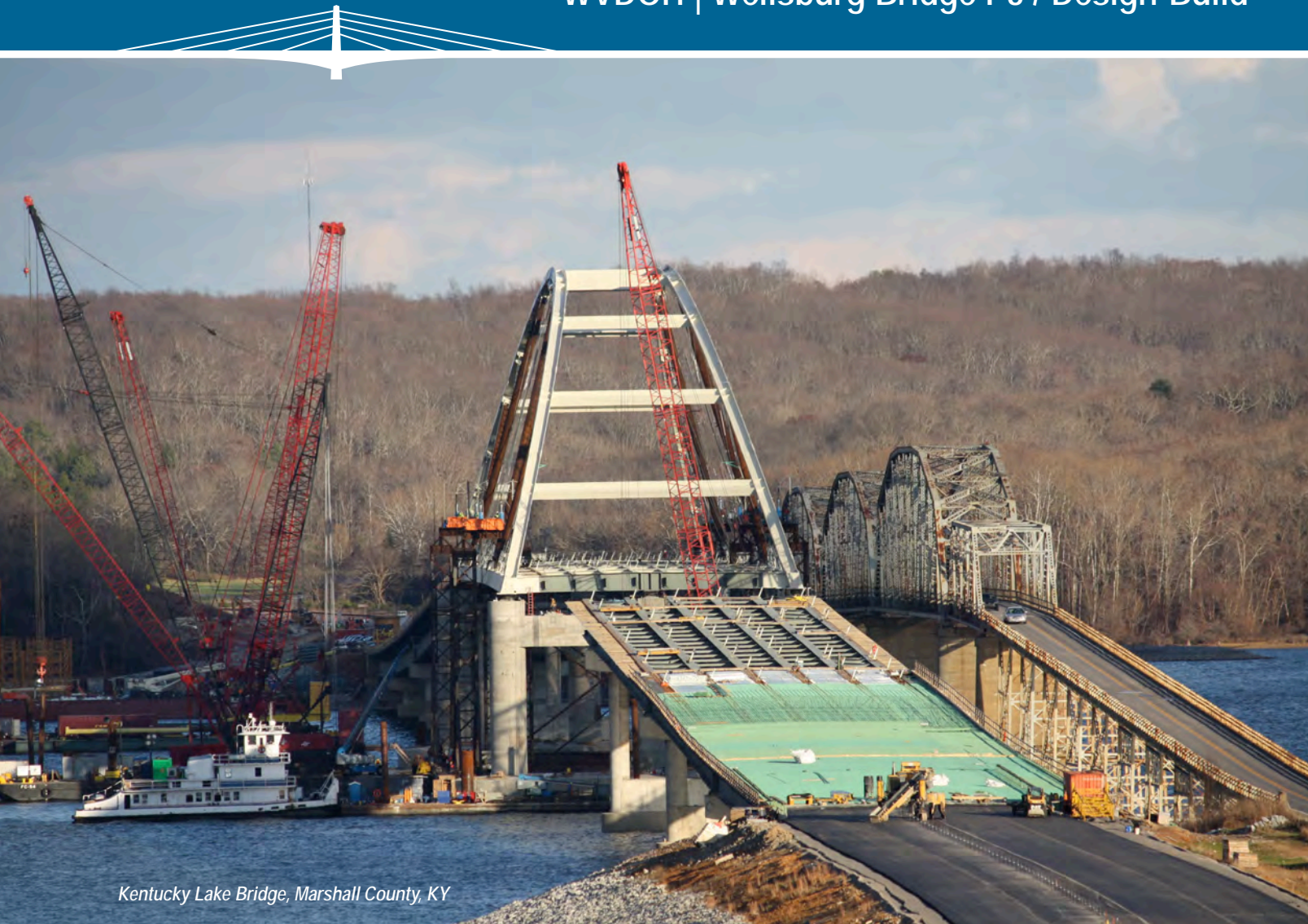
- GAI's and Finley's COA, CCQQ, and CAIS.

Appendix



Resumes

WVDOH | Wellsburg Bridge P3 / Design-Build



Kentucky Lake Bridge, Marshall County, KY





EDUCATION

North Carolina State University
B.S. in Civil Engineering-Construction Option
B.S. in Construction Management

University of South Florida
Executive MBA

PROFESSIONAL REGISTRATION

Professional Engineer (FL) #56161

PROFESSIONAL AFFILIATIONS

Design Build Institute of America

ADDITIONAL PROJECT EXPERIENCE

- Double-Leaf Bascule Bridge
FDOT, District Seven (Lap Project)
Treasure Island, Florida - \$45M
Earned early milestone completion incentive bonus. Received 2008 FTBA Best in Construction Award for Major Bridge.
- Double-Leaf Bascule Bridge
FDOT, District One
Venice, Florida - \$35M
Earned early milestone completion incentive bonus. Received 2005 FTBA Best in Construction Award for Major Bridge.
- Twin Single-Leaf Bascule Bridge
Palm Beach Co. Public Works
Juno Beach, Florida
- Cast-In-Place Segmental Bridge
U.S. Army Corps of Engineers,
Savannah Division
Hobucken, North Carolina
- Double-Leaf Bascule Bridge
FDOT, District Six
Miami, Florida
- Foundation Installation for Coal Unloading System
Tampa Electric Company
Apollo Beach, Florida
- Wharf Extension
Department of the Navy
Jacksonville, Florida

Steven J. Strohm, P.E.

PROJECT MANAGER

MR. STROHM HAS OVER 28 YEARS OF EXPERIENCE IN HEAVY CIVIL CONSTRUCTION AND HAS MANAGED MULTIPLE DESIGN-BUILD TRANSPORTATION PROJECTS.

RELEVANT WORK EXPERIENCE

Responsible for overall management of projects from proposal to project completion. Direct interface with clients, construction partners, design firms and project stakeholders. Perform risk analysis/mitigation, schedule development and technical assessments identifying areas of concern and opportunities for added value through enhanced design features and alternative construction means and methods. Budget/cost management, planning, staffing, contract administration including preparation and negotiations, safety/quality/environmental management, project execution strategy, equipment management, subcontractor management.

- Design-Build Project Manager, Davidson County North Carolina \$65M Interstate Reconstruction (Design-Build) NCDOT, Division Nine. Reconstruct and widen 3.6 miles of I-85 to an 8-lane facility including phased interchange construction and concrete mainline pavement utilizing on-site batch plant.
- Design-Build Project Manager, Marco Island, Florida-\$25M Mid-Level Bridge (Design-Build), FDOT, District One. Included the design and construction of a 1,600 lf bridge over Big Marco River along with associated roadway approaches. Project scope included 60" diameter drilled shaft foundations, precast 78" Florida I-Beams, cast-in-place substructure and superstructure, fender system replacement, demolition of existing fishing piers, MSE walls, landscaping, roadway lighting, seawall construction and rip-rap scour protection.
- Design-Build Project Manager - Tampa, Florida Bridge Deck Replacement (Design-Build), FDOT, District Seven. Fast-track demolition and construction of six bridge decks spanning active roadway and railroad on four-lane expressway. Earned early completion bonus.
- Design-Build Coordinator - Tampa, Florida Discharge Flume System Restoration (Design-Build) Restored power plant cooling water mixing chamber and discharge flumes. Replaced steel sheet pile cofferdam, concrete cap, struts and floor via phased construction while maintaining discharge flow through system. Flumes crossed under active roadway and railroad.
- Design-Build Project Manager, Lake Wales, Florida Low-Level Bridge (Design-Build), FDOT, District One Prestressed concrete piles, AASHTO girder spans. Earned maximum incentive bonus for early completion of project. Formal Partnering. Received Regional AGC Award and National DBIA Award.



Education

M.S.E., 2011, Engineering, Marshall University, focus in Transportation and Structures

B.S.C.E., 2005, Civil Engineering, West Virginia University Institute of Technology

Registrations

Professional Engineer, West Virginia, 2010, #18674

Certifications/ Training

"NHI Course 130055, Safety Inspection of In-Services Bridges", Charleston, West Virginia, May 14-25, 2012

"NHI Course 130078, Fracture Critical Inspection Techniques for Steel Bridges", Mechanicsburg, PA, October 28-31, 2014

*DBIA certification in progress

Professional Summary

Mr. Long has over 12 years of structural engineering experience along with multiple years of project management experience. He has demonstrated talent for designing and managing design build projects. He is a resourceful leader possessing exceptional communication, problem solving and organizational skills. Mr. Long has recently been approved to sit for the DBIA examination and upon completion will be the first Design Build professional licensed in the state of West Virginia. His past experiences on Design Builds in West Virginia has proven that he has the ability to team with the right-sized contractor to do the job.

WV Experience

- Lilly Bridge for Brayman Construction Company in Hinton, West Virginia. Project Manager. Served as lead designer and partnered with contractor to remove one girder line and reduce pier column size from 14' to 10' diameter during the Value Engineering process. The bridge is a 1,225' long 5 span continuous plate girder bridge over the Bluestone River.
- Kanawha River Bridge for Brayman Construction Company in Charleston, West Virginia. Structural Engineer and Team Leader. Responsibilities included a full 3-D model of the bridge, updating construction stages, and design of piers. Analysis included box erection and tensioning at every construction stage. Our team redesigned seven piers for the contractor and performed a complete analysis of the superstructure and substructure to properly size the piers. The bridge is a 3,000' long 8 span concrete box bridge with a 760' main span over the Kanawha River.
- Veteran's Memorial Tie-Down Retrofit for HNTB from Weirton, West Virginia to Steubenville, Ohio. Project Manager. Responsible for generating a complete model of the cable stayed portion of the bridge, included F.E.M. of tie-down into model. The data from the model was used with data found from strain gages attached to the tie down anchor bolts. With the known strains, we were able to change model parameters to match what was seen in the field. This enabled us to understand the behavior of the bridge and design the retrofit accordingly. The bridge is 1,650' cable stay 2 span bridge with 314' of plate girder approach spans.
- Blennerhassett Island Bridge, Appalachian Corridor D, Washington County, Ohio and Wood County, West Virginia. West Virginia Department of Transportation, Division of Highways. Structural Engineer responsible for the design of various components of the bridge including network hanger stress sequence analysis and analysis for accidental hanger loss. Our team provided project management, environmental and location studies, permitting, preliminary and final design as well as construction phase services for this 878-foot 6-inch long network tied arch bridge over the Ohio River.
- Coonskin Design-Build for Swank Construction Company in Charleston, West Virginia. Project Manager. Served as lead designer and coordinated with contractor during design build pursuit to come up with most cost efficient solution. The bridge is a 3 span continuous steel structure over the Elk River. The odd span layout helped to stay out of a very environmentally sensitive portion of the river.
- Rodney Station Design-Build for Brayman Construction Company in Justice, West Virginia. Project Manager. Worked with contractor during bid phase to come up with efficient design. Our team used precast deck slabs in a very remote part of WV where concrete was not readily available. The precast panels gave the contractor an edge in speed and materials. The bridge is a 4-span continuous steel bridge which required a new deck and structural steel repairs.
- Dick Henderson Bridge Rehabilitation for West Virginia Department of Transportation, Division of Highways in Saint Albans/Nitro, West Virginia. Project Manager. Responsibilities included design of concept and coordination with client for final project deliverable. The bridge project included replacing 1,000+ ft long through truss with a Plate Girder, while utilizing/rehabbing the existing piers. The bridge could only be closed for 10 months. Close coordination with the client and the contractor allowed for the success of this project and an early project completion.

OH Experience

- Fulton Road Bridge Replacement, Cleveland, Ohio. Cuyahoga County. Structural Engineer. Provided advice on post-tensioning details and on post-tensioned concrete design issues. Created and reviewed finite element models for components of the bridge. Our design team provided preliminary and final design engineering services for the replacement of a concrete arch bridge in a culturally and architecturally significant section of the City of Cleveland. The bridge goes over the Big Creek Valley and crosses the Cleveland Metroparks Zoo, Big Creek, Norfolk Southern and CSX Railroads, and John Nagy Boulevard. Context sensitive design approaches were followed in structure type selection and final design and included significant project stakeholder and public involvement. The proposed bridge was 1,568-foot-long and included six 210-foot concrete deck arch spans. Pre-cast, post-tensioned concrete construction was proposed for the arches, pier and spandrel columns and girders to speed construction and provide long-term durability.
- Replacement of Grant, Fleet and Newburgh Southshore RR Bridges, Cleveland, Ohio. Ohio Department of Transportation, District 12. Structural Engineer. Our team was contracted to provide preliminary and final design engineering services for the replacement of eight bridges over I-77 south of Cleveland. The eight bridges consisted of three local roadway bridges and five railroad bridges. Part of the contract included the development of construction plans for the replacement of Fleet and Grant Avenue Bridges and four Newburgh and Southshore Railroad Bridges over I-77
- I-90 Central Viaduct, Cleveland, Ohio. Ohio Department of Transportation, District 12. Structural Engineer. 3-D analysis and truss member load rating for rehabilitation work to the existing I-90 Innerbelt Bridge. Our team provided bridge type selection and preliminary and final engineering design services for the new Interstate 90/Central Viaduct Bridge in Cleveland, Ohio, crossing over the Cuyahoga River Valley. An extensive public involvement initiative was launched to determine a bridge type that satisfied both the residents of the area and the functional needs of the structure.

R. CRAIG FINLEY, JR., P.E.

Lead Bridge Engineer



Craig has over 35 years as a consulting engineer, involved in the design, management, construction engineering and inspection of a wide range of complex bridge types with spans from 40 feet to over 5,000 feet. He has had extensive experience in directing the preparation of the design, construction engineering and management of over eighty segmental bridges designed and/or constructed in the United States and around the world. This experience has come predominately as part of a Contractor's team in design-build, value engineering and P3 projects. Craig was recognized in 2010 in Rebuilding America's Infrastructure, "Power List 2010 – People Who Make Transportation Infrastructure Go," and for technical and leadership contributions to the American Segmental Bridge Institute (ASBI), serving as the organization's president from 2000 to 2004.

REGISTRATIONS/CERTIFICATIONS: NCEES Certification. Ohio PE#: 59149; West Virginia PE#: 15029 and 38 other states.

RELEVANT PROJECT EXPERIENCE: Below are similar cable-stayed, arch and truss bridges.

Ironton-Russell Cable-Stayed Bridge Replacement. Ohio/Kentucky. (2013- Present) a 2,616' bridge with a 900' cable-stayed main span and two 370' cable-stayed side spans, two 315' towers. Provided pre-bid engineering services which included development of a construction sequence that will cast the back spans on falsework. Designed innovative precast stay anchor block system. The value engineering redesign resulted in approximately four percent below the state's final estimate of \$84,555,000.

IH-35 Bridges over the Brazos River. Waco, TX (2011- 2014) Two extradosed bridges 620' long, with a 250' main span Responsible for construction engineering and performed a review of the construction engineering for the steel box girder erection (incremental launch and crane erection).

Rich Street Bridge. Columbus, OH. (2010-2011). A 5-span (75'-3", 135'-10", 139'-10", 135'-10 & 75'-3") precast post-tensioned arch bridge with a total length of 562'. Provided construction engineering including falsework, and evaluation of the intermediate temporary support foundation stiffness.

I-64 Bridge Over Kanawha River. Kanawha County, WV (2008-2010). Segmental box girder. Total length: 2975', 760' main span over a navigational waterway. Provided bridge design modifications and construction engineering.

Charles W. Cullen Bridge Over the Indian River Inlet Design-Build. Indian River, DE (2008-2012) A 2600' bridge with at 900' clear span over the inlet. Responsible for preliminary bid design, independent peer review and construction engineering.

Covered Bridge over Kennebec River. Norridgewock, ME (2007-2008) A 567' tied-arch bridge with two parallel 300' arch ribs. Provided constructibility review, construction estimate, peer review.

Cooper River Bridge Design Review. Charleston, SC (2003-2005) A 1546' cable-stayed bridge. Performed independent design review and produced a Design Expert Witness report documenting findings of the design review.

Tacoma Narrows Bridge. Tacoma, WA. (2001-2003) Twin suspension bridges 5,413' long with a 2,800' main span. Provided final design and construction engineering. Responsible for overseeing the independent design check of the concrete substructure and pylons; steel deck truss; suspension cables and anchorages.

Clifford Hollow Bridge. Hardy County, WV (1999-2000) The six-span steel plate girder bridge 1522' long and its deck is approximately 280' above the floor of the hollow. Responsible for the value engineering redesign and construction engineering to accommodate erection means and methods. He developed the design scheme and equipment used for incremental launching. He reviewed all of the calculations, drawings and details, and is the Engineer of Record for the superstructure redesign.

Woodrow Wilson Memorial Bridge – Bascule. Washington, D.C. (1998-2000) Total bridge length: 6000' includes 234'-wide bridge which is comprised of 34 fixed spans, divided into two independent structures, and a 260'-long, eight-leaf bascule span. The new structure, based on an arched appearance, substitutes the arch ribs with V-shaped piers with curved legs supporting haunched steel box girders. Responsible for the overall direction of the design team.

Columbus Gateway Arch Bridge. Columbus, IN (1995) A 300' twin ribbed steel arch structure with a post-tensioned composite concrete deck, transverse post-tensioned composite steel box girders and cable-stayed hangers. Responsible for the design and construction engineering.

Chesapeake & Delaware Canal Bridge on SR-1. Wilmington, DE (1993-1994) Twin bridges with a total length of 4,650' include an approach viaduct of 26 spans at 150', leading to a cable-stayed main span of 750'. Provided design and construction engineering. Critical aspects of the engineering included, modifications of pylons to allow cast-in-place/jump forming construction and determination of the effects due to wind and the aerodynamic stability of the structure during the intermediate construction stages.

U.S. Route 67 Clark Bridge over the Mississippi River. Alton, IL (1994) A 4,620' cable-stayed bridge. Responsible for the preliminary steel edge girder and floor beam design; cable stays and pylons. He also was involved in the independent design review of the final design documents for the structural steel superstructure and prepared calculations and computer analysis.

Natchez Trace Arches – Route 96. Franklin, TN (1991-1992) Two arches spanning 582' and 462'. Provided construction engineering including the design of the erection equipment and falsework.

Sunshine Skyway. Tampa Bay, FL (1985-1986) A 1200' cable-stayed precast segmental bridge with a main span of 1,200 feet, 193' vertical clearance a total length bridge length of 21,877 feet (4.1 miles). Designer on the main span erection scheme and the approach structures. Provided construction engineering inspection.



Education

BS, Civil Engineering,
1998, WV University
Institute of Technology

Registrations

Professional Engineer-
WV, OH, KY, IN, NC,
PA
WV (#18674)
OH (#72486)

Skills

Transportation
Engineering and
Design

Civil Engineering

Infrastructure
Engineering and
Design

**Certifications/
Training**

Management and
Leadership Skills
Training, GAI
Consultants, Inc., 2010

Leaders to Watch
Program, GAI
Consultants, Inc., May
2009

High Performance
Management Training,
GAI Consultants, Inc.,
October 2008

Advanced Project
Management Training,
GAI Consultants, Inc.,
2009

ASFE Fundamentals of
Professional Practice,
2005

National
Environmental
Protection Act (NEPA)
Training

National Highway
Institute (NHI) Course
No. 130055, Safety
Inspection of In-
Service Bridges

Right of Way Training

Hydraulics I and II:
Hydraulics and
Hydrology, Hydraulics
III: Computer
Applications

Advanced Inroads

Right of Way Plans:
Courthouse to
Statehouse

Professional Summary

Mark specializes in preparing preliminary and final contract plans and documents, including right-of-way plans, horizontal and vertical geometry, traffic control, permitting, drainage, erosion control, and specifications and bid documents for highways, bridges, and site development.

Mark was the Project Coordinator for small projects for The Dow Chemical Company facilities in West Virginia. The work included job starts and closures, resources coordination, engineering estimates, job tracking, client coordination meetings, planning and forecasting for the chemical plants.

Professional Experience

- Eramet Bridge Rehabilitation for Eramet Marietta in Marietta, Ohio. Manager for project development, temporary traffic control and construction contract documents.
- Lincoln County Road Relocation for Columbia Natural Resources in Lincoln County, West Virginia. Project Manager for development of roadway relocation plans, right-of-way exchange plans, and West Virginia Department of Transportation, Division of Highways permit for construction.
- Lincoln County Road Widening for Columbia Natural Resources in Lincoln County, West Virginia. Project Manager for obtaining the appropriate permits from the West Virginia Department of Transportation, Division of Highways, to allow road widening of an existing roadway for the purpose of delivering equipment for a compressor station.
- Willowood Bridge Replacement for West Virginia Department of Transportation, Division of Highways in Summers County, West Virginia. Lead Engineer for highway layout and design, right-of-way layout and descriptions, drainage, resource coordination, and permits.
- Romney Bridge Replacement for West Virginia Department of Transportation, Division of Highways, in Hampshire County, West Virginia. Lead Engineer for highway layout and design, right-of-way layout and descriptions, drainage, resource coordination, and permits.
- Bellepoint Bridge Replacement for West Virginia Department of Transportation, Division of Highways in Summers County, West Virginia. Senior Engineer for roadway design, utility coordination, plan preparation.
- Veteran's Memorial Bridge at Bellepoint for West Virginia Department of Transportation, Division of Highways, in Summers County, West Virginia. Senior Engineer for Roadway design, plan preparation and presentation.
- Martinsburg Bypass/Raleigh Street Connector Design Study for West Virginia Department of Transportation, Division of Highways in Berkeley County, West Virginia. Lead Engineer, alignment layout study, estimate and report preparation.
- West Virginia Route 9 for West Virginia Department of Transportation, Division of Highways in Berkeley County, West Virginia. Project Engineer, highway layout and design, right-of-way layout and descriptions, quantities and cost estimates, drainage, resource coordination, and NPDES application.
- T.A. Shuman Bridge on West Virginia Route 7 for West Virginia Department of Transportation, Division of Highways in Wetzel County, West Virginia. Engineer for highway layout and design, bridge design, right-of-way layout, quantities, cost estimates, drainage, and resource coordination.
- US 35 EIS Wetland and Stream Delineation for US 35 for West Virginia Department of Transportation, Division of Highways. Public meetings participant.
- Silver Memorial Bridge Inspection for West Virginia Department of Transportation, Division of Highways in Mason County, West Virginia. Lead Inspector and Inspection team member for six-year bridge inspection program.
- Williamstown-Marietta Bridge Inspection for West Virginia Department of Transportation, Division of Highways in Wood County, West Virginia. Lead Inspector and Inspection team member for six-year bridge inspection program.
- Hawks Nest Surge Basin for Brookfield Power in Fayette County, West Virginia. Inspected surge basin for settling
- Eramet Bridge for Eramet Plant near Marietta, Ohio. Inspector for visual and in-depth inspection of Eramet Railroad/Vehicular Bridge crossing four-lane divided Ohio Route 7.
- MSI Bridge Replacement for Vandergrief Borough in Westmoreland County, Pennsylvania. Engineer for Developed Alternative Alignments and Preliminary Plans.
- West 2nd Street for the City of Seymour in Jackson County, Indiana. Project Manager for the reconstruction of local collector in a heavily urbanized residential/commercial area to include a new section for improved vehicular and pedestrian safety. Overseeing Design, Environmental Process, and ROW services.
- Plaza Drive South for the City of Bedford in Lawrence County, Indiana. Project Manager for this federally-funded project. Project scope included rehabilitation, widening of roadway for added turn lanes, new roadway alignments, signal improvements, and utility extensions.



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Michael J. Siffer, PE, PTOE

Roadway Engineer

Education

BS, Civil Engineering,
1991, University of
Toledo

Registrations

Professional Engineer-
IN, MI, OH

OH (#59492)

Professional Traffic
Operations Engineer

Skills

Transportation
Engineering and
Design

Traffic Planning and
Studies

Computer Aided
Drafting and Design

Certifications / Train

National Highway
Institute - Using
Interactive Highway
Safety Design Model
(IHSDM), 2013

ODOT Traffic Academy
- Safety Studies,
Traffic Signals, Signing
& Markings,
Maintenance of Traffic

ODOT Project
Development Process
Training

Traffic Signal Systems
Performance Measure
Workshop, 2010

INDOT Design
Flexibility Workshop
Training, 2010

Planning and Design of
Bicycle and Pedestrian
Facilities, University
of California Institute
of Transportation
Studies Technology
Transfer Program, ITE
2001 Annual Meeting

Professional Summary

Mike specializes in overseeing and coordinating design of highway and traffic engineering projects. He has a thorough understanding of highway and traffic design requirements and is continually updating his knowledge through his contacts with regulatory agencies and associations. He has also been involved in a number of traffic studies and highway design projects, including intersection improvements, resurfacing and widening, and bridge replacements. He is proficient in the use of Micro Station CADD, WSPRO, SYNCHRO, and Highway Capacity Software programs.

Mike's skills in roadway and traffic design include all aspects of horizontal and vertical design, roadside safety criteria, and traffic analysis of intersections, corridors, and work zones. He is familiar with AASHTO Mechanistic Empirical Pavement Design Guide (MEPDG) guidelines, and the iterative process to optimize pavement sections for economics, performance, maintenance and constructability. He is knowledgeable on the required Life Cycle Cost Analysis process for projects with greater than 10,000 square yards of pavement. He is also familiar with Indiana Department of Transportation Interstate Highways Congestion Policy guidelines and the impacts that construction and bridge inspection have on Interstate traffic.

Mike is proficient in the use of the traffic modeling packages such as Synchro, SimTraffic and QUEWZ-98. He is also proficient in the use of AASHTOWare Pavement ME Design software.

Professional Experience

Project Management

- Toledo and Oregon, Ohio – LUC-280-1.60 Maumee River Crossing, Corridor Traffic Control and Lighting
- Toledo and Oregon, Ohio – LUC-280-1.58 Maumee River Crossing, Corridor Landscaping
- Toledo and Oregon, Ohio – LUC-280-1.59 Maumee River Crossing, Corridor Noise Barriers
- Toledo, Ohio – LUC-280-2.34 Trench Reclamation/LUC-Front Street, Summit Street Maumee River Crossing Corridor
- Toledo, Ohio – LUC-280 Maumee River Crossing Corridor - Program manager for the development of the corridor landscaping, Signing, Lighting and Noise Barriers with a team of program managers on a 4 mile interstate widening and bridge replacement project.

Park and Trail Development

- Toledo, Ohio – LUC-280-2.34 Trench Reclamation – Program manager for the development of 2.2 miles of multi-use trail and park within 60 acres of former Interstate right-of-way and reconnect neighborhood street as a restoration project after construction of a cable stayed bridge for the Interstate..

Roadway Design

- State Route 930, Added Travel Lanes for the Indiana Department of Transportation in Fort Wayne, Indiana– Lead Design Engineer for an urban roadway widening. Project work included horizontal and vertical alignment design, superelevation, intersection design, drainage design, pavement design and maintenance of traffic design.
- State Route 3, Added Travel Lanes for the Indiana Department of Transportation in Fort Wayne, Indiana – Project work included horizontal and vertical alignment design, superelevation, intersection design, drainage design, pavement design and maintenance of traffic design. Lead Contact for design issues and changes during construction.
- Wapakoneta, Ohio – AUG-75-5.45 - Traffic control, traffic signal design and drainage design for the Bellefontaine Street interchange in Wapakoneta, Ohio. The project involved the widening of Bellefontaine Street and improving the vertical mainline clearance on I-75.
- Oatis Avenue Roadway Realignment and Widening in Toledo, Ohio – Lead Design Engineer for an urban roadway widening for a private client in the City of Toledo. Project work included horizontal and vertical alignment design, superelevation, intersection design, drainage design pavement design, maintenance of traffic, site development of vacated right-of-way and traffic signal design.
- S.R. 105 widening at Dunbridge Road in Bowling Green, Ohio – Lead Design Engineer for a road widening improvement adjacent to a site development for a private client in the City of Bowling Green. Project work included horizontal and vertical alignment design, intersection design, drainage design and pavement design.
- Front Street Pavement Rehabilitation in Toledo, Ohio.
- LUC-280 1.64 Ramp L (Southbound I-280 to Navarre Avenue) redesign in Toledo, Ohio

Affiliations

- American Society of Highway Engineers, Secretary 1998-2007
- University of Toledo Alumni Association, Fort Wayne Chapter President



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Education

BS, Civil and Environmental Engineering, 1998, University of Pittsburgh
BS, Engineering Physics, Miami University, 1996
Geotechnical Engineering, University of Pittsburgh, Graduate Studies, 1998-2002

Registrations

Professional Engineer:
PA #PE061914,
OH #PE79815,
WV #21177

Certifications

OSHA: Safety in Excavation, Certification (29CFR 1926), Construction Safety (2002), Site Supervisor, 40-Hour HAZWOPER,
Pennsylvania Certified Drilling Inspector, Level II, No. 066-99

Skills

Foundation Design, Geotechnical Engineering, Subsurface Investigation Design & Admin. & Inspection

Analyses & Design:
Embankment, Slope Stability, Settlement, Cut-Slopes, Drilled Shaft (Caisson), Driven Pile, Micropile, Soil Nail Wall, Soil & Rock Anchor, MSE, RSS, Stone Column/Aggregate Pier, Jet Grout.

Inspection & Testing:
Drilled Shaft, Micropile, Soil Nail, Soil & Rock Anchor, Stone Column, Structural Slurry (Diaphragm) Wall, Jet Grout, Driven Pile, Dam Safety.

Industry Experience

GAI Consultants, 2015-present
HDR Engineering, 2004-2015
Nicholson Construction, 2002-2004
Gannett Fleming, 1998-2002
USX, 1996-1998

Donald E. Splitstone, PE
Lead Geotechnical Engineer

Professional Summary

Mr. Splitstone specializes in design and construction of geotechnical projects for transportation, transit, railroad, government, and private clients. He has 18 years of experience including 15 years of design and construction management experience as a consulting engineer and three years of design and construction experience as an engineer for a specialty geotechnical contractor.

Mr. Splitstone is very familiar with West Virginia Department of Highways (WVDOT), AASHTO, FHWA-NHI, NAVFAC, and Post-Tensioning Institute (PTI) design standards and methodology. He has extensive experience in developing geotechnical investigations, treatment schemes, details, plans, and specifications for various design projects for Design-Bid-Build and Design/Bid contracts. He has been involved in analysis, design and report preparation for a multitude of projects including shallow and deep (driven and drilled) foundations, various types of retaining walls and support of excavation (SOE), embankment and cut-slope stability, and flexible and rigid structural pavement.

Mr. Splitstone's field and construction experience includes site reconnaissance and inspection for subsurface investigations (sample identification and logging), general construction inspection, forensic investigations, and specialty geotechnical construction. He has extensive experience in design and construction of specialty geotechnical foundation and retaining wall techniques including micropiles, drilled shafts, soil and rock anchors, soil nails, stone columns, vibro-compaction, jet grouting, driven piles, mechanically stabilized earth (MSE) and reinforced soil slope (RSS) walls, anchored soldier-pile and lagging (SP&L) walls, structural slurry (diaphragm) walls, as well as more traditional cast-in-place (CIP) foundation and wall systems. He also has experience with annual dam inspections, following the PA Department of Environmental Protection (PaDEP) methods included within the Division of Dam Safety "Inspection, Maintenance, and Operation of Dams in PA," publication.

Professional Experience

- Corridor H, Grant County, WV, WVDOT/Trumbull Corporation (Design/Build). Developed roadway and structure foundation recommendations as lead geotechnical designer for the project team. Efforts included subsurface investigation program development, test boring inspection, driven pile and drilled shaft design, slope stability and settlement analysis, and MSE wall design in addition to typical design work associated with the roadway. Performed construction consultation services, including integrity inspections and analysis of cross-hole sonic (CSL) tests of drilled shaft rock sockets and assessment of proposed waste embankment area stability above an existing roadway cut.
- SR0007 Roadway Cut Design/Rock Fall Hazard Mitigation, Marietta, OH, ODOT District 10. Performed preliminary analysis to develop cut slope design schemes involving varying geometries, buttresses, rock bolting, walls, and catchment areas based on available rock strength and durability information. Assisted with test boring inspection and analysis of subsurface information obtained during the investigation.
- SR0043 Bridge Over Rubles Run, Mon-Fayette Expressway, Rubles Run, WV. On-site Project Engineer responsible for coordinating micropile load test set-up and test data collection and analysis.
- Point Marion Bridge Replacement, SR0088, Section A10, Fayette & Greene Counties, PA, PennDOT, District 12-0. Performed analysis and design to develop roadway and structure foundation recommendations as lead geotechnical designer for the Monongahela River crossing project team. Project included design of wick drains and an extensive settlement monitoring program for approach embankments, stone columns, river-pier pedestal foundation and tie-down anchor design.
- Greenfield Avenue Bridge Over I-376, Pittsburgh, Allegheny County, PA, City of Pittsburgh. Performed analysis and design to develop roadway and structure foundation recommendations as lead geotechnical designer for the project team for this signature arch bridge structure. Responsible for management of subsurface investigations, identification of potential geotechnical concerns, and the design of the structure foundations (micropiles and spread footings) and MSE wing walls.
- South Junction Interchange Improvement, SR0079, Section 20H, Washington County, PA, PennDOT, District 12-0. Performed analysis and design to develop roadway and structure foundation recommendations as geotechnical designer for the project team. The project encompassed three bridge structures, including a new 1,300-foot long high-level structure multi-span flyover ramp bridge structure, replacement of an existing two-span bridge structure, and the replacement of a widened two-span bridge structure.
- North Branch Bridge Replacement (for CSXT) over Potomac River, Cumberland, MD, CSX Transportation. Developed railway bridge structure foundation recommendations as lead geotechnical designer for the project team. This project included developing full designs for foundation alternates including spread footings, drilled shafts, and micropiles for the replacement structure along the same alignment as the existing structure, all considering that the existing structure must remain in service during foundation construction.
- Northeast Extension (SR0476) Bridge Replacement and Roadway Reconstruction, Structure NB-391, Lehigh County, PA, PTC/Trumbull Corporation (Design/Build). Developed preliminary and final design of foundations for the replacement of the twin three-span, 100-foot tall bridges over the two-lane eastbound Main Street (SR4018) and valley of Trout Creek, permanent anchored soldier-pile and lagging wall, reinforced soil slopes, and roadway embankment. Structure foundations include drilled shafts and micropiles.
- SR0028 Rock Fall, Harmar Township, Allegheny County, PA, PennDOT, District 11-0. Geotechnical Project Designer responsible for assisting in analysis of remediation scheme for SR0028 SB rock fall using Colorado Rock fall Simulation Program (CRSP). CRSP analysis was performed using surveyed slope geometry and rock measurements obtained in the field to design a safety barrier to protect traffic during the elimination of rock overhangs on the cutslope above the roadway.



Education

MS, Biology, 1989,
Clarion University of
Pennsylvania

BS, Biological
Sciences, 1984,
University of Pittsburgh

Skills

Ecology

Environmental Impact
Statements and
Assessments

NEPA Documentation

Wetland Delineation

Threatened and
Endangered Species

FERC Filings

**Certifications /
Training**

Certified Ecologist
(CE), Ecological
Society of America

Harvard Leadership
Development Training,
GAI Consultants, Inc.,
2010

Advanced Project
Management Training,
GAI Consultants, Inc.,
2009

Leaders to Watch
Program, GAI
Consultants, Inc., 2008

OSHA 40-Hour
Hazardous Waste
Operations and
Emergency Response

Wetland Delineation
40-Hour Course,
USACOE Methodology

West Virginia
University, Methods for
Stream Channel
Assessment and
Analysis

Professional Summary

Mr. Reese specializes in environmental impact analysis and National Environmental Policy Act (NEPA) documentation, permitting, siting studies, and vertebrate ecology. His ecological specializations are in the areas of population, community and behavioral ecology. He has extensive experience in the design of replacement wetlands and habitats, and has performed endangered and threatened species surveys throughout the Eastern U.S., including designing and developing measures to mitigate impacts to species of concern.

Professional Experience

- Southside Bridge Ramp for the City of Charleston, WV, and WVDOT-DOH. Structure design and environmental studies for an eight-span prestressed concrete spread box beam bridge with reinforced concrete pier bents and an integral abutment. Responsible for Section 4(f) evaluation and environmental studies addressing traffic, socioeconomics, air/noise/energy, natural resources, hazardous waste, visual impact assessment, parkland.
- Martinsburg Bypass (WV9) in Berkeley County for the WV Department of Transportation, Division of Highways (WVDOT-DOH). Highway design and environmental studies for a 6-mile-long controlled access highway to relieve traffic congestion and improve regional and local service on WV9. NEPA document coordinator for preparation of the environmental assessment.
- Shawnee Parkway Extension, Summer and Mercer Counties for the WVDOT-DOH. Corridor location study for 20 miles of two-lane highway to develop alternative corridors, associated environmental impacts for each corridor, and provide data for selection of a preferred corridor (Tier 1 investigations) for a link with a scenic parkway. Feasible alignment locations were developed in accordance with scenic parkway guidelines to create recreational and tourist-attracting opportunities while minimizing corridor impacts. Responsible for environmental resources inventory.
- New River Parkway Extension in Summersville and Nicholas Counties for the WVDOT-DOH. Corridor location study requiring socioeconomic and land use assessments, preliminary engineering design, Environmental Impact Statement (EIS), air/noise/energy impact studies, a hazardous waste investigation, a natural resources investigation, a wetlands investigation, and public meetings. Responsible for environmental inventory and transportation needs study for the project.
- U.S. 219 in Greenbrier and Monroe Counties, WV and Giles County, VA for the WVDOT-DOH. Environmental impact statement project for a 51-mile, four-lane controlled-access highway from U.S. 460 to Greenbrier Valley Airport, requiring evaluation of 170 miles of alternatives, and environmental studies including traffic, socioeconomics, natural resources and wetlands, hazardous waste, farmlands, cultural and visual resources, secondary and cumulative impacts, and air/noise/energy. NEPA document coordinator.
- Appalachian Corridor L (US 19) in Nicholas and Braxton Counties for the WVDOT-DOH. Environmental assessment project for a 24-mile, four-lane partially controlled access highway including a 16-acre wetland mitigation site, and environmental studies for traffic, socioeconomics, air/noise/energy, and natural resources and wetlands. The fast-track EIS was completed in less than two years. NEPA document coordinator responsible for preparing the environmental impact statement.
- Monongahela Riverfront Development Sites in Marion and Monongalia Counties, WV for the USACE, Pittsburgh District. Comprehensive studies for potential development along 37 miles of the Monongahela River (700+ sites) from Fairmont to the WV/PA state line. Responsible for environmental assessments for recreational facilities at three locations on the river.
- Project Manager for seven line routing and siting studies for electric transmission lines in KY, MI, IN, and OH for American Electric Power (AEP). Responsibilities included alternatives development, route analysis and selection, agency coordination, field investigations and reports, preparation of filing materials, public meeting participation and displays.
- Project Manager for FERC applications and federal, state and local permitting for Columbia Gas Transmission Corporation's Ohio Storage Expansion Project. Activities included the installation or enhancement of 65 wells and approximately 22 miles of pipeline, as well as above-ground facility upgrades. GAI coordinated with FERC staff in developing the Applicant Prepared Environmental Assessment for the project.
- Wyoming/Jackson Ferry Transmission Line in VA and WV for AEP. Engineering and environmental consulting project for planning, design, and construction of a proposed 90-mile, 765kV transmission line in compliance with federal and state permitting agencies requirements. Responsible for environmental mitigation and management plans, vegetation inventory and clearing plans, timber appraisal, wetland delineations, and permitting aspects of the project
- Columbia Gas Pipelines in Kentucky (KY), Ohio (OH), PA, Virginia (VA), West Virginia (WV), New York (NY) for Columbia Gas. Environmental studies projects for over 100 miles of natural gas pipeline and pipeline replacement at various sites. Responsible for survey for endangered species (Eastern Wood Rat, Green Salamander, Upland Sandpiper, Indiana bat), endangered species survey report submission to the FERC, FERC inspections, protected plant surveys, wetland delineation report, wetland restorations, wetland and stream crossing permits, and National Pollutant Discharge Elimination System (NPDES) permitting.



Mike Brown, PE

CONSTRUCTION MANAGER

MR. BROWN, A JOHNSON BROS. EMPLOYEE, HAS OVER 10 YRS EXPERIENCE ON HEAVY CONSTRUCTION PROJECTS:

RELEVANT WORK EXPERIENCE (CONTINUED):

EDUCATION/TRAINING

Bachelors of Science in Civil Engineering
(Structural Discipline) – University of Florida 2006

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER FL - 73070

RELEVANT WORK EXPERIENCE:

PROJECT MANAGER – Management/Supervision, jobsite safety, project field administration, monthly progress payments, jobsite financials and projections, interpretation and compliance with drawings and specifications, time records, scheduling/maintaining manpower, job orders, implementation of company policies and safety regulations, equipment coordination, owner relations, develop subcontracts and purchase orders, billings and payment, change/work orders, subcontractor coordination, scheduling, submittals and quality control.

- Aurora, KY – Project Manager (Johnson Bros.) – Construction of a Kentucky Transportation Cabinet 3,611 LF fixed high level bridge on US68 / KY80 over Kentucky Lake. Includes 30" Diameter with 1" wall and 72" Diameter with 2" wall steel pipe pile foundations, mass concrete placements up to 2,400 CY, structural steel girder approach spans up to 1,646 LF of continuous length, deck concrete, 550 LF long main span with basket handle arch design, and removal of existing truss span bridge over 3,600 LF. Approximate value: \$131.5M
- Marco Island, Florida – Project Engineer (Johnson Bros.) – FDOT Jolley Bridge (SR951) over Big Marco Pass – Design-Build construction of mid level bridge over the Big Marco Pass which included pile driving, drilled shaft installation, Florida I Beam (78") placement, deck concrete, storm water drainage in an extremely environmentally sensitive area, roadway construction in 3 phases, MSE wall construction, and sea wall construction. Approximate value: \$25.4M.
- St. Petersburg, FL – Project Engineer (Johnson Bros.) – FDOT Emergency I-375 Deck Replacement – Demolish existing bridge components, set girders, deck replacement, and barrier walls. Five spans completed in 19 days. Approximate Value: \$2.2M
- Belleair Beach, FL – Project Engineer (Johnson Bros.) – Belleair Causeway Bridge Replacement – Construction of new high rise bridge over Intracoastal Waterway, which included pile driving, bulb tee girder placement, launching of segmental spans, drilled shafts, deck concrete, 34 superstructure spans, each span ranging from 75 to 200 feet long, storm water drainage, force main system in an extremely environmentally sensitive area, roadway construction in 4 phases, MSE wall construction and new boat ramp construction. Received top ranking of "Best of Bridge" category in US Roads and Bridges Magazine annual report for 2009. Approximate value: \$72.4M.
- Treasure Island, FL – Project Engineer (Johnson Bros.) – FDOT C.W. "Bill" Young Bascule Bridge Replacement – Construction of new double twin leaf bascule bridge with new control house, which included hydraulically lifted spans with concrete bascule spans, state of the art architectural designs, pre-stressed concrete piling, cofferdam construction, post tensioned precise deck slabs and multi-phased roadwork. Received top rankings of "Best of Bridge" category in US Roads and Bridges Magazine annual report for 2007. Approximate value: \$44.7M.
- Jacksonville, FL – Design Engineer (CH2M Hill) – Design of AASHTO bridges from foundation to superstructure, temporary bridges, highway light masts, cargo ship/cruiseline docks for projects, including the Ava Maria University in Naples, FL and the Ginn project on the Grand Bahama Island.
- Clearwater, FL - Project Manager (Orion Marine) – Construction of a FDOT 475 LF Pedestrian Bridge with 24" Prestressed concrete piling, 36" FIB, and 8" concrete bridge deck. Construction of over 400 LF of concrete sheet pile for a seawall with bulkhead cap. Driving of just over 600 LF of Vinyl Sheet Piling. Approximate value: \$1.8M
- St. Petersburg, FL – Project Manager (Orion Marine) – Construction of FDOT .815 miles of roadway improvement and .493 miles of fixed high-level bridge construction of SR 682 including 24" Prestressed Concrete Piling, Mass Concrete, Florida I Beam (78" and 84"), deck concrete, storm water drainage in an extremely environmentally sensitive area, retaining wall construction, fender system installation, and removal of .493 miles of bascule bridge including reefing of material offshore. Shoulder and drainage work along Interstate 275 was included under the contract. Approximate value: \$40M.



Johnny Nouis

CONSTRUCTION SUPERINTENDENT

MR. NOUIS, A JOHNSON BROS. EMPLOYEE, HAS OVER 33 YEARS OF HIGHWAY HEAVY CONSTRUCTION EXPERIENCE. PERTINENT PROJECT EXPERIENCE INCLUDES:

EDUCATION

H.S. Diploma

PROFESSIONAL REGISTRATION

Certified Crane Operator

OTHER TRAINING

Supervisor Training - 8 Hours

Competent person- OSHA Training

CCO Training

Several AGC Supervisor Classes

Completed ABC Carpenter Class

Completed Blueprint Reading Class

Other Project Experience:

- Slidell, LA – I-10 twin span bridge rehabilitation project (included removal and replacement of a 350-ton span in 24 hours).
- New Orleans, LA – Robert E. Lee Bridge replacement project for the Corps of Engineers, removal of existing bridge, driving 24" concrete piles, pouring and forming pier caps and roadway.
- Morgan City, LA – Chalmette slip rehabilitation project for the St. Bernard Port Harbor & Terminal/LADOTD.
- Amelia, LA - Bayou Boeuf Bridge, relocation of Hwy 90, construction of 2 miles of twin pre-stressed bridges and 12,500 lf of 30" concrete piles over the Cypress Swamp for LADOTD.
- Aurora, KY - Construction of a Kentucky Transportation Cabinet 3,611 LF fixed high level bridge on US68 / KY80 over Kentucky Lake. Includes 30" Diameter with 1" wall and 72" Diameter with 2" wall steel pipe pile foundations, mass concrete placements up to 2,400 CY, structural steel girder approach spans up to 1,646 LF of continuous length, deck concrete, 550 LF long main span with basket handle arch design, removal of existing truss span bridge over 3,600 LF. Approximate value: \$131.5M
- Lake Charles, LA; Cove Lane I-210 Interchange - \$40 Million Multi-phased Interstate Interchange project that included 3 bridges, one above grade and two at grade, at Intersection of I-210 and Cove Lane. Project was a direct route into the new casino and took heavy traffic off local feeder roads. Quantities included 135,000 SF of MSE Walls; 200,000 tons of sand; 8,126 timber piles (485,000 LF); Concrete Pile 12", 14" & 24" totaling 18,387 LF; 41,000 SY concrete paving; 35,000 CY concrete; 208 SF of Load Transfer Platform. Project was a fast track project completed in 14 months.
- Grand Isle, LA.-\$34m-Camanada Bay Bridge Replacement - Work consisted of replacing 4000LF of low level bridge over environmentally sensitive bay, strong currents, major evacuation route.
- TECO Rail Project, Tampa, FL. – \$2 Million project including conveyor belt stands, transfer station, deep sheet piling and deep excavation.
- Port St Lucie, FL – \$30 Million roadway and bridge project with watermain and storm drainage systems. Crosstown Parkway Segment 5 I-95 Interchange – City of Port St Lucie.
- Port St Lucie, FL - \$27 Million roadway and bridge project with water main and storm drainage system. Becker Road and I-95 Interchange – City of Port St Lucie.
- Port St Lucie, FL – \$27 Million roadway and bridge project with watermain and storm drainage systems. Crosstown Parkway Segment 3 – City of Port St Lucie.
- New Orleans, LA – London Ave. I-walls and levee repair for the Corps of Engineers.
- Cocoa, FL – \$32m-FDOT SR 528 High Rise (74' clearance over IWW) Bridge Replacement (3900LF) over the Indian River. Work consisted of constructing 25 spans utilizing pre-stressed concrete girders, each at 152 ft long over the Indian River.
- Manchac, LA – North Pass Railroad Bridge for Canadian National/Illinois Central Railroad, demolition of two (2) existing bridges and construction of a new bridge approximately 1200 lf long.
- Biloxi, MS – I-10 Bridge widening project and replacement of 12 bridges on I-10.



EDUCATION/TRAINING

Mesabi Community College
Lake Superior University

CERTIFICATIONS

- CPR & First Aid
- AGC Supervisor Courses
- Competent Person – OSHA
- National Commission for the Certification of Crane Operators
- Advanced MOT Certification

RELEVANT WORK EXPERIENCE:

PROJECT SUPERINTENDENT

- Fort Lauderdale, FL FDOT CSX Bascule Bridge Replacement, Superintendent. Construction of new Railroad Bascule Bridge over the North Fork of the New River. Project includes: 24" concrete pile, temporary sheet pile, mass concrete, major movable bridge, steel erection, machinery installation, railroad construction.
- Fort Lauderdale, FL- Emergency Repairs to SR A1A, Project Superintendent. Construction included the installation of 2,400 wall feet of steel sheet piling, demolition, roadway repairs, drainage repairs, sheet pile cap, maintenance of traffic, and paving. Sheet pile installation required predrilling 42' deep through 15' to 21' of rock to achieve the minimum tip elevation of -36. To achieve final grade through the rock a 70,000 ft-lb impact hammer was used. Adjacent to Sea Turtle Nesting areas crews coordinated daily with Florida Fish and Game as not to disturb nesting activities.
- Jupiter, FL – Low Level Bridge and Roadway Replacements – FDOT D-4 – Project Manager. Responsible for project planning and coordination of construction for \$11.6 million Bridge and Roadway project. Work included four low-level bridges on US1 and new roadway and drainage system from Indian Town Road to Ocean Blvd. Concrete Piling, all cast in place concrete, caps, decks, rails, walls, abutments. (Design Build, Bridge over Water, Phased Construction)
- Marco Island, FL – Big Marco Pass Bridge and Roadway Replacements, Design-Build, FDOT D-1, Project Superintendent. Responsible for the overall construction of this project. This \$25.4 million high level bridge 1600 lf, 75' clearance over the Marco River. Work included 66" diameter drilled shafts, cast in place footings, piers, columns, caps, bridge deck, traffic rails, MSE walls, abutments, and mass concrete. Rebuilding and widening Collier Blvd, all new storm system, ponds, concrete sheet pile sea walls and parking lots. (Design Build, High Level Bridge, Phased Construction)

Paul Kishel

BRIDGE CONSTRUCTION SUPERINTENDENT

MR. KISHEL HAS OVER 26 YEARS OF CONSTRUCTION AND SUPERVISORY EXPERIENCE.

RELEVANT WORK EXPERIENCE (CONTINUED):

- Sanford, FL – 17-92 and SR 400 (I-4) off ramp and Bridges over Orange Blvd and Rail Way, FDOT D-5, Project Superintendent. Responsible for the overall construction of this project. This \$22 million Bridge and roadway project, work included relocating /rebuilding CR 15 and Orange Blvd, widening 17-92, rail way intersection, all new storm system and drainage canals, box culverts and ponds, jack and bore, concrete piling, all cast in place concrete footings, piers, columns, caps, decks, rails, walls, abutments and mass concrete. (Curved Bridge, Rail Road)
- Geneva, FL – SR 46 Lake Jesup Bridge and Roadway, - FDOT D-5-Project Superintendent. Responsible for overall construction of \$41 million Bridge and Roadway project. Work included installing a new 4000 lf Bridge over the St. John's River and Lake Jesup; removal of the old bridge and causeway to restore the water shed into Lake Jesup; construct new drainage ponds, storm system, prestressed piling, caps, abutments, decks, rails, walls and approach slabs. (Design Build, Demolition)
- Venice, FL – SR41 Bascule Bridges-FDOT D-1-Bridge Superintendent. Responsible for construction of \$36 million Major Bascule Bridge Replacement. Work included cofferdams, structural steel, drilled shafts, concrete piles, fender system, machinery and hydraulic systems, all cast in place concrete footings, piers, control building, counterweights, caps, decks, rails, walls, abutments and mass concrete. (Structural Steel, Phased Construction, Drilled Shafts, Airport Glide Path)
- Treasure Island, FL – Treasure Island Twin Leaf Bascule Bridges – Project Superintendent. Responsible for construction of \$44 million Major Bascule Bridge and Roadway Replacements. Work included fender system, sub cables, structural steel erection, machinery and hydraulic systems, counterweights and balance, Maintenance of Traffic, Erosion/Sedimentation/Turbidly control; Storm Water Management, prestressed concrete piling, sheet piling, cofferdams, sub and superstructure, mass grading/embankment, barrier walls, retaining walls, bank stabilizations, approach slab and roadway, curbing, sidewalks, guardrail system, underground power & signalization, direction bore, pressure and gravity piping systems, grading, flexible paving, guardrails, sodding, fencing, drainage. (Structural Steel, Phased Construction)
- Intersession City, FL – 17-92 Reedy Creek Bridge- FDOT D-5- Bridge Superintendent. Responsible for construction of \$10 million Major Bridge through the Reedy Creek Water Shed. Work included 36" pipe pile, performed all CIP concrete including caps, decks, walls, abutments, MSE walls and steel sheet pile walls. (Top Down Construction, Environmentally Sensitive Area)
- Port of Tampa – E.A. Mariani Berthing Facility-Project Manager/Superintendent. Responsible for \$2 million Berthing dock and ship mooring, all project scheduling & coordination.



Registrations

Professional Land Surveyor (PLS):

WV (#2007)

OH (#S7644)

Skills

Surveying

Certifications / Training

Understanding Surveying Measurements, Buckner, 1980

Evidence and Procedures, Robillard and Wilson, 1985

Land Surveyors Computations by Keen, 1990

HAZMAT short course, 1996

Ohio DOT Pre-qualification training Toledo, Ohio 2013

Professional Summary

Mr. Baker specializes in survey, and has completed many large, complex highway, airport and bridge surveying projects. He has performed surveys for verification of construction layout and as-built features, location and topographic surveys for design and utility investigation, and site and lot mapping, including ALTA property surveys and legal descriptions; and has coordinated and set ground control for aerial mapping.

Professional Experience

- Upgrade of CR208, Hancock County, WV. Responsible for establishing surveying control for photogrammetry of the CR208 area, compiling digital topographic files at a scale of 50' and contour interval of 2', prepared background mapping of critical or environmentally sensitive areas such as cemeteries, wetlands, contaminated sites. Included are mapping, flagging and project management.
- Renovation of Pennsylvania Avenue, Weirton, West Virginia (WV). Responsible for performing a detailed topographic and location survey, setting of construction centerlines, centerline profiles, control point referencing, setting of benchmarks, geotechnical boring location, utility location, for design of renovation of Pennsylvania Avenue.
- Pittsburgh International Airport Airside Business Park. Location and topographic survey of over 100 acres including subdivision plans and stake out of lots. ALTA survey and legal descriptions of A1, A2, B2, C, E, and F. Utility investigation.
- Pittsburgh International Airport Yankee North and South Deicing Facilities. Location and topographic surveys for design, base map preparation and utilities.
- Pittsburgh International Airport Cargo Road. Detailed surveying, mapping and construction layout of Cargo Road (5 miles). Responsible for access and security clearance.
- Runway Protection Zone, Obstacle Clearance, New Castle Airport. Surveyed properties within the RPZ at both ends of runway 5-23. Prepared overview plans showing all impacted properties and individual property plot plans. Surveyed the vertical limits of the clearance, mapping all structures and trees within the clearance area. Tied obstruction location and type to property maps.
- S Bridge Elm Grove WV. Mapping and design support surveys, centerline stakeout and referencing for replacement of 250 feet long US 40 bridge over Wheeling Creek.
- 31st Street Bridge Pittsburgh, PA. Mapping and design support surveys for rehab of 1500 feet long highway bridge over the Allegheny River.
- Davis Bridge, Davis, West Virginia (WV). Design support surveys for replacement of 200 feet long span Rte 32 over Blackwater River.
- Smithton Bridge. Mapping and design support surveys, centerline stakeout and referencing for rehab of 1000 feet long span I-70 over Youghioghney River near Smithton, PA.
- Cornell Avenue Bridge. Mapping and design support surveys, centerline stakeout and referencing for replacement of 700 span Cornell Ave. over I-79, Pittsburgh, PA.
- Boothsville Bridge. Mapping and design support surveys, centerline stakeout and referencing for 50 feet span Rte 73 over branch of Booths Creek at Boothsville, WV.
- Marlowe Bridge. Mapping and design support surveys for 200 feet span I-81 over Rte 11 near Martinsburg, WV.
- I-81 over Rte 45. Quality control and verification during construction of interchange and 100 feet long span I-70 over Rte 45, Martinsburg, WV.
- Mountaineer Bridge over Ohio River from Hancock County WV to Route 7 Jefferson County, Ohio (Construction never started). Preliminary and final design survey and mapping, mapping control, property right of way, river bathymetric.
- Corridor H, Moorefield, WV. 2 miles highway and bridge construction stakeout and as-built locations



John Hogan, CMSP

SAFETY MANAGER

MR. HOGAN, A JOHNSON BROS. EMPLOYEE, HAS OVER 27 YEARS OF SAFETY MANAGEMENT EXPERIENCE, INCLUDING MORE THAN 22 YEARS IN HEAVY CONSTRUCTION.

EDUCATION

A.A.S. AVIATION MANAGEMENT

PROFESSIONAL REGISTRATION

CERTIFIED MINE SAFETY PROFESSIONAL

MSHA INSTRUCTOR

OSHA OUTREACH TRAINER 10/30

MARITIME OUTREACH TRAINER 10/30

NCCER MASTER TRAINER

NCCER CONSTRUCTION SITE SAFETY MANAGER

NUCA COMPETENT PERSON TRAINER

40 HOUR GENERAL SITE WORKER HAZARDOUS

OPERATIONS AND EMERGENCY RESPONSE

OTHER TRAINING

NCCER SAFETY MANAGEMENT ACADEMY

US ARMY AVIATION SAFETY OFFICER COURSE

BASIC CRASH SURVIVAL INVESTIGATIONS COURSE

FMI LEADERSHIP INSTITUTE

FMI COACHING AND MENTORING FOR GREAT LEADERS

PROFESSIONAL AFFILIATIONS

INTERNATIONAL SOCIETY OF MINE SAFETY PROFESSIONALS

AMERICAN SOCIETY OF SAFETY ENGINEERS

NUCA SAFETY AMBASSADOR

FCURT Safety Committee

References:

David Storch, Vice President, AON

Ben Hart, Coordinator

FL Mine Safety Training Program

Charles Hill, CHST, TECO Energy

Greg Stefan, CSP, ARM, ALCM

Arch Insurance Group

➤ 2000 – Present, Director of Safety & Human Resources. Responsible for overseeing companywide aspects of safety and human resources for a Heavy Highway Bridge & Underground Construction Corporation. Major clients: FDOT; TXDOT; NDDOT; KyTC; LaDOTD; MNDOT; USACE; TECO (Tampa Electric Company); BNSF & CSX Railroads; Walt Disney Imagineering; Universal Studios Florida; Sea World; Busch Gardens; Hillsborough County Aviation Authority, Tampa, FL; MAC-LRC Stations & Tunnels Minneapolis Airport; Orlando Aviation Authority, Orlando, FL; Cargill; Mosaic.

➤ From 1996 – 2000, Director of Human Resources, Safety and Security for all work in Florida. Certified as OSHA and MSHA instructor, providing training for personnel working in heavy construction and/or surface mining. Directly involved in risk management including insurance and workers' compensation. Lead Team to Zero Lost Time accident record at the UIOA project for Universal Studios in Orlando.

➤ From 1994 – 1996, Project Safety Supervisor for all aspects of Florida earthwork, structures, and mining operations including \$30 Million TECO site preparation project for Tampa Electric Company.

➤ 22 years US Army experience, helicopter and fixed wing pilot, Aviation Safety Officer, TAC Officer (Training, Advising, and Counseling) for Warrant Officer Candidate School.



Education

BS, Civil Engineering
1998, University of
Pittsburgh

Skills

Construction
Engineering and
Inspection

**Certifications/
Training**

Certificate of Training,
102 Oracle/Primavera
Project Management
with P6: Basic Course,
2010

Professional Summary

Mr. Gammon specializes in construction engineering and inspection. He has provided managerial services for Pennsylvania Department of Transportation (PennDOT) projects and construction management services for the Urban Redevelopment Authority (URA), the City of Pittsburgh, and Allegheny County in Pennsylvania. Mr. Gammon's responsibilities focus on oversight of inspection staffs, quality management, and budget oversight.

Professional Experience

- Agreement Manager for PennDOT, District 12-0, Ten Mile Creek Bridge, ARRA open end projects, Washington and Jefferson streetscape and the 70/79 Interchange Improvement project in Washington County.
- Project Manager for URA, Bedford Hill (Site Preparation Contract No.2) \$3M. Responsible for project which included the placement of \$1.2M of PWSA owned utilities. Responsibilities included the overall coordination and tracking of project documentation, review and evaluation of project schedules, and oversight of inspection staff.
- Construction Scheduler for the Pennsylvania Turnpike Commission (PTC) Mon/Fayette Expressway Project from Uniontown to Brownsville, SR0043. May 2006 to July 2007. Responsible for maintaining, monitoring, and evaluating overall construction schedules for all sections completed under phase 1.
- Construction Supervisor for PTC Mon/Fayette Expressway, Uniontown to Brownsville Section 51E1, SR0043, Fayette County, Pennsylvania. \$250M. Supervised construction of a new 4-lane limited access highway between Milepost M-18.8 in Menallen Township. Responsibilities included the coordination, tracking and review of all project documentation and the oversight of the construction inspection staff.
- Construction Program/Project Manager for the Monongalia County West Virginia School Bond Construction Program. \$70M. Responsible for total oversight of all bond related contracts for the Monongalia County Board of Education including those of architects, contractors, and engineering services. Responsibilities also included producing, maintaining, and reviewing overall program budgets and schedules during all phases of construction. Other responsibilities included coordination and negotiations with landowners, utility companies, and state/federal oversight agencies.
- Project Scheduler/Civil Highway Engineer for PTC Somerset Reconstruction, Somerset, Pennsylvania. \$116M. Responsible for maintaining, monitoring, and evaluating a complex 5,000-activity construction schedule utilizing Primavera P3, Suretrak, and Expedition software. Responsibilities also included the coordination, tracking and review of contractor submittals and project documentation. Other responsibilities included quality control and tracking of on-site material testing, estimates, and negotiations of contract modifications.
- Estimator for overall construction management services for a 1,000-cell medium security correctional facility for the Department of General Services, State Correctional Institution, Forest County, PA. \$113M. Conducted constructability reviews and value engineering studies during all phases of construction.
- Estimator for a Capital Improvements Program, Harrisburg School District, Harrisburg, Pennsylvania project involving demolition of one facility, comprehensive renovations to twelve elementary schools, two middle schools, renovations to two low rise office buildings converting them to school facilities, and construction of a new vocational/technical building and athletic fields. \$170M.
- Estimator for Erie Welcome Center, Erie, PA. \$25M. Responsible for providing cost estimates for the Pennsylvania Department of Environmental Protection.

Affiliations

American Society of Civil Engineers (ASCE)

Association of Builders and Contractors (ABC), West Virginia Chapter

EDUCATION

Course of Study – Mathematics
University of the South
Bachelor of Arts, Architecture,
Mississippi State University, 1993

REGISTRATIONS

Registered Architect, FL
Registered Architect, AL
Registered Architect, OH
Registered Architect, NY
Registered Architect, DE
Registered Architect, LA
Registered Architect, MA
Registered Architect, TX

CERTIFICATIONS

NCARB Accreditation

PROFESSIONAL AFFILIATIONS

American Institute of Architects
TRB- Aesthetics sub-Committee
Mississippi State Univ - SJARC
Advisory Board



BRADLEY TOUCHSTONE, A.I.A.

President/ Principal Bridge Architect

Location: Tallahassee, FL



EXPERIENCE PROFILE

Mr. Touchstone is President and Principal Bridge Architect of Touchstone Architecture and Consulting, P, A., a Bridge Architecture firm based in Tallahassee, Florida, providing services worldwide.

Bradley C. Touchstone, AIA, has dedicated his career to the development of signature bridge projects and as such, has expanded the role of architects on these projects both nationally and internationally. Mr. Touchstone works with design teams and community groups to ensure that the bridge design selected fits in harmony with the local culture and environment. In his capacity as Bridge Architect he has developed design guidelines for repair and replacement of bridge projects world-wide.

Successful design of bridge projects requires a detailed understanding of bridges mechanics. There are very few architects that possess an understanding of bridges superior to Mr. Touchstone's. This acute knowledge of how bridges go together enables Mr. Touchstone to be a fully integrated part of the design team. The result is the infusion of aesthetic design from the very beginning of the project following a philosophy that Low Cost and No Cost Aesthetic Enhancements™ should be the first option.

In addition to bridge design, Mr. Touchstone has led many historic recordation and mitigation efforts of historic bridge structures. He understands the requirements necessary to navigate through the complicated and perplexing Sections 4(f) and 106 of the National Environmental Protection Act.

BRIDGES:

Mr. Touchstone has provided architectural design and other support services for these and many other bridge projects.

Touchstone Architecture & Consulting, P.A. 2003 - Present

Kosciuszko Bridge, Brooklyn/ Queens, New York - Bridge Architect for the design build team responsible for the completion of this new signature span bridge in New York. The project includes an asymmetrical cable stayed bridge that will become a major landmark on the Skyline of New York City.

Fore River Bridge, Quincy- Weymouth, MA- Bridge Architect for the design build team responsible for the completion of this \$400M lift span bridge. The project includes an innovative cladding system never used at this scale on a bridge.

2nd Street Bridge, Austin, TX- Bridge Architect for the design build team responsible for bridge type selection, preliminary architectural design, lighting design, final architectural design and Community Involvement for this new signature bridge in Downtown Austin, Texas.

Red Wing Bridge, Red Wing, MN- Bridge Architect for stakeholder involvement and preliminary design for the new Mississippi River crossing in historic downtown Red Wing, MN.

Venetian Causeway Bridge, Miami, FL - Bridge Architect for the PD&E Study to evaluate both rehabilitation and replacement of the historically significant Venetian Causeway Bridge. (2013-present) - Contact: Dat Huynh (Dat.Huynh@dot.state.fl.us)

Dunedin Bridge, Dunedin, FL- Bridge Architect for the PD&E Study to evaluate both rehabilitation and replacement of the culturally significant Dunedin Bascule Bridge. (2014 - present)

Hastings Bridge, Hastings, Minnesota- Bridge Architect and Visual Quality Manager for the replacement of the existing bridge over the Mississippi River. Mr. Touchstone led the architectural design and public involvement process for the river bridge on this \$120M project. (2011-2012) (Contact Steve Kordosky, MNDOT 651.234.7880)

Columbia River Crossing Project, Portland, Oregon/Vancouver, Washington – Bridge Architect for the design team; led the Urban Design Advisory Committee to design resolution for the 5.4 mile Interstate Highway project with a major crossing of the Columbia River and iconic bridge design over North Portland Harbor. (2008) Contact Doug Ficco WA DOT 360.903.8733)

Members of:





Glenn Pratt
Superintendent



SUMMARY OF QUALIFICATIONS

Mr. Pratt has 36 years of construction experience and has served as a superintendent for eight years. As superintendent, he is responsible for communicating with the Owners and their representatives, overseeing the work of the project, ensuring safety compliance, and engaging all assets to further job progression.

PROFESSIONAL EXPERIENCE

2015-Present: Superintendent

Monroe Bypass, Monroe, NC - \$25 Million – Vecellio & Grogan, Inc.

March 2011-2015: Superintendent

Harlan – Whitesburg Road (US 119) - \$19 Million – Kanawha Stone Company

September 2011-2015: Superintendent

Bechtel Summit Family National Scout Reserve - \$100 Million – Kanawha Stone Company

December 2011-January 2012: Superintendent

Chesapeake Energy Slide Repair - \$74K – Kanawha Stone Company

May 2011-June 2011: Superintendent

Coal River Energy, Nellis, WV - \$601K – Kanawha Stone Company

July 2010 – March 2011 Superintendent

Deer Run Mine, Hillsboro, IL- \$17 Million – Vecellio & Grogan, Inc.

August 2009 – March 2011 Superintendent

Deer Run Rail Loop Phases I & II, Hillsboro, IL- \$2 Million – Vecellio & Grogan, Inc.

December 2009 – March 2010 Superintendent

Cherry Tree Haul Road, Boone Co., WV- \$852K – Vecellio & Grogan, Inc.

May 2009 – October 2009 Superintendent

Coal River Truck Dump & Mine Portal, Boone Co., WV- \$1.9 Million – Vecellio & Grogan, Inc.

2006-2009 Foreman

South Potomac River Bridge, Hardy Co., WV - \$30 Million – Vecellio & Grogan, Inc.

July 2008 – August 2009 Superintendent

Viking Mining Site- \$2 Million – Vecellio & Grogan, Inc.

January 2008 – December 2008 Superintendent

James River Construction Site, Keystone, WV - \$12 Million – Vecellio & Grogan, Inc.

EDUCATION

Class 7 WV Surface Mining Card

Class 11 WV Surface Mine Foreman Card

Commonwealth of Kentucky: Certified Surface Miner; Certified Surface Mine Foreman

US Department of Labor Mine Safety and Health Administration Unlimited Instructor

Appendix

Project Profiles



WVDOH | Wellsburg Bridge P3 / Design-Build



I-95 Widening and Reconstruction of the I-4 / US 92 Systems Interchange Design-Build Volusia County, FL



Project 1. I-64 Kanawha River Bridge, Kanawha County, WV



Owner

West Virginia DOT

JBC Team Member

Finley Engineering Group
GAI Project Mgr. Shaun Long

Years of Construction

2006 - 2010

Project Value

\$83M

Reference

Tom Hesmond, PE
Brayman Construction
(412) 292-3219

Description: The I-64 Kanawha River Bridge's overall bridge length is 2975-ft. with a 760-ft. main span over a navigational waterway which is the longest concrete box girder span in the United States. The new bridge carries I-64 eastbound traffic consisting of three through lanes, one auxiliary lane, and shoulders. The structure crosses over railroad tracks, the Kanawha River back channel, Wilson Island, the Kanawha River main channel, and three roads.

In addition to the 760-ft. main span, the project design included 460-ft. and 540-ft. side spans; five additional approach spans ranging from 144-ft. to 295-ft. and the construction of seven piers – five on land and two on the edge of the river.

FINLEY provided pre-bid design support and construction engineering to the contractor. FINLEY provided construction engineering to the contractor during all phases of construction of the bridge. These services included modification of plan details to improve constructability of the bridge, construction analysis and construction manual preparation, geometry control manual, integrated shop drawings preparation, design of the temporary works required to build the bridge and design office support during construction. Bridge construction was completed ahead of schedule and structure was opened to traffic for the first time on July 31, 2010.

Project 2. I-35 Brazos River Bridges, Waco, TX



Owner

Texas DOT

JBC Team Member

Finley Engineering Group

Years of Construction

7/2012 - 7/2014

Project Value

\$43M

Reference

Kirk Krause, PE

TxDOT Area Engineer

(254) 772-2890

Description: This project was part of TxDOT's initiative to expand the I-35 corridor to a minimum of three lanes in each direction for approximately ten miles with uninterrupted access roads from San Antonio to the I-35 split north of Hillsboro so business partners, tourists and commuters can travel more easily. The project also included the construction of two new frontage road bridges along I-35 over the Brazos River in downtown Waco, Texas.



The new bridges are the first use of an "extradosed" design by TxDOT and to date, reportedly only the third location to use an extradosed bridge design in the United States. This unique design serves as a landmark for the region. The new bridges fulfilled the City of Waco's aesthetic requirements, created a one way continuous frontage road crossing over the Brazos River including sidewalks and overlooks for pedestrians, created additional ramps and U-turns at selected crossings and provides access to the future Baylor University sports complex.

FINLEY provided construction engineering services for the two bridges. The bridges are 620-ft-long with a 250ft. main span that include steel beams working in conjunction with pylons anchored by shallow-angled cables carries between 20% and 30% of the bridge load. Drilled shafts that are 10 ft. in diameter and about 50 ft.-deep serve as a foundation for the bridge. The shafts transition into aesthetic columns and pylons and the beams rest on a continuously poured concrete cap that helps support the deck. The project was completed 4 1/2 months ahead of schedule.

Project 3. Kentucky Lake Bridge, Marshall County, KY



Owner

Kentucky
Transportation
Cabinet

JBC Team Member

Johnson Bros.

Years of Construction

2014 - 2016

Project Value

\$131.5 M

Reference

Michael Oliver
(270) 753-2993

Description: The Kentucky Lake Bridge will provide improved safety for motorists and for commercial vessels navigating the Tennessee River inland waterway. Johnson Bros. is building the project which includes final roadway paving on the causeways and demolition of the old structure. The new bridge will be 3,611 ft long and have three units: the 1,409-ft-long four-span west approach, the 550-ft-long steel tied-arch main span and the 1,652-ft-long five-span east approach. The 75-ft-wide bridge deck will carry two lanes of traffic in each direction and a barrier separated 10-ft-wide multi-use path on the south side. The primary members of the main arch span floor system are 5- to 6-ft-deep transverse floor beams that are bolted to the tie girders every 45 ft. Both the floor beams and the longitudinal stringers act compositely with the concrete bridge deck, eliminating stringer bearings. Corrosion protection is assured by specification of painted weathering steel. The construction team worked with KYTC's Bridge Preservation Office to identify appropriate

locations for inspector safety cable and steps built into the structure to satisfy KYTC's policy of 100% climbing access for inspection, thus conserving future maintenance dollars. The tie girders are parallelogram-shaped with 5-ft-deep flange plates bolted by sub-flanges to the 4-ft-wide webs and achieve internal redundancy by plate sizing that would carry the load with just three of the four primary plates. The arch ribs spring up from the knuckles and are inclined inward 15° from vertical to create the signature "basket-handle" form. Networked wire rope hangers will support the tie girders at each floor beam and also serve to brace the H-shaped ribs longitudinally.

Johnson Bros.' Project Manager Mike Brown and Project Engineer Brandon Stidham directed the many concurrent tasks in the field. The main span piers were formed by placing precast soffit slabs between piles, adjusting them with diver assistance, and then flying in by crane the bullnose plate girder forms in two segments. Once the seal concrete had been placed using a tremie, Johnson Bros. had effectively created floating cofferdams and dewatered to allow rodbusters access for rebar placement.



"I am extremely proud of the work that has taken place thus far on the Lakes Project. The cooperation and teamwork between everyone involved has made this all possible, including the contractors, design team and inspection crew."

Mike Oliver, PE

Murray Section Engineer KYTC
District 1

Project 4. Double-Leaf Bascule Bridge, Treasure Island, FL



Owner

FDOT District 7

JBC Team Member

Johnson Bros.

Years of Construction

1/2005- 8/2007

Project Value

\$45 M

Reference

Don Hambidge
(727) 641-5134

Description:

This project received the 2008 FTBA Best in Construction Award for Major Bridge and earned early milestone completion incentive bonus. This water crossing bridge in Treasure Island, Florida involved construction of new dual twin leaf bascule bridge with new control house, hydraulically lifted bascule spans, state of the art control system, architectural designs throughout the approach and main channel spans, pre-stressed concrete piling, cofferdam construction, post tensioned precast deck slabs, fender systems and multi-phased bridge and roadwork.



The marine navigation channel remained open during the entire duration of the project except for safety precautions during short term closures for bascule span erection and controlled blasting during demolition of the existing bascule piers. To minimize disruption to marine traffic during bascule span erection, the bascule span heel sections and counterweights were erected in-place on temporary heavy duty shoring. The bascule span toe sections were then pre-assembled on a barge, hoisted into place with two barge mounted cranes and final connection made to the heel sections utilizing a field splice connection. Close coordination and communication with the Coast Guard and other local stakeholders was maintained throughout the life of the project.

Project 5. Corridor H, Grant County, WV



Owner

WVDOH

JBC Team Member

Vecellio & Grogan

Years of Construction

2009 - 2012

Project Value

\$32.4 M

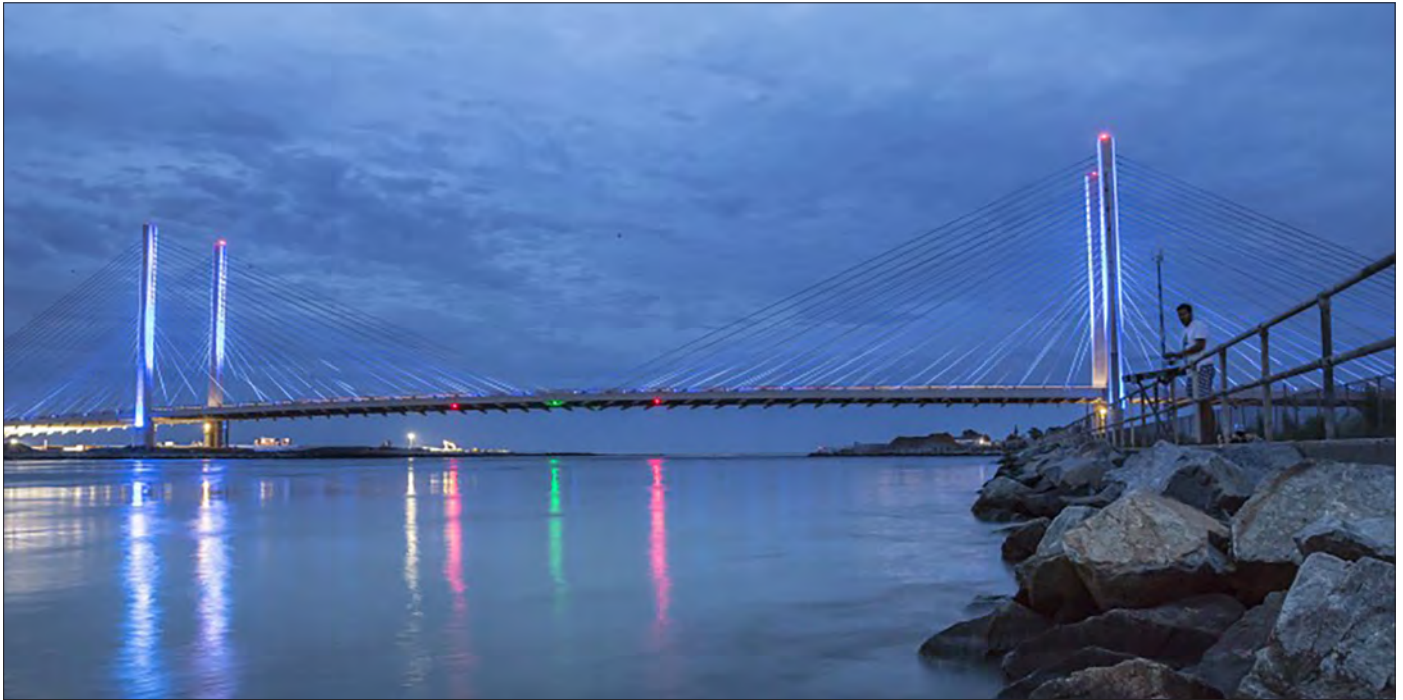
Reference

J. Darby Clayton, PE
(304) 289-3857

Description: In July of 2009, Vecellio & Grogan, Inc. was awarded a contract to construct a two-mile section of Corridor H. The project included nearly 6 million cubic yards of excavation, a multi-span bridge over Knobley Road and an environmentally-sensitive area, as well as the construction of a 1,430 long box culvert with a natural stream alignment. V&G self-performed all major elements of work on the project and was able to provide the WVDOH with approximately \$500k in savings through value engineering early in the project lifecycle.



Project 6. Charles W. Cullen Bridge Over The Indian River Inlet Design-Build, Sussex County, DE



Owner

Delaware DOT

JBC Team Member

Finley Engineering Group

Years of Construction

11/2008 - 5/2012

Project Value

\$150M

Reference

Peo Halvarsson

Skanska

Design-Build Coordinator

(757) 343-1611

Description:

The Charles W. Cullen Bridge carries the SR1 Coastal Highway across the Indian River Inlet in Delaware. The bridge is divided into a 1,750 ft.-long cable-stayed span unit and 850 ft (259 m) long approach spans. The cable-stayed main span is 950 ft. providing a minimum horizontal clearance of 900 ft. for the Inlet. The required vertical clearance over the 200 ft. wide navigation

channel is 45 ft. The bridge has two 12 ft.-wide travel lanes, a 10 ft.-wide outside shoulder, a 4 ft.-wide inside shoulder in each direction, and one 12 ft.-wide sidewalk is accessed from the east side of the bridge. The reduced embankment limits resulted in the elimination of massive embankments and provided an unobtrusive view of the Atlantic Ocean. The new bridge has a minimum 100 year design life. All piers for the new bridge are placed outside of the inlet. The foundations are supported on 36 inch-square piles. The bridge has two 240 ft.-high towers / pylons on each side of the bridge with single plane cable-stays.

FINLEY provided preliminary bid design, independent peer review and construction engineering. Construction engineering services included design of erection equipment and falsework and off-site technical assistance. The construction sequence cast the back spans on falsework which significantly sped construction work because work could be completed simultaneously. Independent peer review was performed for the traveler.



Project 7. Palmetto Section 5 SR 826/836 Interchange P3 (D-B-F), Miami, FL



Owner

FDOT District 6 /
Miami-Dade Expressway
Authority

JBC Team Member

Finley Engineering Group
Touchstone Architecture

Years of Construction

11/2009 - 10/2015

Project Value

\$558M

Reference

Gus Pego, PE
FDOT District 6 Secretary
(305) 470-5197

Description: This \$558 million P3 (design-build-finance) project involves the construction of an Interchange between SR 826 and SR 836, two limited access facilities, as well as the reconstruction of SR 826 at Flagler Street and SR 836 at NW 72nd Avenue interchanges.

FINLEY designed and provided the construction engineering on four high-level segmental bridge ramps (Bridge Nos. 9, 11, 15 and 19) that traverse the core of the interchange. The segmental bridge ramps were precast, balanced cantilever and erected with a 460 ft. launching gantry. The bridge lengths varied from 1,100 ft. to 2,450 ft. in length and are 47 ft.-wide, with a maximum span length of 266 ft. The curved segmental bridge ramps are the third level of the interchange with radii down to 590 ft. and have a maximum superstructure deck height of 95 ft. above the proposed ground. All of the bridges are supported on 24" pile foundations and reinforced concrete piers and caps. The design offered unique challenges integrating underlying roadways, canals and MOT requirements into the layout of these segmental bridge ramps. This project was constructed in the Miami International Airport flight path and had FAA Requirements. The high level segmental flyovers are built over multiple roads that carry 430,000 vehicles per day and are the tightest elevation curves erected in the United States. The all overhead erection eliminated the need for falsework and cranes and eliminated five MOT phases that would have impacted traffic and provided a safer work environment. FINLEY integrated the design into the construction while satisfying the strong aesthetic requirements. The design reduced maintenance and construction costs with the utilization of external tendons, Diabolos and deviators. The use of polystyrene in the hollow pier columns, except at the base of the caps, eliminated the need for interior formwork and reduced the overall mass of the structure and concrete required. Touchstone Architecture provided bridge aesthetics for the high-level interchange.

This P3 project was financed through a combination of \$287.7 million in federal funds, \$196 million in local funds from Miami-Dade Expressway Authority (MDX), approximately \$8 million from a Joint Project Agreement with Miami-Dade County Water and Sewer Department and slightly more than \$77.3 million in federal stimulus funds from the American Recovery and Reinvestment Act of 2009 (ARRA).



Project 8. Lake Jessup Causeway Bridge Replacement Design-Build, Geneva, FL



Owner

FDOT District 5

JBC Team Member

Johnson Bros.

Years of Construction

2/2008 - 1/2010

Project Value

\$38.1 M

Reference

John Tyler

(386) 943-5344

Description: Major roadway and bridge replacement of a 3,800' elevated causeway bridge on SR 46 over environmentally sensitive Lake Jessup in Seminole County, FL. Scope items included maintenance of traffic, erosion/sedimentation control, storm water management with multi-acre ponds, prestressed concrete piling, sub and superstructure, mass grading/embankment, barrier walls, MSE retaining walls, stabilizations, approach slab and roadway, curbing, sidewalks, guardrail system, underground power, signalization, jack & bore, and pressure & gravity piping systems. *This award winning bridge was ranked #6 by Roads and Bridges Magazine's Top 10 Bridges for 2009.*



Project 9. SR 951 Big Marco Pass Bridge Replacement Design-Build, Marco Island, FL



Owner

FDOT District 1

JBC Team Member

Johnson Bros.

Years of Construction

9/2009 - 9/2011

Project Value

\$25.3 M

Reference

Gerald Byrne
(239) 985-7851

Description: Major Roadway and Bridge Replacement on SR 951 to Marco Island. Scope included design and construction of a 1,600' high rise bridge consisting of two twelve-foot lanes, six-foot inside shoulder, ten-foot outside shoulder and eight-foot sidewalk. This bridge is 74' over the Intracoastal Waterway. Additional scope items include reconstruction and resurfacing of approximately 1,800' of roadway at each bridge approach to provide a four-lane divided roadway. Major features include 60" diameter drilled shaft foundations, precast 78" Florida I-Beams, cast-in-place substructure and superstructure, fender system replacement, demolition of existing fishing piers, MSE wall construction, landscaping, roadway lighting, seawall construction, rip-rap scour protection, roadway drainage system, stabilized subgrade, base and flexible paving.



Project 10. I-95 Widening & Reconstruction of the I-4/US 92 Systems Interchange Design-Build, Volusia Co., FL



Owner

FDOT District 5

JBC Team Member

GAI Consultants

Years of Construction

2015 - 2017

Project Value

\$205 M

Reference

Bradley Bauknecht, PE

FDOT District 5

(386) 943-5429

Description: The Florida Department of Transportation, District Five has been planning for the widening of I-95 Volusia County for years. These improvements are important to address the future growth and development projected within this region. The Project involves the widening of existing four-lane I-95 to a six-lane interstate highway from north of SR 44 (approximate Mile Post 16.899) to north of US 92. The Project work includes the reconstruction of the systems interchange with I-4, I-95 and US 92. This project also includes a safety improvement on the southbound exit ramp to SR 44. Additional scope items includes pavement widening, drainage system improvements, bridge widening, bridge replacement, retaining walls, highway lighting, Intelligent Transportation System (ITS) modifications, median barriers, signing and pavement markings, signalization and milling and resurfacing.

Structural work consists of the replacement of the I-95 bridges over Spruce Creek, replacement of the I-95 bridges over SR 421, replacement of all the bridges associated with the reconstruction of the interchanges at I-4, I-95 and US 92, and foundations for cantilever signs or overhead sign trusses. Roadway work consists of asphalt pavement widening and milling and resurfacing of the existing pavement. Additional roadway items include construction of acceleration and deceleration lanes that meet FDOT requirements for parallel type ramps at all ramp locations. Drainage work includes all work necessary to comply with the permit requirements for water quality and quantity.

Innovations and value added features provided by the Design-Build team include:

- Elimination of 17 acres of right-of-way requirements
- Alignment design that allows single phase construction of all bridges simplifying construction & minimizing impacts to traffic
- Construction schedule which accommodates right-of-way acquisition, and IMR modification
- Elimination of 97% of utility conflicts
- Use of heavy polymer binder (PG 82-22) and FC-5 Bonded Friction course, saving millions of dollars in future resurfacing and maintenance costs
- Low-maintenance concrete bridge structures (no steel)
- Extensive Value-Added warranty period extensions
- Schedule developed to meet project milestones and incentives

Appendix

Required Documentation

C



WVDOH | Wellsburg Bridge P3 / Design-Build



SR 951 Big Marco Pass Bridge Replacement Design-Build, Marco Island, FL



JBC West Virginia Contractor License & Prequalification



**WEST VIRGINIA
CONTRACTOR
LICENSING
BOARD**

CONTRACTOR LICENSE

Authorized by the
West Virginia Contractor Licensing Board

Number: WV054702

Classification:
GENERAL ENGINEERING

JOHNSON BROS CORPORATION A SOUTHLAN
DBA JOHNSON BROS CORPORATION A SOUTHLAN
608 HENRIETTA CREEK RD
ROANOKE, TX 76262

Date Issued	Expiration Date
MARCH 09, 2016	MARCH 09, 2017


 Jeena Lopez
Authorized Company Signature


 Michael A. Carl
Chair, West Virginia Contractor Licensing Board

This license, or a copy thereof, must be posted in a conspicuous place at every construction site where work is being performed. This license number must appear in all advertisements, on all bid submissions and on all fully executed and binding contracts. This license cannot be assigned or transferred by licensee. Issued under provisions of West Virginia Code, Chapter 21, Article 11.



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PAUL A. MATTOX, JR., P. E.
COMMISSIONER**

CONTRACTOR'S CERTIFICATE OF QUALIFICATION

NO. 24582

THIS CERTIFIES THAT JOHNSON BROS. CORPORATION, A SOUTHLAND COMPANY
ROANOKE, TX

HAS FILED WITH THE DIVISION OF HIGHWAYS A FINANCIAL AND EXPERIENCE
QUESTIONNAIRE AS REQUIRED BY THE COMMISSIONER, AND IS HEREBY AUTHORIZED TO BID AT
ANY DIVISION OF HIGHWAYS LETTING UNTIL THE UNCOMPLETED WORK UNDER CONTRACT IN
TERMS OF ESTIMATED COSTS AT ANY ONE TIME DOES NOT EXCEED IN THE AGGREGATE
\$132,014,000 FOR THE FOLLOWING TYPES OF WORK: ITEM(S) A,B,C,D,E,F,G,I,J,K,L

THIS CERTIFICATE EXPIRES ON <u>April 30, 2016</u>	WEST VIRGINIA DIVISION OF HIGHWAYS
DATED AT CHARLESTON, WV ON <u>January 25, 2016</u>	 DIRECTOR, CONTRACT ADMINISTRATION DIVISION

JBC West Virginia Prequalification (Complete List)

West Virginia Department of Transportation Division of Highways -- Contract Administration

Prequalified Contractors As Of: Tuesday, February 09, 2016

Contractor/Address	FEIN/License	Phone/FAX	Exp. Date	Ratings
JOHNSON BROS. CORPORATION, A SOUTHLAND COMPANY 608 HENRIETTA CREEK RD ROANOKE, TX 76262	80-0866395	(817)293-4263	4/30/2016	A GENERAL CONSTRUCTION B PORTLAND CEMENT CONCRETE PAVING C BITUMINOUS PAVING D BASE COURSE AND SOIL CEMENT STABILIZATIO E GRADING F BRIDGE CONSTRUCTION G DRAINAGE STRUCTURES AND CULVERTS I GUARDRAIL AND FENCE J SEEDING SODDING AND MULCHING K LANDSCAPING L TRAFFIC SIGNALS ELECTRICAL AND LIGHTING M SIGNING O DEMOLITION Q PAVEMENT MARKINGS R WATERLINES AND SEWERS S PILE DRIVING AND DRILLING V CURB GUTTER SIDEWALK INLET MANHOLE

JBC Ohio Prequalification

OHIO DEPARTMENT OF TRANSPORTATION




Certificate of Qualification

This certifies that JOHNSON BROS CORP A SOUTHLAND CO has been registered by the Ohio Department of Transportation as a prequalified contractor. This certificate of qualification allows your company to submit bids on State Highway Projects up to but not exceeding \$168,343,000 less the contractual amount pending on all incomplete work including ODOT and non-ODOT work. Your certificate will expire on Tuesday, May 31, 2016.

This Certificate limits the holder to the classifications of work listed below:

- | | |
|--|---|
| 1 Clearing & Grubbing | 27 Expansion & Contraction Joints, Joint Sealers, Bearing Devices |
| 4 Roadway Excavation & Embankment Construction | 28 Caissons / Drilled Shafts |
| 5 Major Roadway Excavation | 29 Structure Repairs |
| 6 Incidental Grading | 31 Structural Steel Repairs |
| 7 Soil Stabilization | 33 Tieback Installation |
| 8 Temporary Soil Erosion & Sediment Control | 34 Earth Retaining Structures |
| 9 Aggregate Bases | 35 Drainage (Culverts, Misc.) |
| 12 Rigid Paving | 36 Guardrail / Attenuators |
| 15 Sawing | 37 Fence |
| 17 Rigid Pavement Replacement | 38 Misc. Concrete |
| 19 Structure Removal | 39 Maintenance of Traffic |
| 20 Level 1 Bridge | 41 Raised Pavement Markers |
| 21 Level 2 Bridge | 42 Signing |
| 22 Level 3 Bridge | 47 Mowing |
| 23 Reinforcing Steel | 48 Trucking |
| 24 Structural Steel Erection | 52 Tunneling |
| 25 Stud Welding | 53 Piling |


Director
Department of Transportation

Effective Date: 6/1/2015
Issued Date: 4/17/2015
Certificate Number: 15338


Deputy Director
Division of Construction Management

JBC Surety Letter



March 9, 2016

Mr. Jason M. Boyd, P.E.
 Director of Contract Administration Division
 West Virginia Division of Highways
 1900 Kanawha Boulevard, East
 Building 5, Room 722
 Charleston, West Virginia 25305-0430

Re: Johnson Bros. Corp., a Southland Company
 Wellsburg Bridge over the Ohio River, Wellsburg, WV to Brilliant, OH Brooke County,
 West Virginia and Jefferson County, Ohio

Letter of Assurance

Johnson Bros. Corp., a Southland Company is a highly regarded and valued client of Zurich American Insurance Company and its subsidiary, Fidelity and Deposit Company of Maryland. Johnson Bros. Corp. a Southland Company's track record of success has been impressive and we are glad to support the continued need for surety credit.

With respect to bonding capacity, Zurich American Insurance Company and its subsidiary Fidelity and Deposit Company of Maryland, would consider surety credit for Johnson Bros. Corp., a Southland Company for single projects of \$500,000,000 and total program of \$1,500,000,000.

If Johnson Bros. Corp., a Southland Company is selected for any projects and requests that we provide the necessary Performance and/or Payment Bonds, and Warranty Bond, we will be prepared to execute the bonds subject to acceptable review of the contract terms and conditions, bond forms, appropriate contract funding and any other underwriting considerations at the time of the request. The Performance / Payment / Warranty Bonds will be effective for the duration of the project to include the Warranty Period outlined in the Contract (typically 3 years) and approved by the Surety.

Zurich American Insurance Company and Fidelity and Deposit Company of Maryland acknowledges that the DOH will be utilizing a Public Private Partnership for the contracting of this contract in the form of Gap Financing. The proposed payment amount for this Project is \$2,200,000.00 per month.

Our consideration and issuance of bonds is a matter solely between Johnson Bros. Corp., a Southland Company and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

Please feel free to call our office if you have any questions or if I can be of any assistance.

Sincerely,
 Zurich American Insurance Company and
 Fidelity and Deposit Company of Maryland

Shirong Chen
 Attorney-in-Fact

2900 Marquita Drive
 Fort Worth, TX 76116
 817-737-4973

V&G West Virginia Contractor License & Prequalification



**WEST VIRGINIA
CONTRACTOR
LICENSING
BOARD**

CONTRACTOR LICENSE

Authorized by the
West Virginia Contractor Licensing Board

Number: WV000228

Classification:
GENERAL ENGINEERING

VECELLIO & GROGAN INC
DBA VECELLIO & GROGAN INC
PO BOX 2438
BECKLEY, WV 25802-2819

Date Issued	Expiration Date
AUGUST 02, 2015	AUGUST 02, 2016




Authorized Company Signature



Chair, West Virginia Contractor
Licensing Board

This license, or a copy thereof, must be posted in a conspicuous place at every construction site where work is being performed. This license number must appear in all advertisements, on all bid submissions and on all fully executed and binding contracts. This license cannot be assigned or transferred by licensee. Issued under provisions of West Virginia Code, Chapter 21, Article 11.



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PAUL A. MATTOX, JR., P. E.
COMMISSIONER**

CONTRACTOR'S CERTIFICATE OF QUALIFICATION

NO. 24406


THIS CERTIFIES THAT **VECELLIO & GROGAN, INC.**
BECKLEY, WV

HAS FILED WITH THE DIVISION OF HIGHWAYS A FINANCIAL AND EXPERIENCE
QUESTIONNAIRE AS REQUIRED BY THE COMMISSIONER, AND IS HEREBY AUTHORIZED TO BID AT
ANY DIVISION OF HIGHWAYS LETTING UNTIL THE UNCOMPLETED WORK UNDER CONTRACT IN
TERMS OF ESTIMATED COSTS AT ANY ONE TIME DOES NOT EXCEED IN THE AGGREGATE
\$308,221,000 FOR THE FOLLOWING TYPES OF WORK: ITEM(S) A,E,F,G,H,I,J,M,O,P,Q

THIS CERTIFICATE EXPIRES ON
April 30, 2016

DATED AT CHARLESTON, WV ON
April 29, 2015


WEST VIRGINIA DIVISION OF HIGHWAYS



**DIRECTOR, CONTRACT
ADMINISTRATION DIVISION**

V&G Ohio Prequalification

OHIO DEPARTMENT OF TRANSPORTATION




Certificate of Qualification

This certifies that VECELLIO & GROGAN INC has been registered by the Ohio Department of Transportation as a prequalified contractor. This certificate of qualification allows your company to submit bids on State Highway Projects up to but not exceeding \$515,016,700 less the contractual amount pending on all incomplete work including ODOT and non-ODOT work. Your certificate will expire on Saturday, April 30, 2016.


This Certificate limits the holder to the classifications of work listed below:

1 Clearing & Grubbing	23 Reinforcing Steel
4 Roadway Excavation & Embankment Construction	24 Structural Steel Erection
5 Major Roadway Excavation	25 Stud Welding
6 Incidental Grading	27 Expansion & Contraction Joints, Joint Sealers, Bearing Devices
8 Temporary Soil Erosion & Sediment Control	29 Structure Repairs
9 Aggregate Bases	34 Earth Retaining Structures
19 Structure Removal	35 Drainage (Culverts, Misc.)
20 Level 1 Bridge	38 Misc. Concrete
21 Level 2 Bridge	53 Piling



Director
Department of Transportation

Effective Date: 5/1/2015
Issued Date: 4/22/2015
Certificate Number: 15363



Deputy Director
Division of Construction Management

GAI West Virginia COA, CCQQ, and CAIS

(Full copies are on file with WVDOH)

CERTIFICATE OF Authorization

STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS

The West Virginia State Board of Registration for Professional Engineers having verified the person in responsible charge is registered in West Virginia as a professional engineer for the noted firm, hereby certifies

GAI CONSULTANTS, INC.
C00208-00


Engineer in Responsible Charge: **ANTHONY F MORROCCO - WV PE 012843**
has complied with section §30-13-17 of the West Virginia Code governing the issuance of a Certificate of Authorization. The Board hereby notifies you of its certification with issuance of this Certificate of Authorization for the period of:

January 1, 2016 - December 31, 2017

providing for the practice of engineering services in the State of West Virginia.

IF YOU ARE REQUIRED TO REGISTER WITH THE SECRETARY OF STATE'S OFFICE, PLEASE SUBMIT THIS CERTIFICATE WITH YOUR APPLICATION.

IN TESTIMONY WHEREOF, THE WEST VIRGINIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS HAS ISSUED THIS COA UNDER ITS SEAL AND SIGNED BY THE PRESIDENT OF SAID BOARD.



BOARD PRESIDENT

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
COST ACCOUNTING INFORMATION STATEMENT
COVER SHEET AND CERTIFICATION

Name of Company: **GAI Consultants, Inc.**
Address: **385 East Waterfront Drive, Homestead, PA 15120-5005**

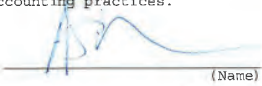
Is the above company part of a holding company () Yes () No
If Yes, give name and address of holding company:

The above address is () Home Office () Field Office
If Field Office, give Home Office address:

Name and title of person completing this form:
Alexander Stewart Macmillan, Assistant Controller
Phone Number (include area code and extension): **(407) 423-8398**
Date of this statement: **March 18, 2015**

CERTIFICATION

I certify that to the best of my knowledge and belief this Statement is the complete and accurate disclosure as of the above date by this company of it's cost accounting practices.



(Name)
Assistant Controller
(Title)

WEST VIRGINIA DIVISION OF HIGHWAYS CONSULTANT CONFIDENTIAL QUALIFICATION QUESTIONNAIRE					
EXPERIENCE DATA		DATE (DAY, MONTH, YEAR) 13 January 2016		FEIN 25-1260999	
1. FIRM NAME GAI Consultants, Inc.		2. HOME OFFICE BUSINESS ADDRESS 385 East Waterfront Drive Homestead, PA 15120		3. FORMER FIRM NAME General Analytics, Inc.	
4. HOME OFFICE TELEPHONE (412) 476-2000		5. ESTABLISHED (YEAR) 1958		6. TYPE OWNERSHIP <input type="checkbox"/> Individual <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Joint-Venture	
6a. WV REGISTERED DBE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
7. PRESENT OFFICES: ADDRESS/ TELEPHONE/ PERSON IN CHARGE/ NO. PERSONNEL EACH OFFICE					
Homestead, PA 412-476-2000 342	Philadelphia, PA 610-640-7456 17	Scottsburg, IN 812-754-1499 1	Charlotte, NC 704-731-1422 4		
Cranberry, PA 724-772.2011 49	Richmond, VA 804-270-9357 34	Canton, OH 330-433-2680 10	Jacksonville, FL 904-363-1110 49		
Murrysville, PA 724-387-2170 42	Charleston, WV 304-926-8100 22	Jackson, MI 517-513-8190 11	Orlando, FL 407-423-8398 106		
Southpointe, PA 724-873-3645 56	Bridgeport, WV 304-809-6680 11	Lake Geneva, WI 262-348-5600 14	Boca Raton, FL 561-988-2611 2		
Altoona, PA 814-201-2058 3	Erlanger, KY 859-647-6647 8	Mayville, WI 920-387-9023 3			
DuBois, PA 814-371-7760 34	Fort Wayne, IN 260-969-8800 32	Green Bay, WI 920-393-4169 3			
Scranton, PA 570-319-6143 7	Indianapolis, IN 317-570-6800 14	Milwaukee, WI 262-250-8000 15	Total 888		
8. NAMES OF PRINCIPAL OFFICIALS OR MEMBERS OF FIRM Principal In Charge: Anthony F. Morrocco, P.E., Executive Vice President & Assistant Secretary, WV PE No. 012843			8a. NAME, TITLE, & TELEPHONE NUMBER - OTHER PRINCIPALS Gary Dejidas, P.E., President & Chief Executive Officer, 412.476.2000 Gregory Nettuno, P.E., Senior Vice President, 904.363.1110		
(See Section No. 14 for Additional Officials)					
9. PERSONNEL BY DISCIPLINE Total, (In-State)					
122(1) Administrative	9 Electrical Engineers	0 Oceanographers	35(1) Environmental Engineers		
0 Architects	1 Estimators	16 Planners, Urban/Regional	21 Archaeologists		
3 Chemical Engineers	14(2) Geologists	0 Sanitary Engineers	181(4) Technicians/Analysts		
122(5) Civil Engineers	0 Hydrologists	12(1) Soils/Geotech. Engineers	21 Construction Managers		
35(1) Construction Inspectors	0 Interior Designers	1 Specification Writers	19 GIS Specialists		
61(3) Draftsmen/Designers	11(3) Landscape Architects	27 Structural Engineers	12 Water Resources Engineers		
57(7) Ecologists/Environ. Specialist	7 Mechanical Engineers	18 Surveyors	25(4) Biologists		
1 Economists	0 Mining Engineers	45 Transportation Engineers	4(1) Project Managers		
3 Scheduler	3 Industrial Eng/Hygienist	1 Aeronautical Engineer	1 Safety/Occup Health Engineer		
888 TOTAL PERSONNEL, (33) In-State					
10. IF SUBMITTAL IS BY JOINT-VENTURE, LIST PARTICIPATING FIRMS & OUTLINE SPECIFIC AREAS OF RESPONSIBILITY (INCLUDING ADMINISTRATIVE, TECHNICAL & FINANCIAL) FOR EACH FIRM. (Each participating Firm Must Complete a "Consultant Confidential Qualification Questionnaire" if a copy is Not On File With The Division).					
N/A					
10a. HAS THIS JOINT-VENTURE WORKED TOGETHER BEFORE? <input type="checkbox"/> YES <input type="checkbox"/> NO					

GAI Ohio Engineering & Survey License



State Board of Registration for Professional Engineers and Surveyors

50 West Broad Street • Suite 1820
Columbus, Ohio 43215-5905
www.peps.ohio.gov
pes.board@pes.ohio.gov
877 | 644 6364 U.S. toll free
614 | 466 3651 Columbus metro

GAI Consultants, Inc.
dba Bonar Group
618 E South St
Suite 700
Orlando FL 32801

20140603

STATE OF OHIO CERTIFICATE

The State Board of Registration for Professional Engineers and Surveyors herewith certifies that

GAI Consultants, Inc.

is hereby authorized to provide the professional services of

Engineering and Surveying

in the State of Ohio, and in accordance with the provision of the Ohio Revised Code, is granted this

Certificate of Authorization No. 02375

This certificate is valid from 07/01/2014 through 06/30/2016 and must be renewed biennially.

In testimony whereof, I affix my hand and the Board seal.



John Greenhalgh
Executive Director

FINLEY West Virginia COA, CCQQ, and CAIS

(Full copies are on file with WVDOH)

CERTIFICATE OF *Authorization*

STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS

The West Virginia State Board of Registration for Professional Engineers having verified the person in responsible charge is registered in West Virginia as a professional engineer for the noted firm, hereby certifies

FINLEY ENGINEERING GROUP, INC.
C04978-00


Engineer in Responsible Charge: CRAIG R FINLEY, JR - WV PE 015029
has complied with section §30-13-17 of the West Virginia Code governing the issuance of a Certificate of Authorization. The Board hereby notifies you of its certification with issuance of this Certification of Authorization for the period of:

January 1, 2016 - December 31, 2017

providing for the practice of engineering services in the State of West Virginia.

IF YOU ARE REQUIRED TO REGISTER WITH THE SECRETARY OF STATE'S OFFICE, PLEASE SUBMIT THIS CERTIFICATE WITH YOUR APPLICATION.

IN TESTIMONY WHEREOF, THE WEST VIRGINIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS HAS ISSUED THIS COA UNDER ITS SEAL AND SIGNED BY THE PRESIDENT OF SAID BOARD.



BOARD PRESIDENT

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
COST ACCOUNTING INFORMATION STATEMENT
COVER SHEET AND CERTIFICATION

Name of Company: Finley Engineering Group, Inc.
Address: 1589 Metropolitan Blvd
Tallahassee, FL 32308

Is the above company part of a holding company ()Yes (X)No
If Yes, give name and address of holding company:

The above address is (X)Home Office ()Field Office
If Field Office, give Home Office address:

Name and title of person completing this form:
Colby Lindsay, Comptroller

Phone Number (include area code and extension):
(850)-894-1600
Date of this statement: January 5, 2016

CERTIFICATION

I certify that to the best of my knowledge and belief this Statement is the complete and accurate disclosure as of the above date by this company of it's cost accounting practices.

Colby Lindsay (Name)
Comptroller (Title)

WEST VIRGINIA DIVISION OF HIGHWAYS CONSULTANT CONFIDENTIAL QUALIFICATION QUESTIONNAIRE			
EXPERIENCE DATA	DATE (DAY, MONTH, YEAR) 05, January, 2016	FEIN 201631936	
1. FIRM NAME Finley Engineering Group, Inc.	2. HOME OFFICE BUSINESS ADDRESS 1589 Metropolitan Blvd Tallahassee, FL 32308	3. FORMER FIRM NAME N/A	
4. HOME OFFICE TELEPHONE (850) 894-1600	5. ESTABLISHED (YEAR) 2004	6. TYPE OWNERSHIP Individual <u>Corporation</u> Partnership Joint-Venture	6a. WV REGISTERED DBE YES <u>NO</u>
7. PRESENT OFFICES: ADDRESS/ TELEPHONE/ PERSON IN CHARGE/ NO. PERSONNEL EACH OFFICE 1589 Metropolitan Blvd Tallahassee, FL 32308 / (850) 894-1600 / Craig Finley Jr., P.E. / 25			
8. NAMES OF PRINCIPAL OFFICIALS OR MEMBERS OF FIRM Craig Finley Jr., P.E.		8a. NAME, TITLE, & TELEPHONE NUMBER - OTHER PRINCIPALS Jerry Pfuntner, P.E., S.E.	
9. PERSONNEL BY DISCIPLINE			
4 ADMINISTRATIVE	— ECOLOGISTS	— LANDSCAPE ARCHITECTS	9 STRUCTURAL ENGINEERS
— ARCHITECTS	— ECONOMISTS	— MECHANICAL ENGINEERS	— SURVEYORS
2 CADD OPERATORS	— ELECTRICAL ENGINEERS	— MINING ENGINEERS	— TRAFFIC ENGINEERS
— CHEMICAL ENGINEERS	— ENVIRONMENTALISTS	— PHOTOGRAMMETRISTS	— TRANSPORTATION ENGINEERS
— CIVIL ENGINEERS	— ESTIMATORS	— PLANNERS: URBAN/REGIONAL	3 OTHER - Bridge Designers
— CONSTRUCTION INSPECTORS	— GEOLOGISTS	— SANITARY ENGINEERS	
— DESIGNERS, HIGHWAY	— HISTORIANS	— SOILS ENGINEERS	
— DRAFTSMEN	— HYDROLOGISTS	— SPECIFICATION WRITERS	
			18 TOTAL PERSONNEL
10. IF SUBMITTAL IS BY JOINT-VENTURE, LIST PARTICIPATING FIRMS & OUTLINE SPECIFIC AREAS OF RESPONSIBILITY (INCLUDING ADMINISTRATIVE, TECHNICAL & FINANCIAL) FOR EACH FIRM. (Each participating Firm Must Complete a "Consultant Confidential Qualification Questionnaire" If a copy is Not On File With The Division). N/A			
10a. HAS THIS JOINT-VENTURE WORKED TOGETHER BEFORE? <input type="checkbox"/> YES <input type="checkbox"/> NO			

Appendix

Additional Information

D

WVDOH | Wellsburg Bridge P3 / Design-Build



Christopher S. Bond Bridge (kcICON), Kansas City, MO



Additional Information

The following pages contain additional Design-Build and Similar Project experience of the JBC Team for the consideration of WVDOH. We understand these are not scored projects, but are intended to further demonstrate our Team's capabilities and expertise.

2nd Street Bridge (Butterfly Bridge), Austin, TX



Owner

City of Austin

JBC Team Member

Touchstone Architecture

Years of Construction

Complete 2016

Project Value

\$10M

Reference

Cynthia DeWitt-Jordan
(512) 974-7183

Description: Touchstone Architecture was responsible for bridge aesthetic design and public involvement during the preliminary design and final design phases for 2nd Street Bridge. The project included a canted arch bridge over Shoal Creek in Austin, Texas. Touchstone Architecture lead the public involvement and architectural design for this signature urban project in downtown Austin. The new bridge was designed to be seen from all angles and every detail and connection was designed with the user in mind. The bridge is at the center of the larger Seaholm District Project which also includes the Seaholm Power Plant Redevelopment, the new Central Library, and the Thomas C. Green Water Treatment Plant Redevelopment.

The bridge can be looked at in two separate but cohesive parts, the first being a standalone vehicular bridge and the second a pedestrian bridge. The cable array creates a clear delineation between pedestrian and vehicular traffic. This separation allows pedestrians to have a sense of place within the bridge and not feel as if it is a race to cross the bridge. On either side of the bridge, a new connection to the city is made by grand staircases and planters which connect the existing under-bridge trail to the main road.

Through innovative approach to progressive refinement, Touchstone Architecture led a very diverse group of stakeholder participants to a point of consensus, allowing the project to move forward with great enthusiasm. The bridge serves as the centerpiece for the most significant downtown revitalization project ever undertaken in Austin.

Fore River Bridge, Quincy-Weymouth, MA



Owner

MassDOT

JBC Team Member

Touchstone Architecture

Years of Construction

Complete 2016

Project Value

\$430 M

Description: Touchstone Architecture acted as Architect of Record for the design build team responsible for the completion of this \$430M lift span bridge. Touchstone Architecture was charged with leading the team in the final design for architectural elements which included construction documents and construction administration.

As the visual components lead, the firm was responsible for the development and implementation of all aesthetic and architectural components of the signature lift span bridge. They were also responsible for final design and construction documents related to the tender houses and innovative mesh cladding system. When completed, this bridge will include one of the largest installations of stainless steel mesh facades in the world and will serve as a centerpiece of the historic communities it serves.

Like many design-build projects, the design schedule is a critical path item. Touchstone worked as a fully integrated part of the design team to advance the design from concept to reality. This required a great deal of creativity and technical know-how.

One unique aspect of the project is the requirement that the entire construction documentation package be derived from a fully integrated BIM model. Touchstone Architecture has delivered a number of BIM projects and served as a leader on this project in the area of BIM implementation. The result is a model that generated all construction documents and is being used from the development of many shop drawings.

Christopher S. Bond Bridge (KclCON), Kansas City, MO



Owner

Missouri DOT

JBC Team Member

Touchstone Architecture

Years of Construction

Complete 2010

Project Value

\$232M

Reference

Brian Kidwell
(816) 564-8474

Description: The Christopher S. Bond Bridge, also known as the kclCON Bridge, revitalizes the Interstate 29/35 crossing of the Missouri River in Kansas City. Located in the geographical center of the country, Kansas City, Missouri wanted their new Interstate bridge to create a memorable gateway across the Missouri River. The Missouri Department of Transportation and Kansas City agreed that the project should be iconic and comparable to other remarkable bridges around the world.

To accommodate this public sentiment, the Missouri Department of Transportation committed to form a community committee whose eventual responsibilities would include the final selection of the design of the bridge. This was included in the Request for Proposal in order that competing teams would know they were to work with this citizens group as part of the design process. This marked the first time a State Department of Transportation allowed selection of aesthetic design to come from outside the Department; it created a new awareness for the importance of aesthetics, design, and community involvement in major projects.

Touchstone Architecture led a community involvement and aesthetic design process for the design-build joint venture which allowed the kclCON Bridge to embody the iconic features desired by the Community Advisory Group.

Hastings Bridge, Hastings, MN



Owner

Minnesota DOT

JBC Team Member

Touchstone Architecture

Years of Construction

Complete 2013

Project Value

\$130 M

Reference

Steve Kordosky

(651) 366-5904

Description: At an overall length of 1938 feet, the Hastings Bridge includes a 545 feet free standing tied arch main span, which is the longest span of its type in North America. The project was completed in May 2013 and was developed using an innovative methodology that incorporated the community's vision with the Department of Transportation's need to create a new Mississippi crossing that could stand with minimal maintenance for more than 100 years.

The team responded by transforming the bridge program into a unique vision of civic art with nature. The design team acknowledged that public spaces make cities work. Planning for parks and promenades, places that people love, would invigorate and reinvent this town's presence on a very busy transportation artery. The pulse of the city could be extended into experiences on grade, at edges and above the water. From tiny parks and viewing niches to a National Park they would connect people places along the bridge's promenade, and make the total bridge experience a moveable feast; a series of destinations.

Taking initiative for such a transformation required putting people first so that they would visually and experientially cash-in on the extraordinary aesthetic beauty of the nature in their midst. Parks, and even car parking, would become an extension of the urban fabric under the bridge: from bank to bank to the unused flat areas under the bridge or in vistas carved into a waterfront wall; the design reached for a new connectivity of past, future and present. The design team gave the city a landmark bridge; but more importantly they created a new urban experience with parks and waterfronts as the magnets to revitalize their city.

Logan County Excavation Project, WV



Owner

WVDOH

JBC Team Member

Vecellio & Grogan

Years of Construction

2013 - Present

Project Value

\$40M

Reference

Chris Collins

(304) 528-5625

Description: Vecellio & Grogan, Inc. was awarded the WVDOT South of Madison, North of Davy Branch \$40 million contract in December 2012. The contract includes 3,406,891 cy of unclassified excavation, two multi-span bridges, and a reinforced soil slope wall rising approximately 120'. Project excavation takes place along the mountainsides above the Guyandotte River, an active county route, and numerous residences. The geology of the project has presented numerous challenges to the project but V&G continues to work with the Division to proactively develop solutions and to complete the project.



Monroe Bypass, Mecklenburg & Union Counties, NC



Owner

NCDOT

JBC Team Member

Vecellio & Grogan

Years of Construction

2015 - Present

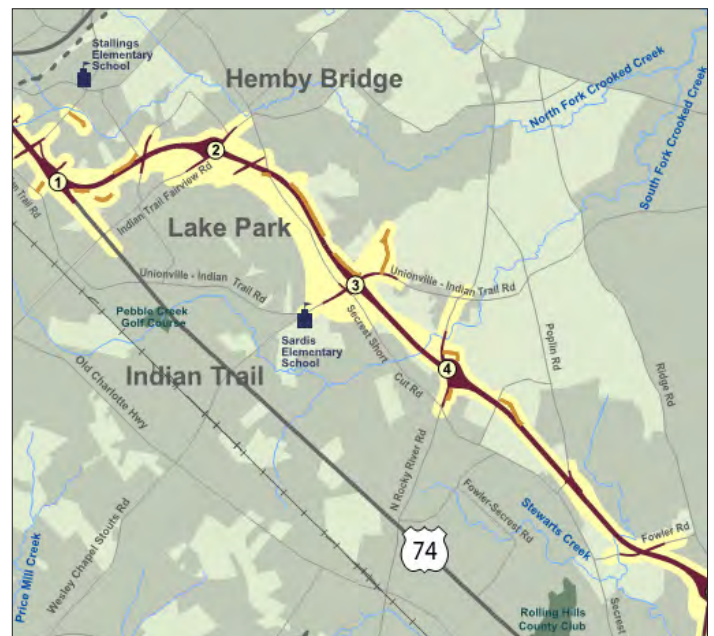
Project Value

\$25.3M

Reference

James Triplett, PE
(803) 513-1900

Description: In 2015, Vecellio & Grogan, Inc. began working on this design-build Monroe Bypass from US-74 near I-485 in Mecklenburg County to US-74 between the towns of Wingate and Marshville in Union County, North Carolina. V&G is a subcontractor to the Monroe Bypass Constructor joint-venture group. V&G's project scope includes the grading, drainage, and bridge site prep work on a ten mile section of the project.



North Shore Tunnel - Construction Engineering, Allegheny County, PA



Owner

Allegheny County

JBC Team Member

GAI Consultants

Years of Construction

Complete 2009

Project Value

\$435 M

Reference

Paul Zick

(412) 246-0325

Description: GAI Consultants, Inc., provided construction related engineering services to the general contractor on the North Shore Tunnel project. The 1.2-mile extension connects an existing light rail transit system from downtown Pittsburgh to the North Shore, home to professional sports venues, a casino, and various museums and entertainment.

GAI computed preliminary steel quantities and developed preliminary details for Support of Excavations (SOE), and developed preliminary design concepts for the temporary traffic decking. GAI elected to utilize the apparent earth pressure method of analysis to design the SOE system and reviewed site-specific subsurface conditions. Due to the discovery of a layer of silty clay alluvium, GAI computed revised earth pressure envelopes for multiple soil layers with the Shoring Suite software program.

Work Tasks/Services

- Support of Excavation (SOE) design, braced and unbraced
- Temporary vehicular and pedestrian bridges design
- Subsurface conditions analyses
- Develop earth pressure loadings for SOE
- Utilities support design

I-264 Pavement Rehabilitation Design-Build, Virginia Beach, VA



Owner

Virginia DOT

JBC Team Member

GAI Consultants

Years of Construction

Complete 2015

Project Value

\$70 M

Reference

Steve Ordnung
(804) 843-4633

Description: GAI provided design services as part of the Design-Build team on this major new interstate alignment project. GAI provided all civil engineering for Segment 6, a four-lane divided interstate highway from north of the JT Butler Boulevard interchange to south of Beach Blvd. The project included 2,072-foot trestle bridge over Sawmill Slough, a single point urban interchange at the University of North Florida, extending UNF Drive to the west, and relocating more than 1/4 mile of St Johns Bluff Road.

Under a separate contract with JEA, GAI designed a new 16" sanitary force main, 16" potable water mains, & reclaimed water mains, and new electrical distribution conduits. These utilities, along with communications facilities, had to be placed into service within the FDOT and City Right-of-way before the existing utilities could be removed to complete the roadway construction streets.

GAI's responsibilities as the Engineer of Record on this project included:

- Design of Single-Point Urban Interchange (SPUI)
- Roadway to FDOT interstate requirements
- Stormwater Design and Permitting
- Design of two 2,000' bridges (AASHTO girder)
- JEA utility design (water & wastewater facilities) including:
 - 5,000-ft of new 16" potable water main
 - 2,000-ft of new 16" reclaimed water distribution mains
 - 32,000-ft of new 16" sanitary force main



State Road 5 (US-1) over San Sebastian River Bridge Replacement Design-Build, St. Augustine, FL



Owner

FDOT District 2

JBC Team Member

GAI Consultants

Years of Construction

Complete 2013

Project Value

\$13.5 M

Reference

Jimmy Pittman, PE
(800) 749-2967

Description: GAI served as prime consultant for the design and permitting of this new four-lane bridge structure along US-1 over the San Sebastian River in historic St. Augustine. GAI provided all highway design, drainage design and permitting. The GAI Team also provided bridge design, MSE wall design, and oversight of wetland permitting. This \$13.5 Million project had an aggressive 665-day design and construction schedule



with a no excuses completion date requiring the project be completed prior to the City's 450th Anniversary Celebration. This project won the 2013 FTBA Design-Build Best in Construction Award and a 2013 DBIA Honor Award in the Transportation Category. Major engineering components include:

- New 760 foot long, 4-lane bridge structure with bike lanes and sidewalk over the San Sebastian River
- Bridge Aesthetics Design and coordination with FDOT and City of St. Augustine
- Extensive environmental and wetland permitting
- Complex MOT – maintaining 4 lanes of traffic at all times during construction of the new bridge
- PCCP Typical Section
- Extensive Public Involvement and coordination with FDOT, the City of St. Augustine, St. Johns County and numerous local businesses and residents
- Stormwater Management Facility Design and Permitting
- MSE Wall Design

I-295 East Beltway at UNF Drive (Segment 6) Design-Build, Jacksonville, FL



Owner

Allegheny County

JBC Team Member

GAI Consultants

Years of Construction

Complete 2009

Project Value

\$435 M

Reference

Paul Zick

(412) 246-0325

Description: GAI provided design services as part of the Design-Build team on this major new interstate alignment project. GAI provided all civil engineering for Segment 6, a four-lane divided interstate highway from north of the JT Butler Boulevard interchange to south of Beach Blvd. The project included 2,072-foot trestle bridge over Sawmill Slough, a single point urban interchange at the University of North Florida, extending UNF Drive to the west, and relocating more than 1/4 mile of St Johns Bluff Road.

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- Design of two 2,000' bridges (AASHTO girder)
- JEA utility design (water & wastewater facilities) including:
 - 5,000-ft of new 16" potable water main
 - 2,000-ft of new 16" reclaimed water distribution mains
 - 32,000-ft of new 16" sanitary force main



State Road 9B (Future I-795) from SR-5/US-1 to I-295 Design-Build, Duval County, FL



Owner

FDOT District 2

JBC Team Member

GAI Consultants

Years of Construction

2009 - 2013

Project Value

\$70 M

Reference

Nelson Bedenbaugh

FDOT Proj. Mgr

(800) 749-2967

Description: GAI served as prime consultant for the design and permitting of this new 3.5 mile divided highway designed to Interstate standards. GAI provided all highway design, drainage design and permitting. Bridge Design, MSE Wall Design, and oversight of wetland permitting was also completed by GAI. This project had an 881-day design and construction schedule with the design divided in to numerous components allowing construction to begin early in the design process to meet this aggressive schedule. Major engineering components included:

- 13 Bridge structures over waterways, wetlands and active interstate highways
- System to System Interchange at the I-295/SR-9B intersection designed to accommodate the ultimate future build-out configuration
- 3 Miles of new Interstate alignment
- PCCP Typical Section
- Stormwater Management Facility Design and Permitting
- Wetland Permitting Oversight
- MSE Wall Design
- Local Access Interchange at the intersection of SR-9B and US-1
- Water and Sanitary Forcemain Design



Caminada Bay Bridge, Grand Isle, LA



Owner

Louisiana DOT

JBC Team Member

Johnson Bros.

Years of Construction

2/2010 - 6/2012

Project Value

\$53.3 M

Reference

Gary A. Gisclair, PE

(985)-858-2406

Description: Major Roadway and Bridge project. 2,775 cys of embankment, road base with asphalt, all utilities, storm sewer, replace existing low level bridge (3900 LF) , Concrete piling, CIP concrete. Mass grading with erosion control measures. Demo of existing bridge when complete.

Belleair Beach Causeway Bridge Replacement, Belleair Beach, FL



Owner

Pinellas County Public Works

JBC Team Member

Johnson Bros.

Years of Construction

3/2007 - 1/2010

Project Value

\$72.8 M

Reference

Tony Hornnik
(727)464-3640

Description: This \$72M multiple award-winning project was a LAP project completed for Pinellas County and FDOT. The project consisted of replacing the existing low-level causeway with a high rise bridge (3450 LF) and a 300 LF relief bridge over the ICWW with 74' clearance. This bridge was constructed over an environmentally sensitive estuary bay area using a post tension incremental launching method, launching 9 spans of 2 segments each from both ends with a 550LF PT splice girder system connecting them in the middle. This Value engineering method saved on cost and schedule in which the owner shared in both. Other scope included roadwork, MOT, erosion control, embankment, underground utilities, sidewalks, sodding, boat ramp, piling, sheet piling and MSE walls. *This award winning bridge was ranked #5 by Roads and Bridges Magazine's Top 10 Bridges for 2009. It also received the National APWA Award for 2009.*

