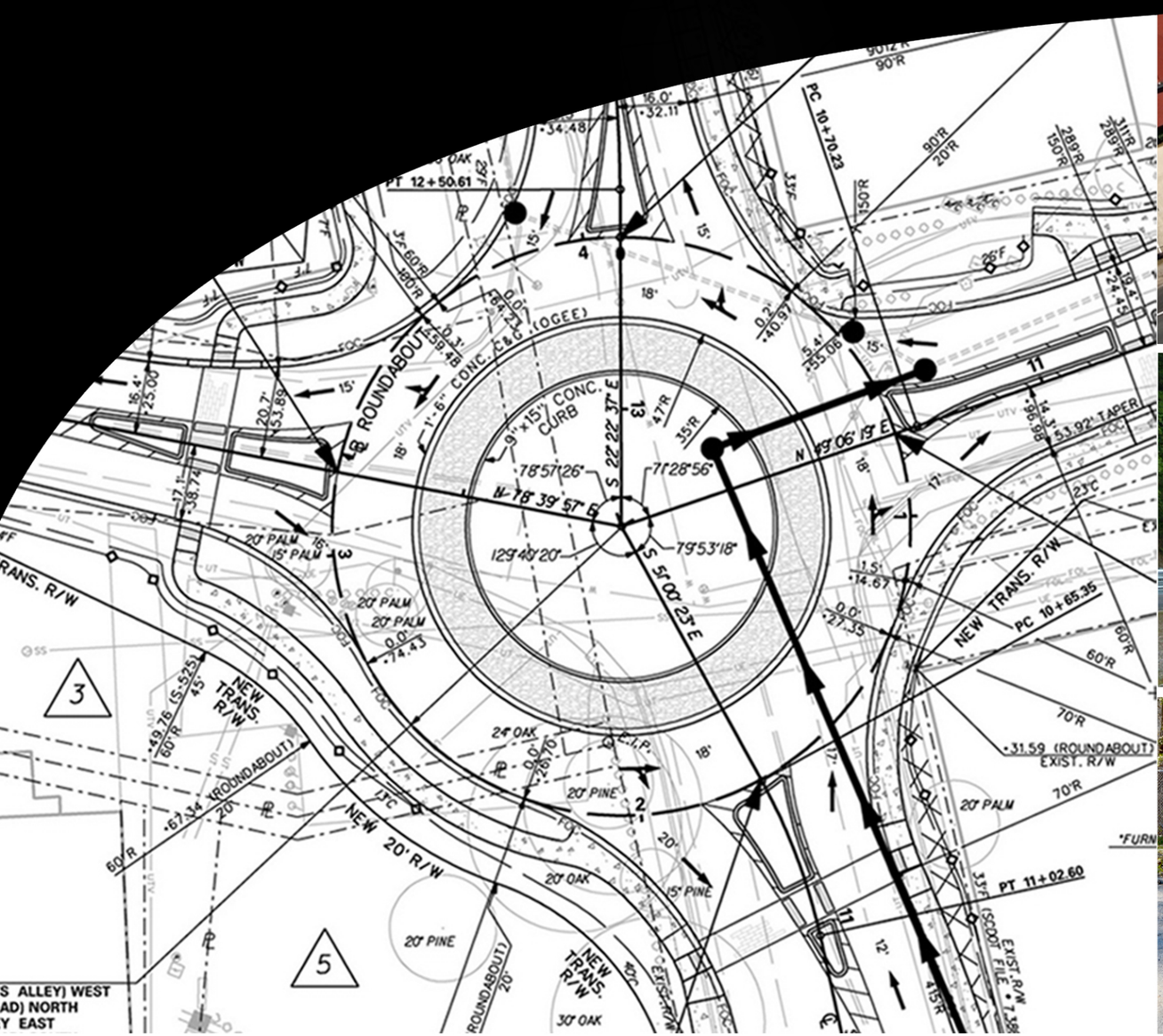
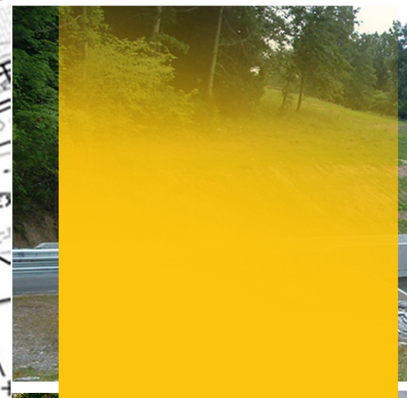




ICA Engineering

1510 Newtown Pike
Suite 108
Lexington, KY 40511

859.455.8378

submitted by

ICA Engineering

RFP #13-2014

March 26, 2014

Statement of Qualifications for

LEXINGTON FAYETTE URBAN COUNTY GOVERNMENT

Included in this submittal are:

Contract 1 - Roadway Corridor & Intersection Design
Contract 4 - Structures & Bridge Design
Contract 7 - Geotechnical Testing, Analysis & Design
Contract 8 - Construction Inspection

SECTION 1
Letter of Transmittal

March 26, 2014

Director, Division of Central Purchasing
Lexington-Fayette Urban County Government
200 East Main Street, 3rd Floor
Lexington, KY 4507

Re: RFP#13-2014 Request for Qualifications for Professional Engineering Services
Contract 1 – Roadway Corridor & Intersection Design/Planning
Re: RFP#13-2014 Request for Qualifications for Professional Engineering Services
Contract 4 – Structures or Bridge Design
Re: RFP#13-2014 Request for Qualifications for Professional Engineering Services
Contract 7 – Geotechnical Testing, Analysis and Design
Re: RFP#13-2014 Request for Qualifications for Professional Engineering Services
Contract 8 – Construction Inspection

To Whom It May Concern:

ICA Engineering (ICA Engineering) is pleased to express our interest in providing the Lexington-Fayette Urban County Government (LFUCG) with engineering design and support services for these contracts.

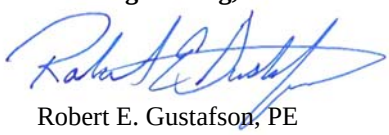
ICA Engineering was established in Paducah Kentucky in 1965 as a full service civil engineering consulting firm. We have since expanded throughout the southeast with over 300 employees and in 2004, we established a Lexington Kentucky office that now serves as our center of operations for all roadway & structures design , and construction inspection throughout the state of Kentucky. We are well suited for this assignment as we currently have statewide contracts through KYTC for On-Call Highway and Bridge Construction Inspection services and Geotechnical Drilling, Lab Testing, and Engineering as well as active roadway design and structural design contracts through KYTC.

We are proud to have **Hall-Harmon Engineers (HHE)** on the team to perform all surveying services and construction document preparation. HHE has worked throughout the state on roadway projects, and has worked on a number of LFUCG projects. ICA Engineering is pleased to support them as a DBE.

We appreciate the consideration given to our team and welcome the opportunity to provide these professional services to the Lexington-Fayette Urban County Government. We trust you will look favorably upon us and the experience we bring to the table.

Sincerely,

ICA Engineering, Inc.



Robert E. Gustafson, PE
Lexington Operations Manager

SECTION 2
Firm Qualifications

ICA Engineering has grown to be a leading Roadway Design firm in the State of Kentucky and throughout the southeast.

Established as *Florence & Hutcheson* in 1965 in Paducah, Kentucky, **ICA Engineering *(ENR Top 300 in Transportation Design*)** is a company built on the foundations of traditional values of engineering excellence, hard work and the goal of exceeding client expectations.

These core values have allowed us to build an award winning, multi-disciplinary civil and transportation engineering firm with offices in Lexington and Paducah and over 300 professionals in 13 offices across the southeast. For nearly 50 years, **ICA Engineering** has provided first-class service and innovative solutions in civil engineering and environmental management to clients in both the government and private sectors.

The primary Roadway Design staff for **ICA Engineering's** Kentucky design services is housed in our Lexington, KY office on Newtown Pike only minutes from downtown. Our registered Professional Engineers have nearly 100 years of combined experience in the transportation industry and our large support staff provides a tremendous blend of diverse experience and skills. Our employee development programs ensure that each of our employees are provided needed training both in and out of house to develop the necessary expertise to complete work in an accurate, efficient and innovative manner utilizing the latest software applications.

Our proposed Project Manager, **Bob Gustafson, PE**, has served as Project Manager on complex urban and rural KYTC projects for over three decades and has managed projects in each of the 12 KYTC Districts. He has also led design teams on projects in municipalities such as the Cities of Louisville, Owensboro, and Bowling Green. Most recently he is serving as Project Manager on the KY 338 *Double Crossover Diamond* Project in Boone County.

Todd White, PE and **Jennifer Hardwick, PE** will lead the all roadway design efforts. They have over 30 years of combined experience on complex highway projects throughout the state of Kentucky, many on the same project team. While at another consultant, Mr. White was a key Project Engineer on the award winning *Paris Pike Reconstruction* in northern Fayette County and Bourbon County.

ROADWAY DESIGN

ICA Engineering's Lexington based roadway design staff has successfully completed all types of roadway projects ranging from simple intersection improvements to the design of complex multi-level system interchanges on new interstate highways. We have many years of experience with signal modifications, new signals, turn lane additions, widening projects, bridge replacements, safety improvements, and design on new location. Our diversity of experience offers the possibility of innovative approaches to project development. **ICA Engineering** continues to have on-call agreements with a number of states including Arkansas, Mississippi, Tennessee, Alabama and others. We are very familiar with the rigorous scheduling requirements and typical scope of work associated with on-call work assignments.

Our Lexington office is located minutes from the Lexington-Fayette Department of Engineering office. We are readily accessible and can quickly respond to their needs. **ICA Engineering's** experienced roadway designers are highly qualified and have excess capacity to provide all of the advertised services to LFUCG for any type or size of project.

PROJECT DELIVERY

Our project delivery approach will be tailored for each work order. Key personnel will be selected considering project type and complexity, available capacity and scheduling requirements. Mr. Gustafson will serve as project principal and will also

serve as project manager for all projects. Additional team personnel will be assigned as needed to ensure that the right technical expertise is applied to the project and that project schedules are met. This team will remain committed to the project through completion. In-house consultation with other disciplines, e.g. geotechnical, utility, construction, will be held to ensure a comprehensive design approach is used. **ICA Engineering** will utilize the services of qualified specialty sub-consultants, with LFUCG approval, as needed to meet project goals.

Our project manager will represent **ICA Engineering** at all team meetings. The project manager will develop a specific work plan to meet the requirements of each project. The work plan will serve as a basis for preparation of the man-day projects and engineering estimate.

Preliminary design plans will be developed based on the scope of work detailed at appropriate design team meetings. Alternatives will be studied, if appropriate for a given project, to provide a cost effective, safe, and constructible project that meets the project goals in a context sensitive and practical manner. Public meeting displays and documents will be prepared, if needed following preliminary inspection. Key **ICA Engineering** design personnel will be available to coordinate public meetings. We will document comments received at the meeting, summarize the comments, and make a recommendation to the LFUCG personnel on the preferred design.

Right-of-way plans and final construction plans with necessary details will be prepared for the preferred alternate in accordance with LFUCG policies, procedures, specifications, and standard drawings. Contract plans and proposal information will be submitted electronically, and in hardcopy, in accordance with current LFUCG requirements.

Strengthening America's Infrastructure® . . .*is what we believe in, is what we do, and is what we were built on. Whether it's working for state agencies on large projects, or working for municipalities like Lexington-Fayette County, both are equally important to our infrastructure and to us.*

Our core values are the same today as when the firm was founded in 1965 by Bob Florence and Dave Hutcheson in Paducah, KY. We are dedicated to serving ALL of our clients. We understand the importance of working closely with LFUCG Engineers on any project we are involved with. Collectively, our experienced staff will serve as an extension of the Department of Engineering and our innovation, expertise and experience on all types of projects will add value beyond expectations.

LONG-STANDING KENTUCKY STRUCTURE DESIGN FIRM

Since 1965, **ICA Engineering** (***fka Florence & Hutcheson***) has completed numerous bridge projects involving river and stream crossings, railroad crossings, Interstate highway underpass and overpass bridges, bridges at Single Point Urban Interchanges (over and under), and bridges that require innovative demolition and construction techniques. Some of these projects have included complex hydraulic analysis, extensive coordination with rail lines, on-site detours, and context sensitive environmental solutions.

The **ICA Engineering** Bridge Design staff is comprised of engineers with over 300 years of combined service on bridge design projects and are experienced in a wide range of design and constructability services. The combination of experienced senior engineers, along with a dedicated and technically advanced group of designers, ensures that all LFUCG practices and procedures will be incorporated into all future projects.

Those areas of company-wide expertise that can be applied to these projects include:

- AASHTO LRFD bridge design criteria;
- Bridge inspection & evaluation;
- Displacement-based seismic analysis & design;
- Coordination of sight-specific seismic studies;
- Jointless bridge concepts & lateral loading requirements of piles & drilled shafts;
- Administration of design phase & construction phase pile & drilled shaft load tests, and;
- High Strength concrete & High Performance structural steel.

PROVEN, EXPERIENCED PROJECT MANAGEMENT TEAM

ICA Engineering proposes for this project a team of highly qualified, experienced professionals who will work with the engineers of LFUCG to form a seamless team characterized by excellent communication and efficiency. The **ICA Engineering** Lexington, Kentucky offices have always been dedicated to transportation projects which have afforded our staff an unparalleled opportunity to understand current local, state, and federal policies and procedures. This knowledge not only includes written directives, but also includes relationships built over the years through project experiences. The **ICA Engineering** Structures Team will include the following:

Pete Szak, PE, SE, will serve as Project Manager. Pete has 20 years of structure design experience including seismic design, major stream crossings, railroad crossings and grade separations. Assisting Mr. Szak will be **Lee Sewell, PE, SE**. Mr. Sewell is experienced in LRFD design procedures, displacement-based seismic analysis and design, pile and drilled shaft load tests, and administration of site-specific seismic studies. Mr. Sewell also has extensive bridge inspection experience, both above ground and under water.

ICA Engineering understands how ***proximity to the client*** can promote an efficient plan of work. The **ICA Engineering's** Lexington office will serve as the lead office for this contract, facilitating instant communication with LFUCG. In fact, with our office located only 10 minutes from the LFUCG engineering headquarters, **ICA Engineering** will be able to respond to their needs at a moment's notice. It is expected that periodic status meetings will need to be conducted and **ICA Engineering** commits to leading that effort at the frequency desired by LFUCG staff.

As noted previously, Mr. Szak will be the lead structure designer for this contract and will have the support of his staff in the **ICA Engineering** Lexington, KY office. Depending on the design requirements of any given project, Mr. Szak can request the assistance of numerous **ICA Engineering** bridge designers throughout the southeast to lend their knowledge and expertise to a design solution.

PROJECT APPROACH

The process that **ICA Engineering** uses to design a bridge is based on providing LFUCG the most cost efficient structure that is both safe for the traveling public and satisfies all design guidelines. Abutments and piers are positioned so that all necessary horizontal clearances are met, yet minimizing the overall length of the bridge and number of substructure units. Span length determination is also affected by allowable vertical clearance, which may influence the depth of beam which in turn influences span length. Solving this matrix of variables is where the vast experience of our engineers excels, although no two bridge sites are identical, using past history will help in laying out the most efficient bridge possible.

We then proceed in a top-down manner, first designing the superstructure (deck and beams) and then proceeding to the substructure (abutments and piers). It should be noted that **ICA Engineering** is only one of a few firms in State that also has a full geotechnical department in house. When substructures are being designed, our structural engineers are always in discussion with our geotechnical engineers to find the most efficient foundation type for the specific site conditions. This becomes essential for seismic analysis, since soil/foundation interactions play a critical role in determining component loadings and stresses.

We also understand in this era of construction that bridge widenings or replacements and culvert extensions on existing roads are more prevalent than totally new alignments. This type of construction abutting traffic requires a design mindset that can only be achieved with previous experience. **ICA**

Engineering has completed countless projects where the phasing of traffic and construction required special attention to detail in the development of plans, and also in the analysis of partial structures.

BENEFITS OF THE ICA ENGINEERING STRUCTURES TEAM

Along with **ICA Engineering's** extensive design experience, Pete Szak and Lee Sewell are NBIS certified bridge inspectors. Between the two of them, they have inspected over 350 bridges and culverts across the State. The types of structures inspected range from simple single barrel culverts to complex interstate interchange bridges. Being able to see up close the problems which can accelerate a bridge's deterioration is an opportunity that most bridge engineers are not afforded. This has allowed our designers to incorporate measures and details into all **ICA Engineering's** designed structures that will insure a satisfactory lifespan with minimal maintenance requirements.

In the same realm, **ICA Engineering** is actively involved with numerous Design-Build contracts. Working directly with bridge contractors has given our engineers a better understanding of the construction aspects of bridges, including the detailing for both cost and time savings. These cost saving measures are passed directly to the state, resulting in an economical structure that can be built in the least amount of time.

Being able to respond to the Division of Structural Design's need for design assistance is where **ICA Engineering** stands out. Our current work load would allow us to immediately start work on the design and detailing of bridges which may be under a tight letting schedule. This would insure that turn-around time requirements can be met for any size project, whether it is a culvert extension or major curved steel plate girder bridge. Even with an accelerated schedule, quality will never be compromised. All design calculations will be done by a licensed structural engineer, and checked by a professional engineer, at the very least. We do not have EIT's or non-licensed interns on staff that would be given one of the City's projects as a learning exercise. Quantities are always independently verified with separate calculations, and rebar lengths, sizes, and numbering are meticulously cross checked so that construction issues are avoided.

An additional benefit with the **ICA Engineering** structure design process is that all designs go thru a constructability review by our construction specialist **Tim Adams, PE, PLS**. Tim has overseen over $100 million in construction projects for the Kentucky Transportation Cabinet thru his 20 year career. With his time directly associated with bridge and roadway construction, Tim can provide the insight into what will actually work in the field. This has proven quite useful, especially on bridge replacements with tight construction clearances or phased construction. This insures that what is designed in the office will actually be able to be constructed in the field.

ACCELERATED BRIDGE CONSTRUCTION TECHNIQUES

Although it is always preferable from a contractor's point of view to completely close a road down to replace a bridge, it is disruptive to the traveling public. Limiting this disruption of service is the goal of one of FHWA's current initiatives, Accelerated Bridge Construction (ABC). ABC is a new way of thinking about how to replace a structure quickly and in a cost-effective manner, and its implementation into any LFUCG bridge replacements may offer great benefits.

At its core, ABC uses prefabricated bridge elements that are assembled off-site, and then are shipped and positioned into place at the bridge location. This is already done throughout Kentucky with the use of precast beams. ABC expands on this and incorporates precast end bents, pier columns and caps, and deck slabs into the construction process. This can save a tremendous amount of time since specific bridge segments can be cast well ahead of time, before the existing bridge is set to be taken out of service. So when the road is shut down, all parts of the replacement structure are lined up, ready to be put into place.

ICA Engineering structural engineers are trained in the latest design technologies of ABC, and are currently in the design stage of 5 bridges here in Kentucky. The possibility of using ABC for any bridges replacements for LFUCG will be investigated on a case-by-case basis. The possible higher cost associated with an ABC bridge will have to be weighed against the economic cost of closing a road and instigating a detour for a longer period of time and using typical construction methods.

WHY ICA ENGINEERING?

- **ICA Engineering's** close proximity to the KYTC headquarters facilitating instant communication with the client.
- **ICA Engineering's** experienced management team with a history of performing comprehensive services for bridge projects.
- **ICA Engineering's** bridge design team led by an experienced bridge designer with an entire company staff of bridge engineers at his disposal.
- An **ICA Engineering's** bridge staff well versed in all aspects of bridge design and construction including bridge inspections, seismic analysis and design, load test administration, and LRFD design techniques.
- The ability to immediately start a project once word is given, and provide 100% effort to the task until completion.
- ***All work will be performed in Lexington, Kentucky.***

Since 1965, **ICA Engineering** has provided geotechnical engineering, material testing, and soil and rock drilling and sampling. The firm has expanded to include 13 offices, including one in Lexington and one in Paducah, KY, serving clients in 9 states and employing nearly 300 people. For the Geotechnical Engineering Services Contract, **ICA Engineering** has assembled a team of highly qualified personnel to meet the needs of the Lexington-Fayette Urban County Government (LFUCG).

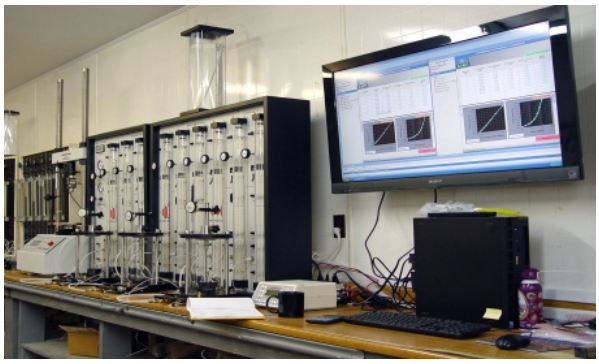
Currently, the geotechnical staff includes six professional engineers, four graduate engineers (EIT), one professional geologist, one field geologist, one field engineer, five laboratory technicians and numerous technical personnel including drillers and driller helpers, soils technicians and CADD technicians.

The geotechnical staff at **ICA Engineering** has the unique position of extensive exposure to a wide variety of civil engineering design projects in conjunction with subsurface exploration and analysis. **ICA Engineering** staff not only provides geotechnical drilling, testing and engineering analysis, but also is routinely involved and exposed to highway corridor studies and surveys, environmental impact studies, geometric design of highways and structural design of bridges, in addition to civil design for municipal, industrial and commercial projects. This wide diversity of "in-house" engineering expertise uniquely enhances the geotechnical viewpoint and approach to projects, giving **ICA Engineering** design professionals internal access and inherent knowledge and experience many geotechnical consultants do not have. We truly understand how our recommendations affect project planning and development.

Our drilling crews have been exposed to a wide variety of geologic and subsurface conditions including those typically encountered in Fayette County. This has provided our drillers valuable experience in penetrating a wide range of subsurface materials, to ultimately recovering high quality samples of soil and rock in virtually any geologic formation. Whether working on a terrain underlain with highly karst, limestone or from a floating platform, our field staff can provide safe drilling operations to obtain the desired samples while the field engineers and geologists record and report the data per project requirements.

MAJOR DRILLING EQUIPMENT & TOOLS
2 - CME 45C track-mounted drill rigs w/ automatic SPT hammer
1 - CME 55 track-mounted drill rig w/ automatic SPT hammer
1 - Morooka MST 800 track carrier
1 - Case 850 bulldozer
3 - Moyno pumping stations
2 - 20 bean pumping stations

ROCK CORING EQUIPMENT (NQ2 WIRELINE)
1 - Freightliner FL-70 Rollback Truck
1 - Freightliner Tractor with 45ft. flatbed trailer
3 - 4WD 3/4 ton trucks
2 - 2WD 2-ton flatbed trucks
3 - 4WD half ton trucks
3 - 20’ gooseneck trailers
2 - 4WD all terrain vehicles with trailer



ICA Engineering's Materials Laboratory facility, located in Paducah, KY, includes all required testing equipment as well as experienced technicians who routinely perform testing and analysis in accordance with current US Army Corps of Engineers (USACE), American Association of State Highway Transportation Officials (AASHTO), American Standards for Testing and Materials (ASTM) and American Concrete Institute (ACI) procedures and standards. **ICA Engineering** is certified by the AASHTO Materials Reference Laboratory and validated by USACE to perform soil testing and analysis in accordance with AASHTO and ASTM specifications. **ICA Engineering**'s materials laboratory and technicians also carry ACI Concrete Lab Testing Level 1, ACI Concrete Field Testing Grade 1, and KY Ready Mixed Concrete Association Level II certifications.

LABORATORY EQUIPMENT

4 – Fixed Ring Consolidometers (Humboldt, HM-2432)
10 – Triaxial Compression Testing Chambers (BK–Longyear, DGSI & Humboldt)
3 – Humboldt Load Frame
14 – Troxler 3430 Density Gauge
Grout/Mortar Testing Apparatus
1 – Sand Cone Apparatus
1 – ELE Digital Tritest 50 Load Frame
1 – BK Load Frame
1 – Humboldt Specialty Software to run CU Triaxial and Consolidation Tests
1 – Direct Shear Machine (Soil Test, D-110BY)
2 – Shelby Tube Soil Extruder
3 – Concrete Compression Machines
4 – Sieve Shakers (Gilson TS-1; Soil Test, CL-340)
Concrete Cylinder Curing Room (Moisture & Temperature Controlled)
1 – Constant Head Permeability Apparatus (Granular Soils)

ICA Engineering has successfully completed geotechnical drilling, sampling, laboratory testing and engineering analysis on numerous projects in all regions of the Commonwealth of Kentucky, routinely performing work in the central portion of the state. We possess the experience, equipment and resources to complete any geotechnical project the LFUCG might assign to us. **ICA Engineering** takes pride in our ability to communicate well with clients and respond to the schedules and requirements of the project. We will promptly provide technical data and reports requested and our engineers, geologists and technicians will be available for meetings and discussions, as needed.

ICA Engineering (ICA Engineering) is a regionally renowned Transportation Engineering firm with nearly 50 years of experience in all facets of construction engineering & inspection (CEI) in fact the CEI services requested comprise 33% of what we do on a firm wide basis at **ICA Engineering** every day. Of our 300+ employees, approximately 90 are solely dedicated construction engineering and inspection. The CEI group is led by a management team consisting of senior construction engineers typically retired from construction careers with various DOTs throughout the southeast. The CEI staff is supported by a broad group of disciplines including planners, surveyors, environmental, structural, roadway, utility and geotechnical engineers and technicians. Our core values and mission are founded on the principal of providing our clients with the highest level of professional service. We provide QA/QC services focusing on the project specific contract and technical requirements with the highest level of integrity. We strive to work seamlessly with our clients emphasizing **"*communication*" as the key to success.**

ICA Engineering has an extensive history of successful CEI projects in Kentucky and throughout the southeastern United States. Beginning in 1969, for the Kentucky Turnpike Authority, **ICA Engineering** (***fka Florence & Hutcheson***) provided CEI services on 17 miles of the William Natcher Green River Parkway in Butler County. Other major projects include the "AA" Highway in Campbell and Carter Counties in the late 80's and early 90's, as well as US 68/KY 80 in Christian County. The KYTC Region 1 (Districts 1, 2 and 3) On-call Highway and Bridge Construction Inspection Contract awarded in 2007 required more than 30 debris monitoring personnel to be added to our staff in a short period of time following the 2009 ice storm in order for KYTC to meet the FEMA reimbursement requirements, in addition to the normal roadway and bridge construction inspection. The KYTC Region 1 (Districts 1 through 5) CEI Contract awarded in 2009 required over 40 inspectors to meet the construction demands created by numerous projects in District 5 along Interstates 64, 65 and 264, some of which utilized ARRA funding. Since 2007, **ICA Engineering** has maintained KYTC contracts for on-call Highway and Bridge Construction and has provided successful inspection services on KYTC projects totaling over **$700,000,000.**

We are pleased to have **Hall-Harmon Engineers, Inc. (HHE)** on the team offering surveying and construction document preparation services. **HHE** is a Lexington, Kentucky firm specializing in civil engineering and land surveying with major emphasis in transportation facilities, site development, site utilities and land surveying. **HHE** has extensive experience with providing engineering design and surveying services on various types of projects for the Lexington-Fayette Urban County Government (LFUCG) as both prime consultant and has a subconsultant which include surveying, roadway design, bike lane/trail design, storm water and sanitary sewer design in addition to being very familiar with LFUCG Practices and Policies, Standard Drawings and Infrastructure Manuals.

The success we have enjoyed is due to the commitment of the management as well as the quality of personnel assigned to the project. The support of **ICA Engineering's** group of senior construction professionals is integral to maintaining the technical competence of our field technician staff. All inspectors assigned to the job receive proper training to meet required certifications, and improve knowledge of current construction standards and practices. Successful implementation of this philosophy requires a mobilization of qualified staff as well as making sure the selected personnel are aware of and dedicated to the standard methodologies of Construction Inspection that fall in conformance with the LFUCG specifications. Our approach to mobilizing our forces is born out of experience. In the past few years, we have fully staffed numerous projects throughout the southeast United States on projects that varied in complexity and required large numbers of Inspectors and Technicians. We continually look for highly qualified experienced inspectors; thus, the mobilizing effort for this project is part of an on-going process within the framework of our organization.

For example, our inspectors currently maintain all certifications required by KYTC including:

- **ACI Level I**
- **Aggregate Sampling**
- **Grade Level I**
- **Asphalt Lay-Down**
- **Structural Inspection Level I**
- **KY Erosion Prevention & Sediment Control (KEPSC)**

If required, we have available inspectors certified in other areas such as:

- **Work Zone Traffic Control**
- **Pavement Markings Inspection**

Our team has experience performing estimates for resurfacing work, pavement striping estimates, and inventory of various roadway items, along with producing project finals. We have worked on a variety of highway projects that included utility relocations of all types. Documentation is not a problem as most of our inspectors are fluent with **Site Manager** construction management software to document project inspection activities but are flexible enough to use any programs or methods dictated by LFUCG.

Tim Adams, PE, PLS, a 23 year veteran of the KYTC, is currently employed with **ICA Engineering** as our KY Construction Services Manager based in Lexington, Kentucky and has been assigned as CE&I Project Manager for this Request. While with KYTC, Tim was a Resident Engineer in Estill County for 15 years and is familiar with all aspects of highway and bridge construction. He served as the Branch Manager of Construction for 1 year in the District 7 Office in Lexington and during this time frequently partnered with LFUCG on projects. With Tim based in our Lexington office, he is able to respond to requests from LFUCG immediately.

Quality Assurance/Quality Control

An essential element in maintaining the quality of construction is to implement standard procedures to be used by our personnel in the inspection effort. Likewise, it is imperative to conduct internal performance reviews with the goal of a finished product constructed with quality, within budget and time limitations.

As Project Manager, **Tim Adams, PE, PLS**, will be responsible for implementation of QC procedures. We will update procedures and check lists as the needs of each assignment become apparent.

To enhance the effectiveness of our QC procedures, we have established internal Quality Control Performance Reviews. The purpose of this effort is to help ensure that the project staff is performing construction management responsibilities consistent with the needs of our clients and our team's corporate commitment to Total Quality Management.

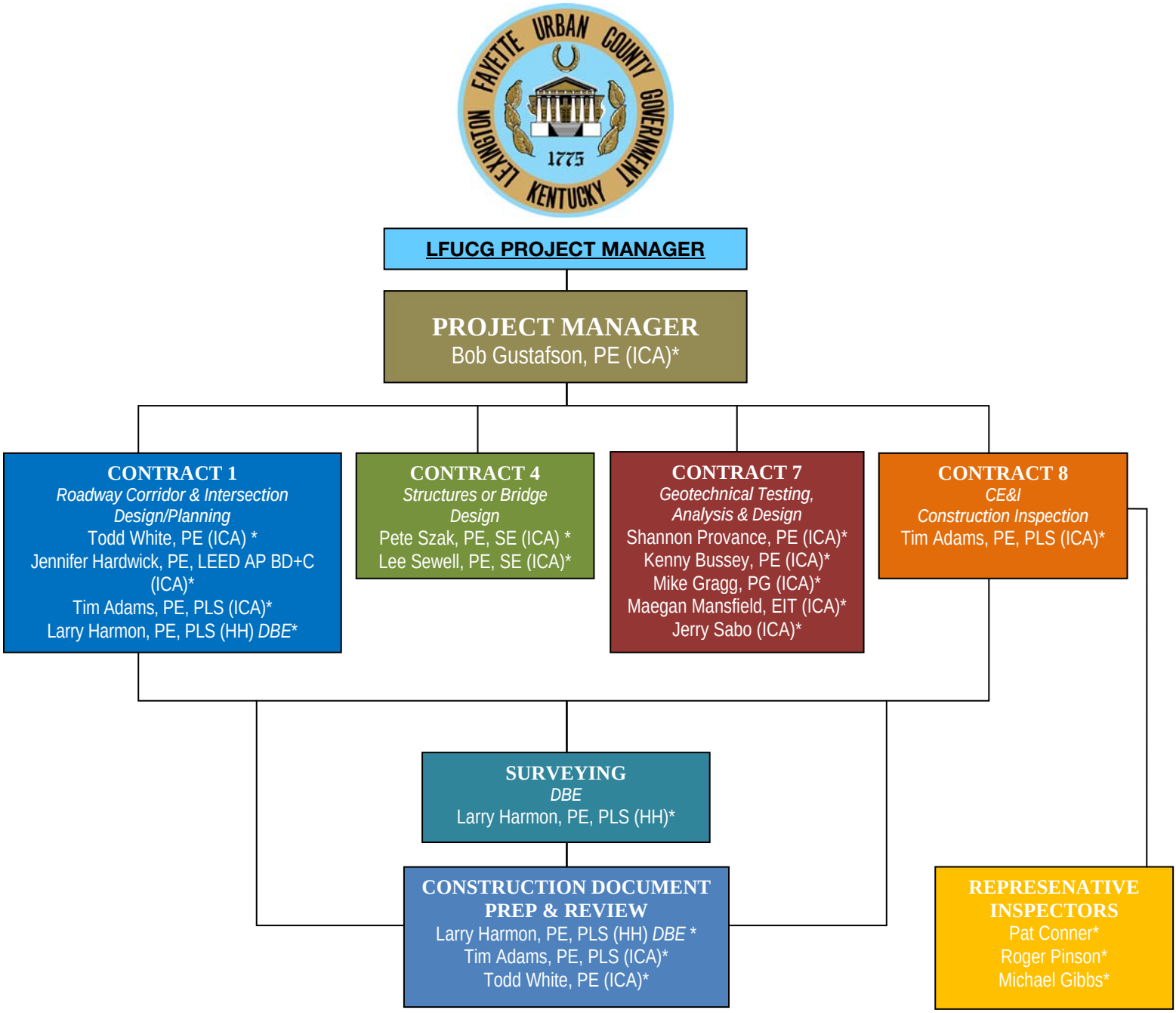
The goals of our QC Performance Reviews will be to:

✓	Monitor and track the effectiveness of CEI performance
✓	Assist our client and the ICA Engineering Project Management Team in the assessment of CEI performance
✓	Provide immediate response to recommended improvements

We will have an in-house peer review team periodically check the work performed by our CEI staff. As with all major contracts, a team of professionals is assembled to periodically review the project performance and assess the quality of service to the client.

SECTION 3
Project Team

ICA Engineering has assembled an excellent project team to assist the Lexington-Fayette Urban County Government with any structural need that may arise. The Organizational Chart below shows the team and each member's area of responsibility.



***Indicates Resume Included**

100 % of the work performed on this project will be in Kentucky

EDUCATION
MBA – U of Evansville – 1988
BSE – U of Pittsburgh – 1981

EXPERTISE
- Project Administration
- Location Studies
- Roadway Design
- Geometrics
- Traffic Control
- Quality Control
- Public Involvement

AFFILIATIONS
- KY Society of Professional Engineers
- National Society of Professional Engineers
- Leadership Louisville Class of 2005
- KYTC Partnering Conference KYTC Professional Development Program / Community Transportation Innovation Academy, KTC
- "Thinking Beyond the Pavement" A Workshop on Context Sensitive Design
- **YEARS EXPERIENCE**

This Firm – Since 2011
Other Firms – 30

PE REGISTRATION
KY, OH, WV, IN

ROBERT E. GUSTAFSON, PE
Lexington Operations Manager

Bob Gustafson has over 30 years' experience in civil engineering and has been involved in the design of transportation projects in all twelve of the Kentucky Transportation Cabinet's Districts. Mr. Gustafson has provided complete transportation engineering and related services in design, surveying, environmental documentation, public involvement and right of way acquisition. He is actively involved with all highway work performed by the firm in Kentucky and is responsible for the overall direction and operation for the firm's Kentucky engineering projects.

Representative Project Experience:

DCD Interchange I-71 / 75 at KY 338 - Boone County, KY – Project Manager for the reconstruction of the I-71 / 75 / KY 338 (Richwood Road) interchange to a **Double Crossover Diamond (DCD**). The project includes improvements to 1.2 miles of KY 338 (Richwood Road) from Triple Crown Drive to 1200' east of US 25 (Dixie highway), improvements to 1.3 miles of US 25 (Dixie Highway) and includes a **single point urban interchange (SPUI)** at the intersection of KY 338 and US 25. Improvements to I-71/75 include the addition of 1.2 miles of southbound auxiliary lanes and 0.8 miles of northbound auxiliary lanes. The complexity of the project is increased due to the close proximity of the Norfolk Southern Railroad to US25 which requires improvements associated with converting the KY 338 grade crossing to a grade separated crossing. A railroad detour is also being designed as part of this project. Engineering services included traffic analysis, alternate designs, surveying, preliminary plans, final design, NEPA documentation, public involvement, and website development. Estimated Construction Costs - $50,000,000.

Breathitt Parkway Extension – Christian County, KY – Project Manager for this 8 mile, $100 million, extension of the Breathitt Parkway from US41A in Hopkinsville to a new trumpet interchange with I-24. This project included the design of four interchanges and numerous bridges. Services included Preliminary Design, Environmental Documentation, Extensive Public Involvement, Preliminary Signing Layout and Final Construction Plans.

Louisville & Southern Indiana Ohio River Bridges Project, Section 1, Kennedy Interchange – Jefferson County, KY – Project Controls Manager / Project Engineer for this $800 million project for the reconstruction of the Kennedy Interchange in downtown Louisville, KY. This project included an extensive signing inventory at this interchange which is at the convergence of I64, I65 and I-71. After design of reconstruction plans to the south of the existing interchange, new signing plans were developed and coordinated with TRIMARC for relocation and integration of their ITS facilities. Services included Preliminary & Final Design, Extensive Public Involvement, and Coordination with all agencies.

US 460 – Magoffin County, KY – Project Manager for this 1.3 mile widening of US460 between KY40, in downtown Salyersville, KY and KY114 (Mountain Parkway). The project included complex maintenance of traffic due to the close proximity to the existing rock cut and the necessity to raise the roadway out of the 100 year floodplain. The project also included bridges over State Road Fork and Burning Fork on the KY7 approach. A major rock cut was also necessary on the KY7 approach. Services included Surveying, Right of Way Plans and Final Construction Plans.

B. TODD WHITE, PE
Lexington Transportation Project Manager

EDUCATION
- BSCE – U of KY - 1997

EXPERTISE
- Roadway Design & Geometrics
- Project Management
- Interstate Widening
- Interchange Reconstruction
- Drainage Design
- Traffic Control
- Digital Terrain Modeling
- Traffic Engineering
- Environmental Permitting

AFFILIATIONS
- KEC, InRoads III
- KYTC, Traffic Modeling Seminar
- KYTC, Mapitude/Arcview
- KYTC, Traffic Management Plan Development
- KEC, Microstation V8
- LLI, Pursuit Management
- LLI, Financial Management
- KYTC, Basic Traffic Engineering Design Course

YEARS EXPERIENCE
ICA Engineering - Since 2011
Other - 19

PE REGISTRATION
KY, TN

Mr. White joined **ICA Engineering** in Fall of 2011 and has 19+ years of experience in the Transportation industry -- mainly in the design of highway facilities. He has led complex roadway design for major projects in Tennessee and Kentucky. Project highlights include interstate widening, interchange reconstruction and context sensitive mega projects. Additional experience smaller scale municipal projects for cities of Elizabethtown and Owensboro. Mr. White is thoroughly familiar with KYTC Highway Design Policy, along with AASHTO Geometric Design Policy, Roadside Design, Context Sensitive Design and all applicable design and drawing software. He is an expert in Bentley InRoads.

Representative Project Experience:

DCD Interchange I-71 / 75 at KY 338 - Boone County, KY – Project Engineer for the reconstruction of the I-71 / 75 / KY 338 (Richwood Road) interchange to a **Double Crossover Diamond interchange (DCD**). The project includes improvements to 1.2 miles of KY 338 (Richwood Road) from Triple Crown Drive to 1200' east of US 25 (Dixie highway), improvements to 1.3 miles of US 25 (Dixie Highway) and includes a **single point urban interchange (SPUI)** at the intersection of KY 338 and US 25. Improvements to I-71/75 include the addition of 1.2 miles of southbound auxiliary lanes and 0.8 miles of northbound auxiliary lanes. The complexity of the project is increased due to the close proximity of the Norfolk Southern Railroad to US25 which requires improvements associated with converting the KY 338 grade crossing to a grade separated crossing. A railroad detour is also being designed as part of this project. Engineering services included traffic analysis, alternate designs, surveying, preliminary plans, final design, NEPA documentation, public involvement, and website development.

Louisville Southern Indiana Ohio River Bridges – East Approach - Deputy Project Manager for Roadway Design responsible for leading the roadway design program for this highly sensitive project in the east end of Louisville. The project includes the extension of I-265 from I-71 to the proposed Ohio River Bridge, including a partial interchange with US 42 and tunnel under the US 42 and the Drumanard Estate historic property. It passes through and is adjacent to a scenic and historic area of eastern Jefferson County.

Paris Pike (US 27/68) - Bourbon County - Kentucky Transportation Cabinet, Rural/Urban, Completed - Project Engineer responsible for the line, grade and drainage design of the upgrading of Paris Pike using Context Sensitive Solutions. Assisted with Origin-Destination Study. While the alignment of the existing road was relatively straight, the profile had numerous vertical curves, creating many drainage situations with concrete box culverts and pipes. There are two creeks, Houston and Elkhorn, which are bridge situations. Both bridges have been constructed and provide improved vertical clearance over the design storm, as well as increased hydraulic opening.

US 42 and KY 841 Interchange Reconfiguration - Jefferson County, KY - Kentucky Lead Design Engineer for the Louisville-Southern Indiana Ohio River Bridges Project, the US 42/KY 841 intersection required relocation and reconstruction to make room for an exploratory tunnel which was planned to mitigate historical property. In addition to performing roadway engineering services for the design of the extension and approaches, Mr. White served as a Project Engineer overseeing a Traffic Study and Signal Warrant Study for the US 42 and KY 841 intersection. Manual counts were taken to determine traffic volumes and future traffic conditions were modeled in conjunction with the upgrade of KY 841 and the extension towards the Ohio River. Traffic data was collected and analyzed, providing a basis for future traffic volumes along with information provided by the FHWA. A Signal Warrant Study was then conducted for the newly realigned intersection.

EDUCATION
- MSCE 1996 - U of KY
- BSAE 1985 - U of IL
- Champaign-Urbana

EXPERTISE
- Bridge Design
- Bridge Inspection
- Project Management

AFFILIATIONS
- FHWA-NHI Safety Inspection
- of In-Service Bridges - 2010
- KYTC, Geohazards in Transportation in the
- Appalachian Region - 2009
- FHWA, LRFD Design of Foundation & Earth Retaining Structures - 2006
- International Bridge Conference, LRFD Prestressed Concrete Bridge Design - 2004
- NSBA, AASHTO LRFD Design for Steel Bridge Superstructures - 2004
- NaBRO, Steel Bridge Design Using AASHTO LRFD Bridge Design Specifications - 2004
- NSBA, Cost Effective Design of Steel Bridges - 2003
- U of Wisconsin, Drilled Shaft Foundations for Soil & Rock - 1999
- KSPE, Drilled Shaft Analysis, Design & Construction - 1999
- Thinking Beyond the Pavement – Context Sensitive Design Workshop -2001
- HEC-RAS – U of Dayton, OH

YEARS EXPERIENCE
This Firm - Since 2004
Other - 15

PE / SE REGISTRATION
AR, FL, KY, LA, MO, OH, SC, TN, WV, IN / SE

PETER J. SZAK, PE, SE
Chief Structural Engineer – Lexington, KY

Mr. Szak has over 20 years of experience with the design, research, and inspection of highway structures. As a Project Manager in **ICA Engineering's** Structures Division, he has provided structural design services for bridges and culverts across the state of Kentucky. These projects have consisted of concrete and steel bridges, partial width construction, and bridge and culvert widenings and extensions. Mr. Szak is responsible for the design and management of bridge and roadway projects starting with initial alignment studies and possible bridge types and locations, to production of final plans. Intimately familiar with the Kentucky Bridge Design Manual, AASHTO LRFD, seismic analysis and detailing, and all applicable design and drawing software.

Representative Project Experience:

PRESTRESSED CONCRETE

US 460 over Brush Creek - Montgomery County, KY – 4-Span (134'-100'-100'-92') PCI beam bridge designed for Seismic Category B with 30^{o} skewed integral abutments and 48' tall hammer head piers on spread footings.

KY 2040 over Greasy Creek - Johnson County, KY - Single span (44') flared bridge deck tapering from 69' width to 45' utilizing spread box beams. Breast wall and integral abutments were detailed and designed for phased construction on this project.

US 460 over Beaver Creek – Pike County, KY - 9-Span dual PCI beam bridge with overall lengths of 1041' WB and 1062' EB. Substructures consisted of stepped breast wall abutments founded on rock and 120' tall hammer head piers founded on spread footings and drilled shafts. PCI beams were segmented due to the bridge being in a curve.

Willie Lones Road over Puncheon Creek - Allen County, KY –Single span (78') side-by-side box beam bridge with an asphalt overlay. Integral abutments on piles were placed outside the stream banks in order to alleviate any potential erosion problems.

Rolling Meadows Lane over CSX Railroad - Clark County, KY - Two span (48'-88') PCI beam bridge located over CSX railroad. Utilizes drilled shafts under semi-integral abutments and hammerhead pier founded on a spread footing. Superstructure designed to carry 14" ductile iron water main pipe in addition to live load.

WELDED STEEL PLATE GIRDER

John Moore Branch Road - Pike County, KY - 5-span weathering steel plate girder bridge specifically designed for off-highway Caterpillar 777D truck loads. Overall length of 768' with maximum span of 200'. Beam depth of 6'-8"and supported by hammer head piers.

Ramp WS Over I-30 - Miller County, AR – 10-span, 1828' long curved steel plate girder bridge on slender hammer head type piers broken up into three units in order to accommodate thermal and creep movement. The longest of spans is 218' which resulted in a 7' deep web.

CULVERTS

US 21/176 @ US 321 Widening – SC - Numerous box culvert extensions were required along this widened section of roadway to accommodate additional lanes and increased shoulder width. The typical culvert was a double 4'x4' box on a yielding foundation. Typical construction sequence of the extensions involved removing the existing culverts wings and aprons, and then establishing continuity with the extension by drilling, grouting, and splicing in the new steel. Continuous communication between the highway and structural engineer insured that the length of the culvert extension and wing wall length was correct for roadway sideslopes.

LEE SEWELL, PE, SE
Civil Engineer – Lexington, KY

EDUCATION
- MSCE – 2003 / BSCE – 2002
  U of KY

EXPERTISE
- Bridge Design

AFFILIATIONS
- NHI – LRFD Seismic Analysis & Design of Bridges - 2013
- NHI LRFD for Highway Bridge Superstructures – Steel & Concrete - 2007
- NHI Inspection of In-Service Bridges - 2005
- NBIS Qualified Under-water Inspector -2005
- ANSI/ACDE 01-1998 Engineer Diver Training, Santa Barbara City College - 2005
- OSHA Confined Space Entry, 2005
- First Aide/CPR/O2 Administration Certified - 2005
- Bloodborne Pathogens - 2005
- PADI Open Water Certification - 2003

YEARS EXPERIENCE
This Firm - Since 2006
Other – 2.5

PE / SE REGISTRATION
KY, IN, LA / SE

Mr. Sewell joined **ICA Engineering** bringing four years of experience in research, inspection and design of highway structures. As a Project Engineer in the Structures Division, he has provided structural design services for a number of projects. He is responsible for the design of bridges starting with possible types through production of final plans. He is intimately familiar with the Kentucky Bridge Design Manual, along with AASHTO, LFD, LRFD and all applicable design and drawing software.

Representative Project Experience:

PRESTRESSED CONCRETE

KY 1037 Over Illinois Central Railroad, Hickman County, KY –Lead bridge designer for a three-span, 188-foot precast concrete beam bridge replacement of KY 1037 over Illinois Central Railroad. Duties included superstructure design, substructure design, seismic design, design checking, and plan checking on the project. The bridge was located in a region of high seismic activity and designed for a Seismic Performance Zone 4 using LRFD specifications.

Carter Chapel Road over Tributary to the North Fork of Grassy Creek - Pendleton County, KY – Structural Engineer responsible for preliminary design, advance drawing folder preparation through final plans for a single span, 98' adjacent box beam bridge.

Memorial Parkway over Byrd Spring Road – Madison County, AL – Structural Engineer responsible for reinforced concrete design for deck, piers, and abutments and the prestressed concrete design of the girders for the 3-span, 407' prestressed concrete girder bridge. Also involved in the design drawings development and review.

WELDED STEEL PLATE GIRDER

US Hwy 412 Bypass Bridge Over West Interchange Ramp 4 - Washington County, AR - Structural Engineer responsible for the superstructure and substructure of the 3 span, 305' steel plate girder bridge. This bridge was a highly skewed structure located in a horizontal curve. Also involved in the design drawings development and review.

US Hwy I-540 Interchange Ramp NW - Benton County, AR - Structural Engineer responsible for the superstructure and substructure of the 8 span, 1103' curved steel plate girder bridge. The project included placing a pier over an existing concrete pipe that was not able to be avoided due to existing layouts. The project also included the layout of 15 MSE walls. Also involved in the design drawings development and review.

John Moore Branch Bridge - Pikeville, KY - Performed the design layout, loading case analysis, and reinforced concrete design for the approach slabs and footings for the new bridge construction. Also involved in the design drawing development and review. This design considered extreme load cases to account for two directional traffic of 777D off-road coal trucks.

CULVERTS

US 21/176 @ US 321 Widening – SC - Numerous box culvert extensions were required along this widened section of roadway to accommodate additional lanes and increased shoulder width. The typical culvert was a double 4'x4' box on a yielding foundation. Typical construction sequence of the extensions involved removing the existing culverts wings and aprons, and then establishing continuity with the extension by drilling, grouting, and splicing in the new steel. Continuous communication between the highway and structural engineer insured that the length of the culvert extension and wing wall length was correct for roadway sideslopes.

J. SHANNON PROVANCE, PE
Geotechnical Manager

EDUCATION
BSE – AR State U - 1994

EXPERTISE
- Shallow Foundation Design
- Pile Analysis
- Drilled Shaft Analysis
- Slope Stability Analysis
- Slide Remediation
- Settlement Analysis
- Liquefaction Potential
- Seismic Analysis
- Geotechnical Report Preparation
- OSHA 30-Hour Safety Training

AFFILIATIONS
- Southeastern Transportation Geotechnical Engineering Conference (STGEC)
- North Carolina DOT – Geotechnical, Geophysical & Geo-environmental Engineering Technology Transfer ConferenceKYTC/ACEC/FHWA Partnering Conference
- Ohio River Valley Soils Seminar,

YEARS EXPERIENCE
This Firm - Since 1995
Other – 1.5

PE REGISTRATION
AR, FL, GA, IL, IN KY, LA, MO, NC, OH, SC, TN, TX, WV

Mr. Provance leads the company's Geotechnical Department and is in charge of the firm's overall Geotechnical operations. His primary areas of responsibilities include management of personnel, quality review of drilling, laboratory testing, geotechnical engineering reports, monitoring project schedules and budget, client contacts and business development along with overall geotechnical production. Mr. Provance has extensive experience in Geotechnical engineering. He joined **ICA Engineering** as a Field Engineer, responsible for supervising geotechnical drilling crews on highway and bridge design projects. Successful projects were completed for various DOT clients throughout the Southeastern United States in highly variable terrain, from mountains to swamps and floodplains. Mr. Provance then developed into a Project Engineer, responsible for geotechnical report preparation, including complex foundation design, slope stability, settlement, slide remediation, liquefaction potential, seismic analysis, ground improvement and other analyses. His foundation design experience has included spread foundations, driven steel and concrete piles, augercast piles, drilled shafts and caissons, and others. Mr. Provance has designed and supervised numerous projects using the latest AASHTO LRFD guidelines.

Representative Project Experience:

New Bridges over Kentucky Lake and Lake Barkley on US 68 / KY 80 – Marshall & Trigg Cos., KY – Mr. Provance served as Geotechnical Manager for this proposed 4-lane highway crossing Kentucky Lake and Lake Barkley. Both current Lake bridges are 2-lane structures. The proposed project involves replacing both bridges just to the north of the existing bridges. A joint geotechnical team, Terracon and ICA Engineering, began work on these flagship bridges in early 2010, providing drilling, lab and engineering services, along with drilling crews from the KY Transportation Cabinet and assistance from Sr. Consultants such as Jerry DiMaggio and Dr. Ed Kavazanjian. In 2011, during the first rounds of drilling, five drill rigs were utilized to complete 100+ borings to depths up to 250' at both Kentucky Lake and Lake Barkley, with some borings being drilled from a floating barge. Significant coordination work with both Tennessee Valley Authority for KY Lake and US Army Corps of Engineers was required, along with substantial oversight, monitoring and inspection of field operations on this project. Additionally, static and seismic slope stability analysis was completed for the existing and proposed causeways and the proposed bridge abutment slopes. Also, a Pile Load Test Program was performed consisting of 8 piles including One - Steel HP 18 x 157, One - 30" Diameter Pipe, Three - 48" Diameter Steel Pipes and Three - 72" Diameter Steel Pipes - which vary in length from 105' to 210'. Dynamic testing was performed on each pile. Other testing on the piles included 3 static pile load tests, 2 STATNAMIC axial load tests and 1 STATNAMIC lateral load test. The pile hammer utilized in the load test program to drive the 48" and 72" pipe piles is a Menck MHU 800S hydraulic hammer which is the largest pile hammer currently being used in the US.

Kentucky Transportation Cabinet - Bridges And Roadway On CR 1301 – Warren County, KY - Project Manager for a subsurface investigation for the replacement of the bridge and approaches on CR 1301 (West Bogle Road) over the RJC Railroad. Approximately 19 borings were drilled for both the bridge and roadway improvements.

Paducah Riverfront Redevelopment – Paducah, KY - Project Manager for the subsurface investigation completed for a new transient excursion dock and related site improvements near the downtown riverfront area in Paducah. The project included multiple river and landside borings, laboratory testing and the completion of a soils report with deep foundation recommendations for the dock structure and settlement stability calculations for proposed improvements landside.

MIKE GRAGG, PG
Senior Geologist – Lexington, KY

EDUCATION
- BS in Geology / Advanced Study in Hydrology & Business Admin. Eastern IL U – 1976

EXPERTISE
- Geology & Engineering Geology
- Geotechnical Investigations
- Environmental Science
- Hydrology

AFFILIATIONS
- Geotechnical Foundation Engineering: Rock Slopes - NHI-FHA
- FHWA Demonstration Project 116 Ground Improvement Workshop
- Acid Rock Drainage Prediction EduMine – InfoMine, Inc.
- Shallow Slope Stabilization & Rockfall Mitigation Workshop – Geobrugg & KYTC

YEARS EXPERIENCE
This Firm - Since 1992
Other - 15

PG REGISTRATION
AL, AR, FL, GA, IL, IN, KY, MS, MO, NC, SC, TN, TX, VA

Mr. Gragg has worked as an exploration geologist in the oil and natural gas industry, worked as a geologist, hydrologist and project manager for an engineering consultant and has taught highway design technician and materials laboratory technician courses at West Kentucky Community and Technical College. Since joining **ICA Engineering**, Mike has provided geotechnical design and supervision on major highway and infrastructure projects; environmental endeavors including remediation of groundwater contamination, Phase 1 environmental site assessments, landfill construction, acid rock drainage recognition and mitigation; and exploration for native construction materials deposits. Mr. Gragg has extensive experience reviewing, inspecting, and logging complex rock outcrops and rock core from projects throughout the southeastern U.S. His knowledge and skill on strike/dip measurements, subsurface characteristics trends, and strata interpretation has proven invaluable for both rock cut designs and deep foundation analyses.

Representative Project Experience:

I-24 and Breathitt Parkway Extension - Subsurface Geophysical Investigation - Christian County, KY – Project manager for geophysical survey (microgravity and resistivity) of bridge site, reconnaissance of proposed alignment, investigation of karst features review of subcontractor report and development of final report including geophysical data and results.

KENNY BUSSEY, PE
Geotechnical Engineer

EDUCATION
- MSCE – 2007 / BSCE – 2006 U of KY

EXPERTISE
- Static & Seismic Settlement Analysis
- Embankment Design
- Excavation/Roadway Cut Design
- Retaining Wall Design
- Shallow Foundation Design
- Deep Foundation Design
- Liquefaction Analysis & Mitigation Design
- Ground Improvement Design
- Drilled Shaft Inspection & CSL Testing
- Pile Inspection & PDA Observation
- Geotechnical Report Preparation

AFFILIATIONS
- Southeastern Transportation Geotechnical Engineering Conference

YEARS EXPERIENCE
This Firm - Since 2007
Other - 1

PE REGISTRATION
KY, AR, GA, LA, MS, NC, SC, TN

Mr. Bussey joined **ICA Engineering** as a Geotechnical Designer in the Geotechnical Design Section. His duties include slope stability analysis for embankments and cut sections, settlement analysis, bearing capacity analysis, pile design for steel and concrete piles, drilled shaft design, and preparation of the final geotechnical report. Prior to joining ICA Engineering, Mr. Bussey was employed by the University of Kentucky, Civil Engineering Department, as a Research Assistant. While at the University, Mr. Bussey co-authored "Improve Safety of Workers during Highway Construction and Maintenance" for the Kentucky Transportation Center.

Representative Project Experience:

Geotechnical Investigation & Foundation Recommendations for LGE/KU's Cane Run Power Plant - Mr. Bussey served as the geotechnical manager on this project which consisted of a subsurface investigation and foundation recommendations for 138 kV transmission line terminations, 345 kV transmission line and 138 kV unit tie lines. Seven borings were drilled for the 138 kV transmission line terminations. Six borings were drilled or the 345 kV transmission line. Nine borings were drilled for the 138 kV unit tie lines. A deep foundation analysis was performed for the proposed structures. Loading information was provided by LGE/KU and lateral capacity analyses as well as axial capacity analyses were performed to determine the required length and diameter of the drilled shafts. Seismic considerations were appropriate for the site, in which a liquefaction potential analysis was performed. Results of the liquefaction potential analysis were provided to LGE/KU.

EDUCATION
MSCE/BSCE – 2012/2011
U of KY
EXPERTISE
- Slope Stability Analysis
- Settlement Analysis
- Shallow Foundation Design
- Pile and Drilled Shaft Capacity
- Seismic Activity Analysis
- Landfill Design

AFFILIATIONS
- ACI Level One Certification

YEARS EXPERIENCE
This Firm - Since 2012
Other - 2
EIT REGISTRATION
KY

MAEGAN MANSFIELD, EIT
Geotechnical Designer – Lexington, KY

Mrs. Mansfield joined **ICA Engineering** as a geotechnical designer in 2012. She completed her education at the University of Kentucky with honors. While studying, she obtained out-of-classroom experience in the transportation, structural, and geotechnical fields. Through these activities, she became familiar with seismic activity analyses, soil mechanics, materials utilized in roadway development, and structural components in bridges and buildings. Mrs. Mansfield has experience working in bridge construction with the Kentucky Transportation Cabinet as an Engineer in Training and Intern.

Representative Project Experience:
US 60 Tennessee River Bridge - Ledbetter, KY – Mrs. Mansfield was a construction engineer for the truss bridge project connecting US 60 from McCracken County to Ledbetter, Kentucky. Consulted with contractors, organized data systems, and processed payments for associated estimate cycles.

EDUCATION
Palliser Institute - Moose Jaw, Saskatchewan, Canada - Water Resources Engineering Technologist
EXPERTISE
- Stone Column Inspector
- Earthwork Inspector
- Reinforcing steel inspection
- Masonry inspection
- Concrete mix design
- Asphalt concrete mix design
- Quality control testing of concrete, soil, masonry, asphalt, etc.
- Atterberg limits
- Sampling of soils
- Rock coring

AFFILIATIONS
- ACI Concrete Field Testing Technician-Grade 1
- ACI Aggregate Testing TechnicianACI Concrete Lab Testing Technician-Level 1
- Radiation Safety/Use of Nuclear Gauge
- KY Ready Mixed Concrete Association - Level II
- NICET Level I
- Center for Training Transportation Professionals (CTTP) - Basic Aggregates, Soils Testing, Concrete Field Testing & Concrete Strength

YEARS EXPERIENCE
This Firm - Since 2009
Other - 13

JERRY SABO
Geotechnical Laboratory Manager

Mr. Sabo has been working as a Geotechnical Inspector and Engineering Technician since joining **ICA Engineering** in 2009. He has been involved with all aspects of sampling and testing for soil and aggregates including the day to day technical management involving laboratory and past/current ICA Engineering projects. Mr. Sabo is thoroughly familiar and experienced with current AASHTO, ASTM and USACE methods and procedures for material testing. His extensive experience in materials testing and construction inspection encompasses a wide range of highway, industrial, environmental and commercial projects. As of June 2012, he now serves as our Laboratory Manager.

Representative Project Experience:
Interstate 65 Widening – Simpson, Warren, Barren & Edmonson Counties, KY – This project consists of 43 miles of widening beginning at the Tennessee State Line and ending north of the Cumberland Parkway Interchange, including widening or replacement of 25 bridge sites. This included one substantial bridge on I-65 over the Barren River. Mr. Provance served as Geotechnical Manager for this project, and supervised the complete geotechnical investigation for the roadway and structures. Borings for the Barren River bridge required both land and barge drilling. A self-propelled jack-up barge was used as a floating platform by skilled ICA Engineering drilling crews to advance deep core borings along proposed bent locations. Mr. Provance compiled extensive recommendations and prepared subsurface data sheets of the new data, and he performed and extensive records search and presentation of original data (1960's era) for the project corridor. Pavement design recommendations were developed, along with treatment of sinkholes, foundation and construction recommendations for bridges which included steel H-piles and spread foundations. Value engineering was performed for foundations at the Barren River site and subsequent analysis produced recommendations for rock socketed drilled shaft foundations. Lab Tests performed: Natural Moisture Content, Atterberg Limits, Sieve Analysis, Hydrometer Analysis, CBR, Standard Proctor, UU Triaxial, CU Triaxial and Consolidation.

TIM ADAMS, PE, PLS
Kentucky Construction Services Manager – Lexington, KY

EDUCATION
BSCE – U of KY - 1988

EXPERTISE
- Project Administration
- Construction
- Maintenance
- Location Surveys
- Constructability Reviews
- Quality Control
- Traffic Control

AFFILIATIONS
- Practical Solutions
- MicroStation/Inroads I
- KATE (Kentucky Association of Transportation Engineers)
- KYTC Basic Traffic Engineering Design Course 3/2012
- Stormwater Pollution Prevention Plan Preparers Course 10/17/12
- Troxler HAZMAT Certification

YEARS EXPERIENCE
This Firm - Since 2009
Other - 23

PE REGISTRATION
KY - 17793 - 1993
IN - 11100516 - 2011
TN - 115334 - 2011

PLS REGISTRATION
KY – 3239 - 1995

Tim joined **ICA Engineering** following a 23-year career with the Kentucky Transportation Cabinet. While at the KYTC, Tim served in a number of engineering management positions: 15 years as Resident Engineer in Estill County (District 10), 1 year as Branch Manager of Construction in Fayette County (District 7), and 1 year as Chief District Engineer in Breathitt County (District 10). He was involved in all areas of project development and delivery including; location surveys, construction surveys, location and design, right-of-way mediation, contract document preparation and interpretation, constructability reviews, value engineering, and field implementation/modification of traffic control plans and erosion control plans. Tim has extensive practical experience and knowledge of the KYTC policies and procedures and their appropriate application. In addition, he has been involved with partnering on contracts and he has administered many different types of contracts from bridge replacements, spot improvements; slide corrections, to major interstate and urban construction.

Representative Project Experience:

KYTC On-Call CE&I Contract – Districts 1 thru 5 – Project Manager for the ICA Engineering contract to supply inspectors for the Kentucky Transportation Cabinet. The various projects included nearly all areas of heavy highway and bridge construction. At the peak, ICA Engineering provided over 40 inspectors in District 5.

KYTC On-Call CE&I Contract – Districts 4 & 5 - Project Manager for the ICA Engineering contract to provide construction inspectors for the Kentucky Transportation Cabinet. The inspectors worked in District 5 on various projects involving heavy highway and bridge construction. Also included were multiple LPA projects involving roadway rehabilitation and sidewalk reconstruction. ICA Engineering provided over 40 inspectors at the peak of the 2009-2010 construction season in D-5.

KY 52 - Estill County, KY – The project involved widening 1.5 miles of KY 52 to an urban roadway section. Improvements included curb and gutter, sidewalks, storm sewers and additional enhancements. The traffic phasing was re-designed and combined in the field to significantly reduce construction cost and time. This was accomplished through the use of one-way traffic through the construction zone greatly reducing the delays to traffic and impacts to the numerous businesses along the route. There were numerous sanitary sewer manholes upgraded with gravity and force main relocations completed with the contract. As **Resident Engineer**, Tim was responsible for all contract administration including: preconstruction meeting, plan reviews, change order preparation, pay estimates, as-built plan development.

I-75 – Fayette County, KY – Northbound From Southern I75/I64 Split to Northern I75/I64 Split - The project involved rehabilitation of the northbound I75/I64 Common Route pavement and rehab from subgrade to surface of the Paris Pike interchange ramps. Complex traffic control issues were involved including multiple lane and ramp closures which called for cooperation with LFUCG Division of Traffic to coordinate signal controls. As **Construction Branch Manager**, Tim was responsible for all meetings such as preconstruction, project closeout, and final inspection and certification.

EDUCATION
BSCE - U of KY - 1975

PE / PLS REGISTRATION
KY, WV / KY, WV

LARRY D. HARMON, PE, PLS
Principal Engineer / Project Manager – Lexington, KY

Larry is a principal engineer and project manager for **Hall Harmon Engineers** with over 38 years of relevant experience in civil engineering and land surveying, with specific work experience in site design, wastewater systems, storm water management, boundary surveys, topographic surveys, and construction document preparation.

Clients with whom Larry has worked for include the Lexington-Fayette Urban County Government (LFUCG), Kentucky Transportation Cabinet (KYTC), various A/E Firms and private client. Larry supervises all HHE surveying and provides project management and QA/QC reviews for the firm. He has also written computer software for civil engineering design and surveying applications and is proficient with all CADD platforms.

Representative Project Experience:
HHE Principal Engineer / Project Manager

- Newtown Pike Extension Survey; Lexington, KY; LFUCG / Stantec Consulting Services
- Southend Park Survey and Design; Lexington, KY; LFUCG / Stantec Consulting Services
- Southend Park Temporary Housing Survey and Design; Lexington, KY; LFUCG / Stantec Consulting Services
- Davistown Utilities Coordination; Lexington, KY; LFUCG / Qk4 / Stantec Consulting Services
- Woodhill Trunk Sewer Survey; Lexington, KY; LFUCG / HMB Engineers
- Town Branch WWTP Wet Weather Storage Facility Survey and Design; Lexington, KY; LFUCG / GRW Engineers
- Idle Hour Sewer Survey; Lexington, KY; LFUCG / GRW Engineers
- Cisco Road Survey; Lexington, KY; LFUCG
- Recycling Facility Survey; Lexington, KY; LFUCG
- Todds Road Survey; Lexington, KY; LFUCG / GRW Engineers
- Sheridan Drive Stormwater Improvements Survey and Design; Lexington, KY; LFUCG
- Wall Hampton Survey; Lexington, KY; LFUCG / Tetra Tech
- Wolf Run WWS Survey; Lexington, KY; LFUCG / Tetra Tech
- Trafton Road Stormwater Project Easements; Lexington, KY; LFUCG

PAT CONNER
Construction Inspection

EXPERTISE
- Construction Inspection

YEARS EXPERIENCE
This Firm - Since 2009
Other - 30

Pat has extensive experience in all phases of urban highway and bridge construction. While employed at KYTC he served as lead inspector and Assistant Resident Engineer on major projects throughout Louisville many of which had utility relocations within the contract. He is familiar with all KYTC procedures of project testing and documentation.

Representative Project Experience:
- 2009-2010 Through KYTC On-Call CE& I Lead inspector on Eastern Parkway/I65 & Warnock Drive. This is a major entrance into the University of Louisville Campus. The project consisted of bridge rehab, sidewalk replacement, asphalt replacement , combo sewer pipe relocation, street lighting, traffic signals and landscaping.
- 2011-2012 Project Manager on Governor's Drive Expansion Project, Huntsville Al. This project included road widening to seven lanes, concrete sewer pipe, steel sanitary sewers, sidewalks, roadway lighting and signals, asphalt paving and striping.

ROGER PINSON
Construction Inspection

EXPERTISE
- Construction Inspection

YEARS EXPERIENCE
This Firm - Since 2009
Other - 22

Roger has diverse construction experience having worked for GA DOT and a utility consultant. He is familiar with all required project documentation, and materials testing procedures. At ICA he has worked on high profile KYTC projects in D-5 Louisville and D-3 Bowling Green.

Representative Project Experience:
- 2009-2011 Through KYTC On-Call CE&I Paving Inspector on I-64 widening in Jefferson/Shelby Counties. Major widening from four to six lanes including bridge reconstruction. Paving operations performed during both day and night shifts.
- 2012-2013 Through KYTC On-Call CE&I Grade, Drain, and Surfacing Inspector widening KY 90 and KY 163 Metcalf County. Major widening and relocation to improve highway geometry and improve safety.

MICHAEL GIBBS
Construction Inspection

EXPERTISE
- Construction Inspection

YEARS EXPERIENCE
This Firm - Since 2013
Other - 13

As an inspector with over thirteen years of experience, Michael has been involved in many aspects of project management including: plan reading and review, field and laboratory testing of soil, concrete, aggregates, asphalt, foundation bearing capacity testing of soil subgrades, and proof rolling of subgrades on large construction projects.

Representative Project Experience:
- 2013 Through KYTC On-Call CE&I Lead Inspector Brown Badget Loop Road Bridge Replacement Hopkins County. Bridge replacement over CSX Railroad.
- 2013 Through KYTC On-Call CE&I Lead Inspector KY 109 Bridge Repairs Hopkins County. Bridge piers and seats repaired under traffic.

SECTION 4
Client List

This table lists the clients with contact information for some examples of similar ICA Engineering projects described in Section 5 that follows. Additional projects and clients can be provided upon request.

CLIENT INFORMATION FOR SIMILAR PROJECTS				
CLIENT NAME	**CONTACT PERSON**	**CONTACT PHONE**	**E-MAIL ADDRESS**	**SIMILAR PROJECTS COMPLETED / TITLES**
KYTC – District 6	Carol Callan-Ramer	(859) 341-2707	carol.callan-ramler@ky.gov	KY I-71/I-75 @ KY 338 Double Crossover Diamond – Boone County, Kentucky
McCracken County Fiscal Court	Judge Executive Van Newberry	(270) 444-4707	vnewberry@co.mccracken.ky.us	Maxon Road Widening – McCracken County, Kentucky
KYTC – District 10	Darren Back, PE	(606) 666-8840	darren.back@ky.gov	KY 9009 Mountain Parkway Widening – Wolfe County, Kentucky

This table lists the clients with contact information for some examples of similar ICA Engineering projects described in Section 5 that follows. Additional projects and clients can be provided upon request. All Kentucky Transportation Cabinet bridge projects are overseen by the following from the Structural Design Branch in Frankfort:

CLIENT INFORMATION FOR SIMILAR PROJECTS				
CLIENT NAME	**CONTACT PERSON**	**CONTACT PHONE**	**E-MAIL ADDRESS**	**SIMILAR PROJECTS COMPLETED / TITLES**
KYTC	Greg Meredith, PE	(502) 764-7898	greg.meredith@ky.gov	CR 1123 Willie Lones Road over Puncheon Creek – Allen County, Kentucky
KYTC	Robert Hans, PE	(859) 341-2700	rob.hans@ky.gov	CR 5318 Carters Chapel Road over Grassy Creek - Pendleton County, Kentucky
Livingston County Fiscal Court	Judge Executive Chris Lasher	(270) 928-2105	clasher@livingstonco.ky.gov	Scott's Chapel Road over Ferguson Creek – Livingston County, Kentucky
KYTC	Darren Back, PE	(606) 666-8841	darren.back@ky.gov	KY 36 & CR 1756 Bridge Replacements – Menifee / Magoffin Counties, Kentucky
KYTC	Mark Hite, PE Head of Structures	(502) 564-2374	mark.hite@ky.gov	All KYTC Structures Projects
KYTC	Bill McKinney, PE Structures – Consultant Liaison	(502) 564-2374	william.mckinney@ky.gov	All KYTC Structures Projects
KYTC	Kevin Sandefur, PE Structures – Design	(502) 564-2374	kevin.snadefur@ky.gov	All KYTC Structures Projects

This table lists the clients with contact information for some examples of similar ICA Engineering projects described in Section 5 that follows. Additional projects and clients can be provided upon request.

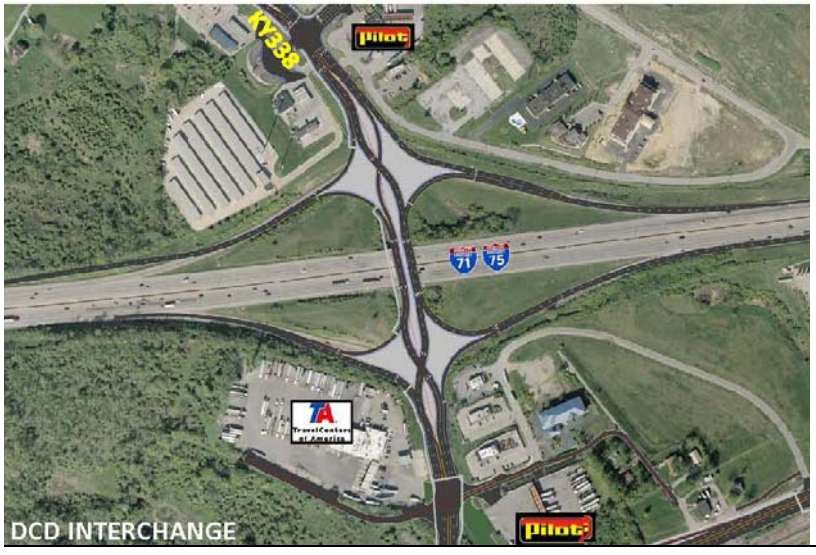
CLIENT INFORMATION FOR SIMILAR PROJECTS				
CLIENT NAME	**CONTACT PERSON**	**CONTACT PHONE**	**E-MAIL ADDRESS**	**SIMILAR PROJECTS COMPLETED / TITLES**
Louisville Gas & Electric/Kentucky Utilities	Ted Hornbuckle	(859) 367-5664	Ted.Hornbuckle@lge-ku.com	Limited Services Contract / Various Projects
KYTC	Darren Beckett	(502) 564-2374	Darrin.Beckett@ky.gov	US 68/ KY 80 Bridges over Kentucky Lake & Lake Barkley
University of Kentucky	Keith Ingram	(859) 257-5911	kingram@uky.edu	Center for Applied Energy Research Laboratory No. 2 Building – Lexington, Kentucky
City of Paducah	Rick Murphy, PE	(270) 444-8511	rmurphy@ci.paducah.ky.us	Downtown Riverfront Transient Excursion Dock & Park Expansion – Paducah, Kentucky
Paducah Water	Bill Robertson	(270) 444-5584	brobertson@pwwky.com	New Office Location for Paducah Water – Paducah, Kentucky

This table lists the clients with contact information for some examples of similar ICA Engineering projects described in Section 5 that follows. Additional projects and clients can be provided upon request.

INFORMATION FOR SIMILAR PROJECTS				
CLIENT NAME	**CONTACT PERSON**	**CONTACT PHONE**	**E-MAIL ADDRESS**	**SIMILAR PROJECTS COMPLETED / TITLES**
KYTC – Project Manager	Vibert Forsythe, PE	(502) 564-4780	vibert.forsythe@ky.gov	KYTC On-Call CEI Services
KYTC – District 1	Kyle Poat, PE	(270) 898-2431	kyle.poat@ky.gov	KYTC On-Call CEI Services
KYTC – District 2	Jason Ward	(270) 824-7080	jason.ward@ky.gov	KYTC On-Call CEI Services
KYTC – District 3	Kevin Gearlds, PE	(270) 746-7898	kevin.gearlds@ky.gov	KYTC On-Call CEI Services
KYTC – District 4	Paul Sanders, PE	(270) 766-5066	paul.sanders@ky.gov	KYTC On-Call CEI Services
KYTC – District 5	Ryan Gossom, PE	(502) 782-5158	ryan.gossom@ky.gov	KYTC On-Call CEI Services
American Bridge USACE KY	Joe Tumas Tony Ellis	(270) 362-4412 (270) 362-2163	jtumas@americanbridge.net George.A.Ellis@usace.army.mil	Kentucky Dam Highway & Railroad Bridge Steel Superstructure Bridge Coating Inspection – Grand Rivers, Kentucky

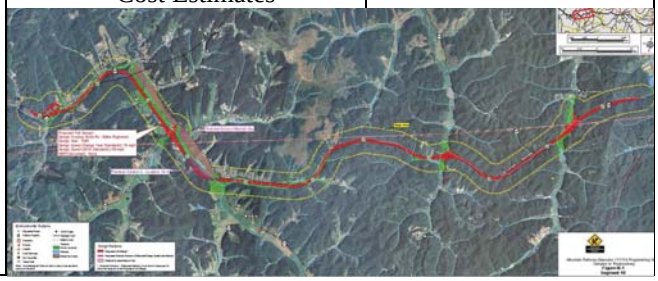
SECTION 5
Similar Projects

This table gives summary description of the components and services provided for example similar projects completed by ICA Engineering.

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS		
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
KY I-71/I-75 @ KY 338 Double Crossover Diamond – Boone County, Kentucky The I-75/I-71 @ KY338 Interchange in Boone County is somewhat unique in the fact that there are truck stops in three of the four quadrants of this interchange. This creates an unusually high volume of truck traffic (>30%) at this interchange. Truck traffic combined with many entrances has reduced capacity and diminished safety. The Double Crossover Diamond (DCD) Interchange remedies the capacity thru the interchange but on both the east and the west sides access management solutions were needed.We studied 5 conceptual alternatives for the east side and 10 conceptual alternatives on the west. These alternatives ranged from minor access management improvements to constructing dual roundabouts. A grade separation of the KY338 @ US25 intersection was also studied. The resulting preferred alternative for the improvements on the east side was construction of a Single Point Urban Interchange (SPUI) at the intersection of KY338 @ US25. This combined with grade separating the RR crossing on KY338 greatly enhanced the capacity and safety. On the east side right-in, right-out access was introduced, Frogtown Road relocated and frontage roads constructed with a new signal proposed at Paddock Drive. This greatly enhanced the capacity and safety of this section of KY338 while also permitting the smooth operation of the DCD by increasing the separation of traffic signals prior to the crossover. Auxiliary lanes were also proposed for I-71 / I-75.	 • Surveying • Phase I Design • Traffic Simulations • Environmental Documentation • Signal, Lighting and Signing Design • Construction Phasing • Public Involvement • Double Crossover Diamond Interchange (DCD) • SPUI Interchange • Elimination of at-grade railroad crossings • Railroad Bridge • Access Management • Railroad Detour • Pedestrian Facilities	**Project Manager** Bob Gustafson, PE **Other Key Personnel** Todd White, PE Tim Adams, PE, PLS **Construction Cost** $40,000,000 **Engineering Fee** $1,900,000
		

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS

PROJECT NAME & DESIGN COMPONENETS	SERVICES REQUIRED	DATE / COST KEY STAFF
Maxon Road Widening – McCracken County, Kentucky The existing Maxon Road corridor is comprised of two eight to nine foot lanes with deficient vertical and intersection sight distances as well as significant roadside hazards. The widening project will correct vertical sight distances and intersection sight distances, reduce roadside hazards, coupled with curb and gutter with sidewalk and widened shoulders with safety side slopes to meet AASHTO clear zone requirements. Funding will be obtained from the Kentucky Transportation Cabinet and the McCracken County Fiscal Court for the project. The project will be designed to generally follow along the existing alignment with minor shifts at critical vertical grade points. An urban section was selected for highly residential areas while the remainder of the project is a rural section. The project will include grade, drain and surfacing along with a Con/Span bridge.	• Alternative Alignment Studies • Preliminary plans • Right of Way Plans • Drainage Design with Storm Sewers • Advance Situation folders • Surveying • Geotechnical & Construction Plans • Location Studies • Public Involvement • Complex Traffic Control • Urban Setting • Roadway & Structure	**Project Manager** Bob Gustafson, PE **Other Key Personnel** Chad Storeger, PE Doug Hawes, PE Todd White, PE Tim Adams, PE, PLS **Construction Costs** $5,200,000 **Engineering Fee** $320,000
		

PROJECT NAME & DESIGN COMPONENETS	SERVICES REQUIRED	DATE / COST KEY STAFF
KY 9009 Mountain Parkway Widening – Wolfe County, Kentucky This project involves the widening of an11-mile section of the Mountain Parkway to four lanes from the KY 191 overpass bridge (MP 46.2) to the KY 205 Interchange (MP 57.2). This existing section of the Parkway is a two-lane, fully controlled access facility. ICA teamed with HDR for this project to develop preliminary alignments and typical sections for the preliminary design and environmental documentation. The purpose of the project is to eliminate substandard geometrics, physically separate apposing traffic, eliminate no-passing zones and provide additional capacity. Along with the preliminary mainline design, evaluation for reconstruction of two interchanges along the corridor is necessary to meet traffic demands and design standards and also to be compatible with a four-lane, divided highway. One new interchange is also to be evaluated to provide better access to the Mountain Parkway at KY 1419 (MP 55.4). The mountainous terrain throughout the project area make these interchange designs a challenge.	• Survey • Alternative Development • Cost and Impact Analysis • Preliminary Plans • Public Involvement • Preliminary Drainage • Advance Folders • Cost Estimates	**Project Manager** Bob Gustafson, PE **Other Key Personnel** Todd White, PE Tim Adams, PE, PLS Jennifer Hardwick, PE **Construction Costs** $ 105,000,000 **Engineering Fee** $562,979
		

This table provides a summary description of the components and services provided for example similar projects completed by ICA Engineering.

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS		
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
CR 1123 Willie Lones Road over Puncheon Creek – Allen County, Kentucky This project consisted of the replacement of a structurally deficient two-span steel structure along with approach improvements on CR 1123, Willie Lones Road, over Puncheon Creek in Allen County, Kentucky. During Preliminary Line and Grade, it was determined to construct the new structure at the same structure location and divert traffic via an offsite detour. After completion of a detailed hydraulic evaluation, it was determined that an 80' single-span bridge was hydraulically adequate. The structure consisted of precast box beams with integral end bents. End bents were founded on H-piles driven to refusal.	 • Phase I & II design • Conceptual plans & roadway design • Detailed hydraulic analysis using HEC-RAS • Advanced Situation Folder • Structure design geotechnical services & survey	**Dates of Service** Design - 2007 Construction - 2009 **Project Manager** Pete Szak, SE, PE **Other Key Personnel** Lee Sewell, SE, PE **Construction Costs** $309,800 **Special Features** • HEC-RAS Hydraulic Analysis • Advanced Situation Folder
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
CR 5318 Carters Chapel Road over Grassy Creek – Pendleton County, Kentucky This project consisted of replacing a narrow single-span bridge, and improving the approaches on CR 5318, Carters Chapel Road, where it crosses over the North Fork of Grassy Creek. During Preliminary Line and Grade, it was decided to shift the new structure location downstream of the existing structure to decrease the crossing skew and enhance the horizontal and vertical approach geometry. The new structure is a 90' long, single-span PCI beam bridge, with integral end bents founded on H-piles driven to refusal. Traffic was maintained via a detour during construction.	 • Phase I & II design • Conceptual plans & roadway design • Detailed hydraulic analysis using HEC-RAS • Advanced Situation Folder • Structure design geotechnical services & survey	**Dates of Service** Design - 2007 Construction - 2009 **Project Manager** Pete Szak, SE, PE **Other Key Personnel** Lee Sewell, SE, PE **Construction Costs** $476,300 **Special Features** • HEC-RAS Hydraulic Analysis • Advanced Situation Folder
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
Scott's Chapel Road Over Ferguson Creek – Livingston County, Kentucky This project consisted of rehabilitation of the existing 72' single span structure and approaches on Scotts Chapel Road over Ferguson Creek in Livingston County. After completion of surveys and hydraulic analysis, it was determined the existing 72' span was hydraulically adequate. Detailed investigation and analysis of the existing prestressed box beams superstructure revealed they were in good condition and suitable for salvage and reuse. A portion of one of the abutments was salvaged. The other abutment was replaced in its entirety with a new reinforced concrete breastwall on spread foundations. Also completed structure design, foundation design, abutments, lateral tensioning roads, guardrail treatments and approaches.	 • Surveys • Advanced Situation Folder • Detailed hydraulic analysis using HEC-RAS • Structure design geotechnical services & survey	**Dates of Service** Design - 2003 Construction - 2004 **Project Manager** Roger Colburn, PE **Other Key Personnel** Peter J. Szak, SE, PE **Construction Costs** $140,000 **Special Features** • HEC-RAS Hydraulic Analysis • Advanced Situation Folder New Madrid Fault Influence

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS		
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
KY 594 over Horns River Creek – Estill County, Kentucky Tim Adams served the Kentucky Transportation Cabinet for more than 23 years in all areas of project development and delivery, from concept through construction. Many such projects were bridge replacements including the replacement of a structurally deficient and hydraulically inadequate bridge on KY 594 over Horns River Creek. This replacement structure is an 85' simple span composed of spread pre-stressed pre-cast box beams (PPCBB) with a concrete composite deck. The new abutments are positioned behind the originals in order to increase the hydraulic opening and minimize any interference during construction between the existing and proposed bridge foundations. No adequate existing detour was available. An on-site diversion was utilized. Under Tim's direction, this diversion was field adjusted to minimize the impact to existing buildings and utilities. The total length of the project was approximate 550', which included approach improvements. No change orders or major design revisions were required over the course of construction.	 • Phase I & II design • Conceptual plans & roadway design • Detailed hydraulic analysis using HEC-RAS • Advanced Situation Folder • Structure design geotechnical services & survey	**Dates of Service** Letting – 2000 Construction – 2001 **Project Manager** Tim Adams, PE, PLS **Construction Costs** $645,000 **Special Features** • HEC-RAS • Hydraulic Analysis • Advance Situation Folders • Horizontal & Vertical Alignments • Traffic Control Issues • Utility Conflicts
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
KY 36 & CR 1756 Bridge Replacements – Menifee / Magoffin Counties, Kentucky **KY 36 – Menifee County:** Constructed in 1935, this ninety foot, three span bridge required replacement due to significant deterioration of the bridge piers. Selected by the Kentucky Transportation Cabinet in 2010 to provide right of way and construction plans, including the structural design of a proposed single span PCI beam bridge using phased construction. The Project is located in Frenchburg Kentucky, giving a high level of significance to the HECRAS analysis. **CR 1756 – Magoffin County:** Selected by the Kentucky Transportation Cabinet in 2011 to provide right of way and construction plans for the replacement of this deteriorated timber bridge along CR 1756. This roadway could not be closed to traffic during construction, so an alignment was chosen to build the new bridge next to the old and utilizing the old structure to provide access to county residents.	  • Survey • Advanced Situation Folder • HECRAS Analysis • Roadway Design • Structural Design • Maintenance of Traffic • Right of Way Plans • Construction Plans	**Dates of Service** Design – 2011 **Project Manager** Tim Adams, PE, PLS **Other Key Personnel** Pete Szak, SE Lee Sewell, SE **Construction Costs** Menifee $650,000 Magoffin $275,000

This table gives summary description of the components and services provided for example similar projects completed by ICA Engineering.

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS		
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
Downtown Riverfront Transient Excursion Dock & Park Expansion – Paducah, Kentucky The City of Paducah implemented a project to redevelop the Downtown Riverfront area. Planned improvements include a new transient excursion dock at the foot of Jefferson and Monroe Streets, expansion of existing Schultz Park, and related site improvements. The dock will include a refueling and convenience station, barrier/guide and multiple day slips for mooring of pleasure craft. To support the dock, deep foundation alternatives were analyzed for actual capacity and uplift resistance. For the park expansion, settlement and slope stability analyses on the proposed fill area into the Ohio River were performed. A variety of phreatic and seismic conditions were considered in the analyses.	 • Barge drilling • Laboratory testing • Stability analysis of expansion into the Ohio River • Deep foundation design	**Dates of Service** Design - 2008 Construction – On Going **Project Manager** J. Shannon Provance, PE **Other Key Personnel** Devin Chittenden, PE Kenny Bussey, PE **Design Costs** $120,000 **Special Features** • Deep Foundations • Barge Drilling
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
Center for Applied Energy Research Laboratory No. 2 Building – Lexington, Kentucky A subsurface investigation and foundation recommendations were provided for the Center for Applied Energy Research's Laboratory No. 2. Shallow limestone was encountered during the investigation. Due to the potential elevation changes in the limestone strata, a foundation design was provided to account of an undulating rock surface. It was recommended that strip footings and isolated footing locations be excavated to rock and backfilled within the limits of the excavated area with lean concrete. This backfill scheme also would establish a level base for forming and casting the reinforced concrete, structural foundation units.	 • Drilling including rock coring operations • Laboratory testing • Shallow foundation design to account for varying bedrock elevations • Pavement design	**Dates of Service** Design - 2008 Construction - 2010 **Project Manager** J. Shannon Provance, PE **Other Key Personnel** Devin Chittenden, PE Kenny Bussey, PE **Design Costs** $13,000 **Special Features** • Rock Bearing Shallow Foundations • General Construction Recommendations
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
US 68/KY 80 over Kentucky Lake & Lake Barkley – Marshall & Trigg Counties, Kentucky US 68/KY 80 is a proposed 4-lane highway crossing Kentucky Lake and Lake Barkley. Both current Lake bridges are 2-lane structures. The proposed project involves replacing both bridges just to the north of the existing bridges. The proposed Kentucky Lake Bridge is approx. 3,600' long including a mid-span of approx. 550' long. The proposed Lake Barkley Bridge is approx. 3,800' long including a mid-span of approx. 550' long. To date, detailed analyses have been performed on the bridge approach embankments to evaluate the stability under construction, flooding, and seismic conditions including liquefied soils. Foundations for the bridge over Kentucky Lake have been designed utilizing the results from a recently completed load testing program.	 • Barge drilling including rock coring • Laboratory testing • Deep foundation and embankment design to account for static and seismic conditions	**Dates of Service** Design – On Going Construction – On Going **Project Manager** Devin Chittenden, PE **Other Key Personnel** Anil Varri, PE Stephen Borders, EIT **Special Features** • Seismic Analysis • Karst Evaluation • Deep Foundations including Load Test Program

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS		
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
Geotechnical Services for Kentucky Utilities/Louisville Gas & Electric – Various Counties, Kentucky Since 2011, geotechnical services have been provided to Kentucky Utilities/Louisville Gas & Electric (KU/LG&E) on a variety of projects under limited service contracts. Subsurface investigations and foundation recommendations have been provided at all of their facilities located within the Central Kentucky region. These services have ranged from deep foundation designs including lateral stability considerations for transmission poles to the development of karst feature mitigation procedures for use at their plants and stations.	 • Drilling • Laboratory testing • Deep foundation design	**Dates of Service** Design – On Going **Project Managers** Devin Chittenden, PE Kenny Bussey, PE **Other Key Personnel** Anil Varri, PE Stephen Borders, EIT Brian Edwards, EIT Maegan Mansfield, EIT **Special Features** • KU/LG&E Safety Certified Field Crews • Karst Mitigation • Lateral Stability Analysis
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
Paducah Water Company Office – Paducah, Kentucky A subsurface investigation and foundation and construction recommendations were provided for the new headquarters of the Paducah Water Company. These recommendations consisted of continuous and square column foundations for a range of allowable bearing capacities to reflect loading information. Settlement was analyzed and undercutting was recommended if an increase of bearing capacity was determined necessary. As an alternative, a slab design was proposed with grade preparation suggestions prior to placing concrete. Construction recommendations for excavation, clays susceptible to swelling, nearby structures, compaction and earth moving operations were advised.	 • Drilling • Laboratory testing • Shallow foundation design • Pavement design	**Dates of Service** Design – 2012 Construction –- 2012 **Project Managers** Devin Chittenden, PE **Other Key Personnel** Kevin Walker, PE Stephen Borders, EIT Brian Edwards, EIT Maegan Mansfield, EIT **Design Costs** $4,400 **Special Features** • Ground Improvements • Shallow Foundations • Seismic Analysis

This table gives a summary description of the components and services provided for example similar projects completed by ICA Engineering.

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS		
PROJECT NAME & DESIGN COMPONENETS	**SERVICES REQUIRED**	**DATE / COST KEY STAFF**
Kentucky, On-Call CEI Services – Districts 1 through 5 ICA Engineering has been selected on five contracts since 2007 to provide Construction Engineering and Inspection Services in various combinations involving Districts 1 through 5. From July 2009 to June 2013, our contracts covered all five districts. Currently, we have the contract to provide services for Districts 1 through 4. Throughout the life of these contracts, we have met the requested numbers and provided inspectors who are experienced and certified in the following areas: 1. **ACI Level I** 2. **Aggregate Sampling** 3. **Grade Level I** 4. **Asphalt Lay-Down** 5. **Structural Inspection Level I** 6. **KEPSC-RI (Newest Requirement)** Our inspectors have worked on nearly all types of heavy highway and bridge construction and are trained in the use of **SITEMANAGER** construction management software. Over this time period, they have worked on over $700,000,000 in Kentucky Highway projects much of those on high profile projects. While required under contract to have them available within two weeks' notice, on most occasions, we have provided them sooner. During the peak in 2009 and while "Revive 65" was under contract, over 40 inspectors in District 5 Louisville were employed. These inspectors were from all experience ranges from 5 to over 30 years and included retired KYTC inspectors and inspectors from other states. During the construction seasons of 2011 through 2013, our inspectors provided services on projects, such as the Audubon Parkway Rehab in District 2 and Interstate 65 Widening and Rehab in District 3. On several occasions, we worked with KYTC to provide inspectors beyond the normal day to day construction experience such as maintenance estimates, striping, pachometer testing, surveying, etc. CE&I is one of our core areas of service that we provide every day throughout the southeast.	• Maintenance Estimates • FEMA Submissions • Striping Inspections • New Bridge Decks (Pachometer Testing) • Surveying – Grade Checks    	**Dates of Service** July 2007 to Present **Project Status** On-Going **KYTC Project Manager** Vibert Forsythe, PE 502-564-4780 **District 1 Contact** Kyle Poat, PE 270-898-2431 **District 2 Contact** Jason Ward, PE 270-824-7080 **District 3 Contact** Daryl Price, PE 270-746-7898 **District 4 Contact** Paul Sanders, PE 270-766-5066 **District 5 Contact** Ryan Gossom, PE 502-782-5158 **ICA Engineering Project Manager** Tim Adams, PE, PLS **Other Key ICA Engineering Personnel** Roger Pinson Pat Conner Michael Gibbs

DESCRIPTION OF COMPONENTS & SERVICES FOR SIMILAR PROJECTS

PROJECT NAME & DESIGN COMPONENETS	SERVICES REQUIRED	DATE / COST KEY STAFF
Kentucky, On-Call CEI Services – Districts 4 & 5 Selected to provide Construction Engineering and Inspection Services for Districts 4 and 5 on various state and federal projects. Of note are the **52** KIPDA LPA projects let through the American Recovery and Reinvestment Act (ARRA). These projects included pavement rehabilitation and sidewalk and ramp reconstruction to bring to ADA standards. Our inspectors were sent to KYTC sponsored training on ADA standards so that they could be utilized on these projects. These were important for safe pedestrian connectivity and accessibility within the Metro Louisville area. Inspectors were utilized on many other state and federal projects in District 5 including: **Revive 65 / I-65 Rehab** **I-64 Widening – Jefferson / Shelby Counties** **Bridge Replacement - Henry County** **Road Resurfacing - Henry County** **Watterson Expressway Westport Interchange - Jefferson County** During the peak construction season, up to **35** of our qualified inspectors were sent to District 5.	 • ADA training • Paving Inspection • Concrete Inspection • Traffic Control	**Dates of Service** 2010-2011 **Project Manager** Tim Adams, PE, PLS **Other Key Personnel** Roger Pinson Michael Gibbs Pat Conner

PROJECT NAME & DESIGN COMPONENETS	SERVICES REQUIRED	DATE / COST KEY STAFF
Kentucky Dam Highway & Railroad Bridge Steel Superstructure Bridge Coating Inspection – Grand Rivers, Kentucky This project consisted of a roadway and railroad bridge (1,652 lf) with 90,200 sf of surface preparation and coating, consisting of using a pressure wash system of 4,000 to 5,000 psi and power tool cleaning to a visual standard of SP3. The coating specification called for a two (2) coat system of Calcium Sulfinate.	• All necessary inspection services of the preparation and coating 	**Project Manager** Shannon Provance, PE **Other Key Personnel** Karl Strode, SSPC Bridge Coating Inspector, Level I (BCI) ID 130010 Exp. 3/31/14 **Dates of Service** Construction – 2010-2011 **Construction Cost** $10,000,000+ (bridge & structure) **Engineering Fee** $82,576.59

SECTION 6
Local Office

TEAM LOCATION							
Prime Consultant	**Location (City / State)**	**Date Office Established**	**Total Number Of Employees**	**Number Of Employees Expected To Work On LFUCG Projects**			
ICA Engineering							
				Contract 1	Contract 4	Contract 7	Contract 8
Headquarters	Paducah, KY	1965	52	0	0	18	0
Local Office	Lexington, KY	2004	13	8	2	2	13
PM Location	Lexington, KY						
Sub Consultant							
Hall Harmon Engineers, Inc.							
Services Provided	Surveying / Construction Document Prep						
Headquarters	Lexington, KY	1994	7	7			
Local Office	Lexington, KY	1994	7	7			

Lexington Staff

Griffin Gate Plaza

SECTION 7
DBE Involvement

ICA Engineering believes that strong communities are strengthened when opportunities are shared by all. To this end, the company aggressively pursues, wherever practical, partnering and subcontracting opportunities with small, disadvantaged, minority, woman and veteran-owned enterprises in the performance of contractual project assignments. **ICA Engineering** will ensure that all subconsultants and project tasks are completed in accordance with the required standards and expectations. **ICA Engineering** prohibits discrimination against any person or business in pursuit of these opportunities on the basis of race, color, sex, religion, disability or national origin.

We are committed to a policy that provides minorities, women and small businesses equal opportunity to participate in all aspects of contracting programs. Our Disadvantaged Business Enterprise Program is coordinated by the Regional Managers of the company in accordance with all applicable federal laws, regulations and company policies. This policy is in place to help **ICA Engineering** fulfill its commitment to commercial, governmental, municipal, industrial, private clients and subcontractors who help us serve these clients.

As **ICA Engineering** views this partnership, bringing DBE's onto one's team is an opportunity to gives those firms access to talented individuals that can assist DBE team members improve their own skill sets in certain design situations. This is not to say that the engineers of **Hall-Harmon Engineers, Inc.** are limited in their design capabilities, but a large firm like **ICA Engineering** with 300 employees will have a greater talent pool to pull from, with recognized experts in many fields. Yet by having the engineers at **Hall-Harmon Engineers, Inc.** work with the **ICA Engineering** staff, they will have an opportunity to gain knowledge from these highly experienced individuals, and become intimately involved on projects that would normally not be available to them.

ICA Engineering has a long history of using DBE's, and as we see it, the partnership with **Hall-Harmon Engineers, Inc.** affords **ICA Engineering** a valuable asset when it comes to LFUCG project experience. **Hall-Harmon** is a long standing Lexington, Kentucky firm with abundant experience on LFUCG projects and when blended with **ICA Engineering's** resources will provide an efficient partnership that will aid the LFUCG and their pursuit of successful project completions.

DBE/WBE STATUS

Hall-Harmon Engineers has been a certified DBE/WBE with Kentucky Transportation Cabinet (KYTC) for the past fifteen years and was presented with the 1997 Disadvantage Business Enterprise Firm of the Year Award based upon outstanding performance in the DBE Program.

Joe Prather
Secretary
Kentucky Transportation Cabinet

Steve Beshear
Governor

COMMONWEALTH OF KENTUCKY

Transportation Cabinet
certifies that

HALL-HARMON ENGINEERS, INC.

1081 Dove Run Road, Lexington, KY 40502

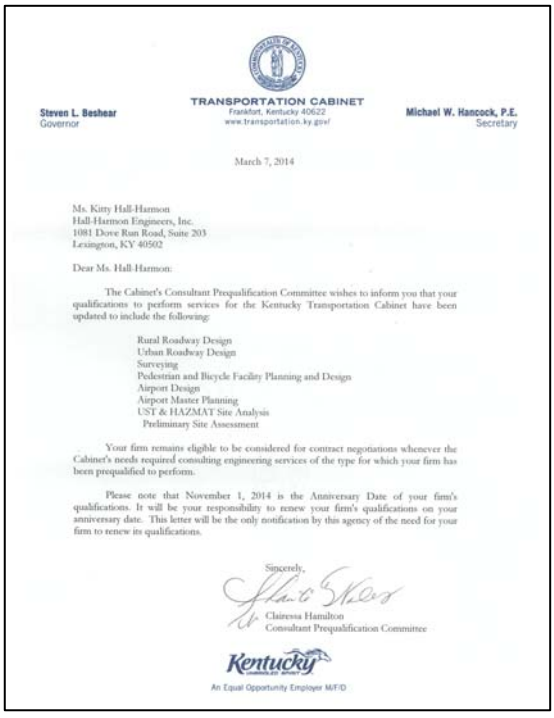
has met all eligibility requirements
to participate in the
Disadvantaged Business Enterprise Program

This certificate is issued pursuant to 49 CFR Part 26 and is subject to suspension or revocation.

June 30, 2011
Renewal Date

Small Business Development Branch Manager

Kentucky
UNBRIDLED SPIRIT



TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

March 7, 2014

Ms. Kitty Hall-Harmon
Hall-Harmon Engineers, Inc.
1081 Dove Run Road, Suite 203
Lexington, KY 40502

Dear Ms. Hall-Harmon:

The Cabinet's Consultant Prequalification Committee wishes to inform you that your qualifications to perform services for the Kentucky Transportation Cabinet have been updated to include the following:

Rural Roadway Design
Urban Roadway Design
Surveying
Pedestrian and Bicycle Facility Planning and Design
Airport Design
Airport Master Planning
UST & HAZMAT Site Analysis
Preliminary Site Assessment

Your firm remains eligible to be considered for contract negotiations whenever the Cabinet's needs required consulting engineering services of the type for which your firm has been prequalified to perform.

Please note that November 1, 2014 is the Anniversary Date of your firm's qualifications. It will be your responsibility to renew your firm's qualifications on your anniversary date. This letter will be the only notification by this agency of the need for your firm to renew its qualifications.

Sincerely,

Chiressa Hamilton
Consultant Prequalification Committee

Kentucky

An Equal Opportunity Employer M/F/D

Lexington-Fayette Urban County Government
DEPARTMENT OF FINANCE & ADMINISTRATION

Jim Gray
Mayor

William O'Mara
Commissioner

ADDENDUM #1

RFP Number: #**13-2014**

Date: March 3, 2014

Subject: **Request for Qualifications for Professional Engineering Services**

Please address inquiries to:
Theresa Maynard (859) 258-3320

TO ALL PROSPECTIVE BIDDERS:

Please be advised of the following clarifications to the above referenced RFP:

Paragraph two on page one should read as follows and agree with the date on the website:

"Sealed proposals will be received in the Division of Central Purchasing, Room 338, Government Center, 200 East Main Street, Lexington, KY, 40507, until **2:00 PM**, prevailing local time, on **March 26, 2014**."

Paragraph one on page two should read as follows:

Deadline for questions after the Pre-proposal meeting shall be Tuesday, MARCH 12th, 2014 at 2:00 PM local time.

Todd Slatin, Director
Division of Central Purchasing

All other terms and conditions of the RFP and specifications are unchanged. This letter should be signed, attached to and become a part of your RFP.

COMPANY: ICA Engineering, Inc.

ADDRESS: 1510 Newtown Pike | Suite 108 | Lexington, KY 40511

SIGNATURE OF PROPOSER: _____

Lexington-Fayette Urban County Government
DEPARTMENT OF FINANCE & ADMINISTRATION

Jim Gray
Mayor

William O'Mara
Commissioner

ADDENDUM #2

RFP Number: #**13-2014**

Date: March 7, 2014

Subject: **Request for Qualifications for Professional Engineering Services**

Please address inquiries to:
Theresa Maynard (859) 258-3320

TO ALL PROSPECTIVE BIDDERS:

Please be advised of the following clarifications to the above referenced RFP:

Disregard Addendum #1 issued on this page earlier today, March 7, 2014. That addendum was for RFP #14-2014 Request for Qualifications – Supplemental Legal Services and posted to the page for RFP #13-2014 in error.

Todd Slatin, Director
Division of Central Purchasing

All other terms and conditions of the RFP and specifications are unchanged. This letter should be signed, attached to and become a part of your RFP.

COMPANY: ICA Engineering, Inc.

ADDRESS: 1510 Newtown Pike | Suite 108 | Lexington, KY 40511

SIGNATURE OF PROPOSER: _____

Lexington-Fayette Urban County Government
DEPARTMENT OF FINANCE & ADMINISTRATION

Jim Gray
Mayor

William O'Mara
Commissioner

ADDENDUM #3

RFP Number: #**13-2014**

Date: March 17, 2014

Subject: **Request for Qualifications for Professional Engineering Services**

Please address inquiries to:
Theresa Maynard (859) 258-3320

TO ALL PROSPECTIVE BIDDERS:

Please be advised of the following clarifications to the above referenced RFP:

- Sign in sheets from March 10th, 2014 Pre-Proposal Meeting attached
- Questions and Answers attached

Todd Slatin, Director
Division of Central Purchasing

All other terms and conditions of the RFP and specifications are unchanged. This letter should be signed, attached to and become a part of your RFP.

COMPANY: ICA Engineering, Inc.

ADDRESS: 1510 Newtown Pike, Suite 108 | Lexington, KY 40511

SIGNATURE OF PROPOSER:

SIGN-IN SHEET

RFP #13-2014 Request for Qualifications for Professional Engineering Services
March 10th, 10:00 am 101 E Vine St, Lexington KY 40507

Representative	Company Name	Phone #	Email Address
Theresa Maynard	LFUCG – Central Purchasing	258-3320	theresam@lexingtonky.gov
CHASE WRIGHT	STRAND	225-8500	chase.wright@strandi.com
Mark Astin	Strand	225-8500	Markastin@strandinc.com
MICHAEL DAVIS	STRAND ASSOCIATES	225.8500	mike.davis@strand.com
Fred Eastridge	ECSI, LLC	233.2103	feastridge@engrservices.com
Arlen Sandlin	Parsons Brinckerhoff	245-3867	sandlin@pbworld.com
Paul LARSEN	THELEN ASSOCIATES	226-0761	PLARSEN@Thelenassoc.com.
Laura Mize	Lochner	224-4476	LMize@hwlochner.com
ABBIE JONES	ABBIE JONES CONSULTING	859.559.3443	abbie@abbie-jones.com
Greg Isaacs	Palmer	859 389 9293	gisaacs@palmernet.com
Kevin Damron	Palmer	859.537.6657	kdamron@palmernet.com
MIKE MERRIMAN	S&ME	859-293-5518	MMERRIMAN@SMEINC.com
Megan Kendall	Bell Engineering	859-278-5412	mkendall@hkbell.com
David Schrader	Bell Engineering	859-278-5412	dschrader@hkbell.com
JUSTIN ANDERSON	HDR ENGINEERING	859-583-0732	Justin.anderson@hdrinc.com
Jihad Hallany	Vision Engineering	859.559.0516	Jhallany@Visionengr.com
Ethan Buell	BFMJ, INC	859.278.5050	e.buell@bfmj.com
Nicole Pavelich	BFMJ Structural Eng	859-278-5050	n.pavelich@bfmj.com
BRAD FRAZIER	LFUCG ENG	859-258-3410	bfrazier@lexingtonky.gov
Jason Ainslie	L.E. Gregg	859-252-7558	jainslie@legregg.com
WALTER BOWMAN	W. BOWMAN ASSOC.	8596190129	walthowman@twc.com

SIGN-IN SHEET

RFP #13-2014 Request for Qualifications for Professional Engineering Services
March 10th, 10:00 am 101 E Vine St, Lexington KY 40507

Representative	Company Name	Phone #	Email Address
Theresa Maynard	LFUCG – Central Purchasing	258-3320	theresam@lexingtonky.gov
Todd White	ICA Engineering	455-5328	twhite@icaeng.com
Tim Adams	ICA ENGINEERING	" "	tadams@ICAENG.COM
Dean Durbin	Consulting Services Inc	309-6021	ddurbin@csikentucky.com
MARK McINTOSH	HDR Engineering	223-3755	mark.mcintosh@hdrinc.com
Joseph Cochran	HDR Engineering	223 3755	JOE.Cochran@hdrinc.com
MARK STEPHENS	HDR ENGINEERING	223-3755	mark.stephens@hdrinc.com
Alison Chadwell	GRW Engineers	223-3999	achadwell@grwinc.com
Monica Sumner	BCI	268 1933	msumner@bciaep.com
Charlie Schneider	BCI	268 1933	cshneider@bciap.com
TOM KERNS	HMB		TKERNS@HMBPE.COM

SIGN-IN SHEET

RFP #13-2014 Request for Qualifications for Professional Engineering Services
March 10th, 10:00 am 101 E Vine St, Lexington KY 40507

Representative	Company Name	Phone #	Email Address
Theresa Maynard	LFUCG – Central Purchasing	258-3320	theresam@lexingtonky.gov
AL GROSS	EA Partners	296.9889	algross@eapartners.com
Adam Cuacc	Stantec	422-3084	adam.cuacc@stantec.com
Glenn Hardin	STANTEC	233-2100	Glenn.Hardin@stantec.com
HARSHA WIJESEKA	INTEGRATED ENGINEERING	859-351-9748	HARSHA@INT-ENGINEERING.COM
David Moses	Integrated Engineering	"	david@int-engineering.com
Billy Gmill	TEC Engineering Inc.	513-618-9372	bgmill@teceng.com
JAMES B EVANS	EVANS & ASSO	859 2555597	JEVANS@JBELA
Michael K. Maggard	Sisler-Maggard Eng	859-271-2978	mike@sislermaggard.com
C. Lewis Dixon	CDP Engineers	859 264-7500	ldixon@cdpengineers.com
JASON HALE	CDP ENGINEERS	859 264-7500	JHALE@CDPENGINEERS.COM
Beth Workman	CARMAN 254-9803	[illegible]	bworkman@carmansite.com
John Carman	CARMAN	254-9803	jcarman@carmansite.com
Marcie Mathews	DLZ, KY Inc.	502 695-2300	mmathews@dlz.com
Ted Malone	MSE	8592235694	tmalone@mselex.com
Bob Bayert	LFUCG – Engineering	258-3441	bobb@lexingtonky.gov

Questions for RFP #13-2014

Is it possible to expand somewhat on what each contract will entail. For example, contract 2 could be construed to merely entail negotiation and acquisition of properties which would not require professional engineering services. It could also be construed to require Professional surveying services. Please expand if possible.

ANSWER: At this point, the Contract descriptions must be general and fairly broad. But as an individual project is brought forward, a more detailed scope of required services will be developed for that project.

Is the proposal to be submitted as a single proposal or individual proposals for each contract?

ANSWER: The responses shall be a single proposal with a section for each Contract being responded to by the vendor, and clearly titled as a response to the Contract number, 1 through 8. Vendors may respond to one, some, or all Contract 1 through 8.

A listing acknowledging which of the Contract numbers the vendor's response contains shall be listed in the Table of Contents of the Vendor's Response.

If the SOQ is to be submitted as a single SOQ, should submit resumes in one tab/section for all the SOQ's or submit resumes for each individual Contract with the section covering that Contract.

ANSWER: If the vendor response contains sections for more than one of the Contracts number 1 through 8, they need to only include one set of resumes. The response for each individual Contract shall contain an organizational chart showing the individuals involved in that particular Contract response, and whose resume is included in the resume section of the total Response.

During the pre-proposal meeting, it was mentioned that regardless of the number of contracts you were requesting prequalification on, one document was to be submitted for all. Section 4 (page 4) of the RFQ states that each firm responding to this RFQ shall submit individual SOQ's for each project category for which they request to be prequalified. Are we to submit 1 document (with 1 master hardcopy, 7 duplicates and 1 electronic version) including information on all contracts prequalification is being requested on or are we to submit individual documents (with 1 master hardcopy, 7 duplicates and 1 electronic version) for each contract we are requesting prequalification on?

ANSWER: ONE document with sections for each contract you are responding to, with them listed in the Table of Contents. (see above)

If 1 document is to be submitted for all contracts prequalification is being requested on, are the page limits for contract specific information then multiplied by the number of contracts? For example, if we plan on submitting on 3 contracts, are we then allowed 3 pages for list of clients for which similar work has been performed in order to discuss 3 contracts or is it still a limit of 1 page? Does the same apply for qualifications for the specific type of contract, project team and list of similar projects?

ANSWER: It is still a limit of 1 page per contract response, and the same applies for qualifications, you may list the team on each section you're responding to, but you only need to submit the resumes once. (see above)

1. What forms are actually required for this qualifications package? Specifically:
    a. If our firm meets the DBE goal with our subconsultant partner(s), are we still required to fill out the Good Faith Efforts form?
    b. Are the MWDBE substitution, MWDBE quote summary form, or subcontractor monthly payment report needed for this proposal or are they documents that would be used once under contract/letter agreement? Please confirm whether these forms should be included with our qualifications package.

    ANSWER: If the vendor meets the goals for the project, firms are still required to return the Good Faith Efforts form and check all the things they did to find MWBEs for the job.
    The Quote Summary Form is part of the documentation needed if the vendor does not meet the goals for the project. It is not a required form for submittals.
    The Substitution Form and the Monthly Payment Report are documents that will be used by the company selected to work on the project.

2. Do the one-page resumes count against the 6-page count in section 3 Project Team? May we include these resumes as an appendix?

    ANSWER: If the organizational chart varies between Contracts, provide individual charts with each Contract section. The Project Team Section (No. 3) should be held to 6 pages maximum.

3. Please confirm how many copies are needed. Page 35 of the RFP PDF says "*six* (8)" (contradicts), while RFP PDF page 37 indicates a total resulting in 8.

    ANSWER: Re: Page 35: There are a total of EIGHT contracts being solicited in this RFQ.

    The Proposer must submit one (1) master (hardcopy), (1) electronic version in PDF format on a flashdrive or CD and seven (7) duplicates (hardcopies) of their proposal for evaluation purposes.

4. Is there a maximum letter agreement/assignment amount for projects released under this contract? In other words, is it possible that LFUCG will need to advertise some projects separately from these contracts that exceed a certain dollar amount?

    ANSWER: No fee cap has been set for total project assignments to any single consultant, nor has a project dollar limit been set. However, we anticipate that projects of considerable size which will utilize federal funding will need to have separate, individual RFQ's. At the other extreme, in the case of a very small project with an anticipated small consulting fee (for instance say less than $20,000), LFUCG reserves the right to simply offer the work to the firm at the top of the list rather than ask three firms to expend inordinate resources in working up bids.

AFFIDAVIT

Comes the Affiant, Robert E. Gustafson, PE, and after being first duly sworn, states under penalty of perjury as follows:

1. His/her name is Robert E. Gustafson, PE and he/she is the individual submitting the proposal or is the authorized representative of ICA Engineering, Inc., the entity submitting the proposal (hereinafter referred to as "Proposer").

2. Proposer will pay all taxes and fees, which are owed to the Lexington-Fayette Urban County Government at the time the proposal is submitted, prior to award of the contract and will maintain a "current" status in regard to those taxes and fees during the life of the contract.

3. Proposer will obtain a Lexington-Fayette Urban County Government business license, if applicable, prior to award of the contract.

4. Proposer has authorized the Division of Central Purchasing to verify the above-mentioned information with the Division of Revenue and to disclose to the Urban County Council that taxes and/or fees are delinquent or that a business license has not been obtained.

5. Proposer has not knowingly violated any provision of the campaign finance laws of the Commonwealth of Kentucky within the past five (5) years and the award of a contract to the Proposer will not violate any provision of the campaign finance laws of the Commonwealth.

6. Proposer has not knowingly violated any provision of Chapter 25 of the Lexington-Fayette Urban County Government Code of Ordinances, known as "Ethics Act."

Continued on next page

7. Proposer acknowledges that "knowingly" for purposes of this Affidavit means, with respect to conduct or to circumstances described by a statute or ordinance defining an offense, that a person is aware or should have been aware that his conduct is of that nature or that the circumstance exists.

Further, Affiant sayeth naught.

STATE OF Kentucky

COUNTY OF Fayette

The foregoing instrument was subscribed, sworn to and acknowledged before me by Angela Harris on this the 26th day of March, 2014.

My Commission expires: October 20, 2015

NOTARY PUBLIC, STATE AT LARGE

EQUAL OPPORTUNITY AGREEMENT

The Law

- Title VII of the Civil Rights Act of 1964 (amended 1972) states that it is unlawful for an employer to discriminate in employment because of race, color, religion, sex, age (40-70 years) or national origin.

- Executive Order No. 11246 on Nondiscrimination under Federal contract prohibits employment discrimination by contractor and sub-contractor doing business with the Federal Government or recipients of Federal funds. This order was later amended by Executive Order No. 11375 to prohibit discrimination on the basis of sex.

- Section 503 of the Rehabilitation Act of 1973 states:

  The Contractor will not discriminate against any employee or applicant for employment because of physical or mental handicap.

- Section 2012 of the Vietnam Era Veterans Readjustment Act of 1973 requires Affirmative Action on behalf of disabled veterans and veterans of the Vietnam Era by contractors having Federal contracts.

- Section 206(A) of Executive Order 12086, Consolidation of Contract Compliance Functions for Equal Employment Opportunity, states:

  The Secretary of Labor may investigate the employment practices of any Government contractor or sub-contractor to determine whether or not the contractual provisions specified in Section 202 of this order have been violated.

****

The Lexington-Fayette Urban County Government practices Equal Opportunity in recruiting, hiring and promoting. It is the Government's intent to affirmatively provide employment opportunities for those individuals who have previously not been allowed to enter into the mainstream of society. Because of its importance to the local Government, this policy carries the full endorsement of the Mayor, Commissioners, Directors and all supervisory personnel. In following this commitment to Equal Employment Opportunity and because the Government is the benefactor of the Federal funds, it is both against the Urban County Government policy and illegal for the Government to let contracts to companies which knowingly or unknowingly practice discrimination in their employment practices. Violation of the above mentioned ordinances may cause a contract to be canceled and the contractors may be declared ineligible for future consideration.

Please sign this statement in the appropriate space acknowledging that you have read and understand the provisions contained herein. Return this document as part of your application packet.

Bidders

I/We agree to comply with the Civil Rights Laws listed above that govern employment rights of minorities, women, Vietnam veterans, handicapped and aged persons.

	ICA Engineering, Inc.
Signature	*Name of Business*

It is the policy of ICA Engineering, Inc. (ICA ENGINEERING) to insure that qualified applicants are employed, and that employees are treated during employment without regard to their race, religion, age, disability, gender, color, sexual orientation, genetic information, marital status, national origin, or qualified protected veteran. Such action shall include: employment, hiring, upgrading, promotion, demotion, or transfer; recruitment or recruitment advertising; lay-off, re-call, termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training at all levels of employment.

The company submits this plan to assure compliance with Executive Orders 11246 and 11375 and to reaffirm its longtime support for and commitment to equal opportunities for all. In addition to those actions set forth in its Equal Employment Opportunity policy,

In furtherance of the ICA ENGINEERING policy regarding Affirmative Action and Equal Employment Opportunity, ICA ENGINEERING has approved a written Affirmative Action Program which sets forth the policies, practices and procedures which ICA ENGINEERING is committed to applying in order to ensure that its policy of non-discrimination and affirmative actions for qualified individuals is accomplished. This Affirmative Action Program is available for inspection by any employee or applicant for employment, upon request, during normal business hours in the accounting department.

Employees of and applicants to ICA Engineering, Inc. will not be subject to harassment, intimidation, threats, coercion, or discrimination because they have engaged or may engage in filing a complaint, assisting in a review, investigation, or hearing or have otherwise sought to obtain their legal rights related to any Federal, State, or local law regarding EEO for qualified individuals.

The Human Resources Director is designated as the EEO Officer and has the responsibility for designing and ensuring the effective implementation of ICA Engineering, Inc.'s Affirmative Action Program (AAP). These responsibilities include, but are not limited to, the following:

- Developing Equal Employment Opportunity (EEO) policy statements, affirmative action programs and internal and external communication procedures;
- Assisting in the identification of AAP/EEO problem areas;
- Assisting management in arriving at effective solutions to AAP/EEO problems;
- Designing and implementing an internal audit and reporting system that;
  * Measure the effectiveness of the ICA ENGINEERING AAP;
  * Determines the degree to which AAP goals and objectives are met; and
  * Identifies the need for remedial action;
- Keeps the ICA ENGINEERING Board of Directors informed of equal opportunity progress and reporting potential problem areas within the company.
- Providing Office Managers, section managers and supervisors with a copy of the AAP and reviewing the program with them on an annual basis to ensure knowledge of their responsibilities for implementation of the program;
- Reviewing the company's AAP for qualified minorities, women, qualified individuals with a disability or qualified protected veterans with all managers and supervisors at all levels to ensure that the policy is understood and is followed in all personnel activities;
- Auditing the contents of the company's bulletin board to ensure compliance information is posted and up-to-date; and serving as liaison between ICA ENGINEERING and enforcement agencies.

RESPONSIBILITIES OF MANAGERS AND SUPERVISORS

It is the responsibility of all managerial and supervisory staff to implement ICA ENGINEERING's AAP. These responsibilities include, but are not limited to:

1) Review the company's Affirmative Action policy to ensure that they are aware of the policy and understand their obligation to comply with it in all personnel actions.
2) Assisting in the identification of problem areas, formulating solutions, and establishing branch or departmental goals and objectives when necessary;
3) Reviewing the qualifications of all applicants and employees to ensure qualified individuals are treated in a nondiscriminatory manner when hiring, promotion, transfer, and termination actions occur; and
4) Reviewing the job performance of each employee to assess whether personnel actions are justified based on the employee's performance of his or her duties and responsibilities.

TRAINING TO ENSURE AAP IMPLEMENTATION

Training is provided to all personnel involved in the recruitment, screening, hiring, promotion, disciplinary and related employment processes, to ensure that the commitments made in ICA ENGINEERING's AAP are implemented.

ACTION ORIENTED PROGRAMS

ICA Engineering has instituted action programs to eliminate identified problem areas and to help achieve specific affirmative action goals. These programs include:

1) Conducting annual analyses of job descriptions to ensure they accurately reflect job functions;
2) Reviewing job descriptions by department and job title using job performance criteria;
3) Making job descriptions available to recruiting sources and available to all members of management involved in the recruiting, screening, selection and promotion processes;
4) Evaluating the total selection process to ensure freedom from bias through:
   a. Reviewing job applications and other pre-employment forms to ensure information requested is job-related;
   b. Evaluating selection methods that may have a disparate impact to ensure that they are job-related and consistent with business necessity;
   c. Training personnel and management staff on proper interview techniques; and
   d. Training in EEO for management and supervisory staff;
5) Using techniques to improve recruitment and increase the flow of minority and female applicants, ICA ENGINEERING presently undertakes the following actions;
   a) Public Notification: ICA Engineering, Inc. will include in all advertisements for employees the notation: "An Equal Opportunity Employer" (or abbreviation thereof). This will include all such advertisements in newspapers or other publications having a large circulation among minority groups.
   b) Disseminate information on job opportunities to organizations representing minorities, women and employment development agencies when job opportunities occur.
   c) Encourage all employees to refer qualified applicants;
   d) Actively recruit at secondary schools, junior colleges, colleges and universities with predominantly minority or female enrollments; and
   e) Request employment agencies to refer qualified minorities and women.
6) Ensuring that all employees are given equal opportunity for promotion. This is achieved by:

a. Posting promotional opportunities;

b. Offering counseling to assist employees in identifying promotional opportunities, training and education programs to enhance promotions and opportunities for job rotation or transfer, and

c. Evaluating job requirements for promotion.

INTERNAL AUDIT AND REPORTING SYSTEM

The Human Resource Manager has the responsibility for developing and preparing the formal documents of the AAP. The Human Resource Manager is responsible for the effective implementation of the AAP; however, responsibility is likewise vested with each branch manager, Office Managers manger and supervisor. ICA ENGINEERING's audit and reporting system is designed to:

- Measure the effectiveness of the AAP/EEO program
- Document personnel activities;
- Identify problem areas where remedial action is needed; and
- Determine the degree to which ICA ENGINEERING's AAP goals and objective have been obtained.

The following personnel activities are reviewed to ensure nondiscrimination and equal employment opportunity for all individuals without regard to their race, color, gender, religion, national origin, qualified disability or qualified veteran status:

- Recruitment, advertising, and job application procedures;
- Hiring, promotion, upgrading, award of tenure, layoff, recall from layoff;
- Rates of pay and any other forms of compensation including fringe benefits;
- Job assignments, job classifications, job descriptions, and seniority lists;
- Sick leave, leaves or absence, or any other leave;
- Training, apprenticeships, attendance at professional meetings and conferences; and
- Any other term condition or privilege of employment.
- Review of Personnel processes
- Review of physical and Mental Job Qualification Standards
- Review of reasonable accommodation to physical and mental limitation
- Review of Harassment prevention procedures
- Review of External dissemination of policy, outreach and positive recruitment
- Review of Internal dissemination of policy
- Review of Audit and reporting systems
- Review of Responsibility for implementation of AAP
- Review of Training to ensure AAP Implementation
- Review of Invitation to self-identify

The following documents are maintained as a component of ICA ENGINEERING's internal audit process:

1. An applicant flow log showing the name, race, sex, date of application, job title, interview status and the action taken from all individuals applying for job opportunities;
2. Summary data of external job offers and hires, promotions, resignations, terminations, and layoffs by job group and by sex and minority group identification.

3. Summary data of applicant flow by identifying, at least, total applicants, total minority applicants, and total female applicants for each position;
4. Maintenance of employment applications (not to exceed one year); and
5. Records pertaining to ICA ENGINEERING's compensation system.

ICA ENGINEERING's audit system includes a quarterly report documenting ICA ENGINEERING's efforts to achieve its EEO/AAP responsibilities. Managers and supervisors are asked to report any current or foreseeable EEO problem areas and are asked to outline their suggestions/recommendations for solutions. If problem areas arise, the manager or supervisor is to report problem areas immediately to the Human Resource Director. During quarterly reporting, the following occurs:

1) The HR Director will discuss any problems relating to significant rejection ratios, EEO Charges, etc. with the Board of Directors; and
2) The HR Director will report the status of ICA ENGINEERING's AAP goals and objectives to the Board of Directors. The HR Director will recommend remedial actions for the effective implementation of the AAP.

GOALS AND OBJECTIVES

Goals include ensuring that minorities are placed on the job in all specific work classifications. All work classifications will be mixed where qualified minority labor is available.

Periodic audit of hiring and promotion patterns will be made to ensure goals and objectives are attained.

The goal of minority/female employment is at least 12% of the total workforce.

ICA Engineering will make an assertive effort to hire a percentage of minorities equal to or in excess of our local population percentages. Although we would like to set a timetable for this goal, it will depend on future employee needs and the technical experience and qualifications of those applying for any future positions.

WORKFORCE ANALYSIS FORM

Name of Organization: ICA Engineering, Inc.

Date: 3 / 26 / 2014

Categories	Total	White		Latino		Black		Other		Total	
		M	F	M	F	M	F	M	F	M	F
Administrators	31	25	4	4	0	0	0	1	0	27	4
Professionals	104	89	9	0	0	2	0	4	0	95	9
Superintendents	0										
Supervisors	0										
Foremen	0										
Technicians	104	86	10	2	0	2	0	4	0	94	10
Protective Service	0										
Para-Professionals	0										
Office/Clerical	23	8	14	0	1	0	0	0	0	8	15
Skilled Craft	0										
Service/Maintenance	15	15	0	0	0	0	0	0	0	14	1
Total:	277	223	37	3	1	4	0	9	0	239	39

Prepared by: Becky Kovach - Human Resources Coordinator - ICA Engineering, Inc.

Name & Title

DIRECTOR, DIVISION OF CENTRAL PURCHASING
LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT
200 EAST MAIN STREET
LEXINGTON, KENTUCKY 40507

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITIES AND DBE CONTRACT PARTICIPATION

Notice of requirement for Affirmative Action to ensure Equal Employment Opportunities and Disadvantaged Business Enterprises (DBE) Contract participation. Disadvantaged Business Enterprises (DBE) consists of Minority-Owned Business Enterprises (MBE) and Woman-Owned Business Enterprises (WBE).

The Lexington-Fayette Urban County Government has set a goal that not less than ten percent (10%) of the total value of this Contract be subcontracted to Disadvantaged Business Enterprises, which is made up of MBEs and WBEs. The goal for the utilization of Disadvantaged Business Enterprises as subcontractors is a recommended goal. Contractor(s) who fail to meet such goal will be expected to provide written explanations to the Director of the Division of Purchasing of efforts they have made to accomplish the recommended goal, and the extent to which they are successful in accomplishing the recommended goal will be a consideration in the procurement process. Depending on the funding source, other DBE goals may apply.

For assistance in locating Disadvantaged Business Enterprises Subcontractors contact:

Marilyn Clark, Division of Central Purchasing
Lexington-Fayette Urban County Government
200 East Main Street, 3rd Floor, Room 338
Lexington, Kentucky 40507
mclark@lexingtonky.gov

Firm Submitting Proposal: ICA Engineering, Inc.

Complete Address: 1510 Newtown Pike, Suite 108 / Lexington, KY 40511

Street City Zip

Contact Name: Bob Gustafson, PE Title: Lexington Operations Manager

Telephone Number: 859.455.8378 Fax Number: 859.455.8379

Email address: bgustafson@icaeng.com

LFUCG MWDBE PARTICIPATION FORM
Bid/RFP/Quote Reference # 13-2014

The MWDBE subcontractors listed have agreed to participate on this Bid/RFP/Quote. If any substitution is made or the total value of the work is changed prior to or after the job is in progress, it is understood that those substitutions must be submitted to Central Purchasing for approval immediately.

MWDBE Company, Name, Address, Phone, Email	Work to be Performed	Total Dollar Value of the Work	% Value of Total Contract
1. Hall-Harmon Engineers, Inc. 1081 Dove Run Road Lexington, KY 40502 859- 269-3150 larry.harmon@hhenet.com	Surveying & Construction Document Preparation		
2.			
3.			
4.			

The undersigned company representative submits the above list of MWDBE firms to be used in accomplishing the work contained in this Bid/RFP/Quote. Any misrepresentation may result in the termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and false claims.

ICA Engineering
Company

Company Representative

March 26, 2014
Date

Lexington Operations Manager
Title

LFUCG MWDBE SUBSTITUTION FORM
Bid/RFP/Quote Reference # 13-2014

The substituted MWDBE subcontractors listed below have agreed to participate on this Bid/RFP/Quote. These substitutions were made prior to or after the job was in progress. These substitutions were made for reasons stated below and are now being submitted to Central Purchasing for approval. By the authorized signature of a representative of our company, we understand that this information will be entered into our file for this project.

SUBSTITUTED MWDBE Company Name, Address, Phone, Email	MWDBE Formally Contracted/ Name, Address, Phone, Email	Work to Be Performed	Reason for the Substitution	Total Dollar Value of the Work	% Value of Total Contract
1.	Hall-Harmon Engineers, Inc. 1081 Dove Run Road Lexington, KY 40502 859- 269-3150 larry.harmon@hhenet.com	Surveying & Construction Document Preparation			
2.					
3.					
4.					

The undersigned acknowledges that any misrepresentation may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and false claims.

ICA Engineering, Inc.
Company

Company Representative

March 26, 2014
Date

Lexington Operations Manager
Title

MWDBE QUOTE SUMMARY FORM

Bid/RFP/Quote Reference # 13-2014

The undersigned acknowledges that the minority subcontractors listed on this form did submit a quote to participate on this project.

Company Name ICA Engineering, Inc.	**Contact Person** Bob Gustafson, PE
Address/Phone/Email 1510 Newtown Pike Suite 108 Lexington, KY 40511	**Bid Package / Bid Date**

MWDBE Company Address	**Contact Person**	**Contact Information (work phone, Email, cell)**	**Date Contacted**	**Services to be performed**	**Method of Communication (email, phone meeting, ad, event etc)**	**Total dollars $$ Do Not Leave Blank (Attach Documentation)**	**MBE * AA HA AS NA Female**
Hall-Harmon Engineers, Inc. 1081 Dove Run Road Lexington, KY 40502	Larry Harmon, PE, PLS	859-269-3150	3-11-2014	Surveying Construction Document Prep			

(MBE designation / AA=African American / HA= Hispanic American/AS = Asian American/Pacific Islander/ NA= Native American)

The undersigned acknowledges that all information is accurate. Any misrepresentation may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and claims.

ICA Engineering, Inc.
Company

Company Representative

March, 26, 2014
Date

Lexington Operations Manager
Title

LFUCG SUBCONTRACTOR MONTHLY PAYMENT REPORT

The LFUCG has a 10% goal plan adopted by city council to increase the participation of minority and women owned businesses in the procurement process. In order to measure that goal LFUCG will track spending with MWDBE vendors on a monthly basis. By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentation may result in termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims. Please submit this form monthly to the Division of Central Purchasing/ 200 East Main Street / Room 338 / Lexington, KY 40507.

Bid/RFP/Quote # 13-2014

Total Contract Amount Awarded to Prime Contractor for this Project_____

Project Name/ Contract # Roadway Corridor & Intersection Design / Contract 1	**Work Period/ From:** **To:**
Company Name: ICA Engineering, Inc.	**Address:** 1510 Newtown Pike, Suite 108, Lexington, KY 40511
Federal Tax ID: 610648608	**Contact Person:** Bob Gustafson

Subcontractor Vendor ID (name, address, phone, email	Description of Work	Total Subcontract Amount	% of Total Contract Awarded to Prime for this Project	Total Amount Paid for this Period	Purchase Order number for subcontractor work (please attach PO)	Scheduled Project Start Date	Scheduled Project End Date
Hall-Harmon Engineers, Inc. 1081 Dove Run Rd Lexington, KY 40502	Surveying Construction Document Prep						

By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentations may result in the termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims.

ICA Engineering, Inc.
Company

Company Representative

March 26, 2014
Date

Lexington Operations Manager
Title

LFUCG SUBCONTRACTOR MONTHLY PAYMENT REPORT

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Bid/RFP/Quote # 13-2014

Total Contract Amount Awarded to Prime Contractor for this Project_____

Project Name/ Contract # Structures & Bridge Design - Contract 4	**Work Period/ From:** **To:**
Company Name: ICA Engineering, Inc.	**Address:** 1510 Newtown Pike, Suite 108, Lexington, KY 40511
Federal Tax ID: 610648608	**Contact Person:** Bob Gustafson, PE

Subcontractor Vendor ID (name, address, phone, email	Description of Work	Total Subcontract Amount	% of Total Contract Awarded to Prime for this Project	Total Amount Paid for this Period	Purchase Order number for subcontractor work (please attach PO)	Scheduled Project Start Date	Scheduled Project End Date
Hall-Harmon Engineers, Inc. 1081 Dove Run Rd Lexington, KY 40502	Surveying Construction Document Prep						

By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentations may result in the termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims.

ICA Engineering, Inc.
Company

Company Representative

March 26, 2014
Date

Lexington Operations Manager
Title

LFUCG SUBCONTRACTOR MONTHLY PAYMENT REPORT

The LFUCG has a 10% goal plan adopted by city council to increase the participation of minority and women owned businesses in the procurement process. In order to measure that goal LFUCG will track spending with MWDBE vendors on a monthly basis. By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentation may result in termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims. Please submit this form monthly to the Division of Central Purchasing/ 200 East Main Street / Room 338 / Lexington, KY 40507.

Bid/RFP/Quote # 13-2014

Total Contract Amount Awarded to Prime Contractor for this Project_____

Project Name/ Contract # Geotechnical Testing, Analysis & Design / Contract 7	**Work Period/ From:** **To:**
Company Name: ICA Engineering, Inc.	**Address:** 1510 Newtown Pike, Suite 108, Lexington KY, 40511
Federal Tax ID: 610648608	**Contact Person:** Bob Gustafson, PE

Subcontractor Vendor ID (name, address, phone, email	Description of Work	Total Subcontract Amount	% of Total Contract Awarded to Prime for this Project	Total Amount Paid for this Period	Purchase Order number for subcontractor work (please attach PO)	Scheduled Project Start Date	Scheduled Project End Date
Hall-Harmon Engineers, Inc. 1081 Dove Run Rd Lexington, KY 40502	Surveying Construction Document Prep						

By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentations may result in the termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims.

ICA Engineering, Inc.
Company

Company Representative

March 26, 2014
Date

Lexington Operations Manager
Title

LFUCG SUBCONTRACTOR MONTHLY PAYMENT REPORT

The LFUCG has a 10% goal plan adopted by city council to increase the participation of minority and women owned businesses in the procurement process. In order to measure that goal LFUCG will track spending with MWDBE vendors on a monthly basis. By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentation may result in termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims. Please submit this form monthly to the Division of Central Purchasing/ 200 East Main Street / Room 338 / Lexington, KY 40507.

Bid/RFP/Quote # 13-2014

Total Contract Amount Awarded to Prime Contractor for this Project_____

Project Name/ Contract # Construction Inspection / Contract 8	**Work Period/ From:** **To:**
Company Name: ICA Engineering, Inc.	**Address:** 1510 Newtown Pike, Suite 108, Lexington, KY 40511
Federal Tax ID: 610648608	**Contact Person:** Bob Gustafson

Subcontractor Vendor ID (name, address, phone, email	Description of Work	Total Subcontract Amount	% of Total Contract Awarded to Prime for this Project	Total Amount Paid for this Period	Purchase Order number for subcontractor work (please attach PO)	Scheduled Project Start Date	Scheduled Project End Date
Hall-Harmon Engineers, Inc. 1081 Dove Run Rd Lexington, KY 40502	Surveying Construction Document Prep						

By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentations may result in the termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims.

ICA Engineering, Inc.
Company

Company Representative

March 26, 2014
Date

Lexington Operations Manager
Title

LFUCG STATEMENT OF GOOD FAITH EFFORTS
Bid/RFP/Quote # 13-2014

By the signature below of an authorized company representative, we certify that we have utilized the following Good Faith Efforts to obtain the maximum participation by MWDBE business enterprises on the project and can supply the appropriate documentation.

_____ Advertised opportunities to participate in the contract in at least two (2) publications of general circulation media; trade and professional association publications; small and minority business or trade publications; and publications or trades targeting minority, women and disadvantaged businesses not less than fifteen (15) days prior to the deadline for submission of bids to allow MWDBE firms to participate.

_____ Included documentation of advertising in the above publications with the bidders good faith efforts package

_____ Attended LFUCG Central Purchasing Economic Inclusion Outreach event

_____ Attended pre-bid meetings that were scheduled by LFUCG to inform MWDBEs of subcontracting opportunities

_____ Sponsored Economic Inclusion event to provide networking opportunities for prime contractors and MWDBE firms

_____ Requested a list of MWDBE subcontractors or suppliers from LFUCG Economic Engine and showed evidence of contacting the companies on the list(s).

_____ Contacted organizations that work with MWDBE companies for assistance in finding certified MWBDE firms to work on this project. Those contacted and their responses should be a part of the bidder's good faith efforts documentation.

_____ Sent written notices, by certified mail, email or facsimile, to qualified, certified MWDBEs soliciting their participation in the contract not less that seven (7) days prior to the deadline for submission of bids to allow them to participate effectively.

_____ Followed up initial solicitations by contacting MWDBEs to determine their level of interest.

_____ Provided the interested MWBDE firm with adequate and timely information about the plans, specifications, and requirements of the contract.

_X_ Selected portions of the work to be performed by MWDBE firms in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible

units to facilitate MWDBE participation, even when the prime contractor may otherwise perform these work items with its own workforce

_____ Negotiated in good faith with interested MWDBE firms not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached.

_____ Included documentation of quotations received from interested MWDBE firms which were not used due to uncompetitive pricing or were rejected as unacceptable and/or copies of responses from firms indicating that they would not be submitting a bid.

_____ Bidder has to submit sound reasons why the quotations were considered unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a MWDBE quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy MWDBE goals.

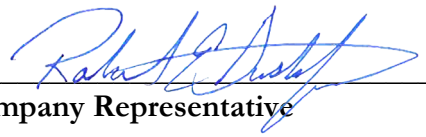
_____ Made an effort to offer assistance to or refer interested MWDBE firms to obtain the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal

_____ Made efforts to expand the search for MWBE firms beyond the usual geographic boundaries.

_____ Other - any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include MWDBE participation.

Failure to submit any of the documentation requested in this section may be cause for rejection of bid. Bidders may include any other documentation deemed relevant to this requirement. Documentation of Good Faith Efforts are to be submitted with the Bid, if the participation Goal is not met.

The undersigned acknowledges that all information is accurate. Any misrepresentations may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and claims.

ICA Engineering, Inc.	
Company	**Company Representative**
March 26, 2014	Lexington Operations Manager
Date	**Title**

GENERAL PROVISIONS

1. Each Respondent shall comply with all Federal, State & Local regulations concerning this type of service or good.

   The Respondent agrees to comply with all statutes, rules, and regulations governing safe and healthful working conditions, including the Occupational Health and Safety Act of 1970, *29 U.S.C. 650 et. seq.*, as amended, and KRS Chapter 338. The Respondent also agrees to notify the LFUCG in writing immediately upon detection of any unsafe and/or unhealthful working conditions at the job site. The Respondent agrees to indemnify, defend and hold the LFUCG harmless from all penalties, fines or other expenses arising out of the alleged violation of said laws.

2. Failure to submit ALL forms and information required in this RFP may be grounds for disqualification.

3. Addenda: All addenda, if any, shall be considered in making the proposal, and such addenda shall be made a part of this RFP. Before submitting a proposal, it is incumbent upon each proposer to be informed as to whether any addenda have been issued, and the failure to cover in the bid any such addenda may result in disqualification of that proposal.

4. Proposal Reservations: LFUCG reserves the right to reject any or all proposals, to award in whole or part, and to waive minor immaterial defects in proposals. LFUCG may consider any alternative proposal that meets its basic needs.

5. Liability: LFUCG is not responsible for any cost incurred by a Respondent in the preparation of proposals.

6. Changes/Alterations: Respondent may change or withdraw a proposal at any time prior to the opening; however, no oral modifications will be allowed. Only letters, or other formal written requests for modifications or corrections of a previously submitted proposal which is addressed in the same manner as the proposal, and received by LFUCG prior to the scheduled closing time for receipt of proposals, will be accepted. The proposal, when opened, will then be corrected in accordance with such written request(s), provided that the written request is contained in a sealed envelope which is plainly marked “modifications of proposal”.

7. Clarification of Submittal: LFUCG reserves the right to obtain clarification of any point in a bid or to obtain additional information from a Respondent.

8. Bribery Clause: By his/her signature on the bid, Respondent certifies that no employee of his/hers, any affiliate or Subcontractor, has bribed or attempted to bribe an officer or employee of the LFUCG.

9. Additional Information: While not necessary, the Respondent may include any product brochures, software documentation, sample reports, or other documentation that may assist LFUCG in better understanding and evaluating the Respondent's response. Additional documentation shall not serve as a substitute for other documentation which is required by this RFP to be submitted with the proposal,

10. Ambiguity, Conflict or other Errors in RFP: If a Respondent discovers any ambiguity, conflict, discrepancy, omission or other error in the RFP, it shall immediately notify LFUCG of such error in writing and request modification or clarification of the document if allowable by the LFUCG.

11. Agreement to Bid Terms: In submitting this proposal, the Respondent agrees that it has carefully examined the specifications and all provisions relating to the work to be done attached hereto and made part of this proposal. By acceptance of a Contract under this RFP, proposer states that it understands the meaning, intent and requirements of the RFP and agrees to the same. The successful Respondent shall warrant that it is familiar with and understands all provisions herein and shall warrant that it can comply with them. No additional compensation to Respondent shall be authorized for services or expenses reasonably covered under these provisions that the proposer omits from its Proposal.

12. Cancellation: If the services to be performed hereunder by the Respondent are not performed in an acceptable manner to the LFUCG, the LFUCG may cancel this contract for cause by providing written notice to the proposer, giving at least thirty (30) days notice of the proposed cancellation and the reasons for same. During that time period, the proposer may seek to bring the performance of services hereunder to a level that is acceptable to the LFUCG, and the LFUCG may rescind the cancellation if such action is in its best interest.

A. Termination for Cause

(1) LFUCG may terminate a contract because of the contractor's failure to perform its contractual duties

(2) If a contractor is determined to be in default, LFUCG shall notify the contractor of the determination in writing, and may include a specified date by which the contractor shall cure the identified deficiencies. LFUCG may proceed with termination if the contractor fails to cure the deficiencies within the specified time.

(3) A default in performance by a contractor for which a contract may be terminated shall include, but shall not necessarily be limited to:
(a) Failure to perform the contract according to its terms,

conditions and specifications;

(b) Failure to make delivery within the time specified or according to a delivery schedule fixed by the contract;

(c) Late payment or nonpayment of bills for labor, materials, supplies, or equipment furnished in connection with a contract for construction services as evidenced by mechanics' liens filed pursuant to the provisions of KRS Chapter 376, or letters of indebtedness received from creditors by the purchasing agency;

(d) Failure to diligently advance the work under a contract for construction services;

(e) The filing of a bankruptcy petition by or against the contractor; or

(f) Actions that endanger the health, safely or welfare of the LFUCG or its citizens.

B. At Will Termination

Notwithstanding the above provisions, the LFUCG may terminate this contract at will in accordance with the law upon providing thirty (30) days written notice of that intent**,** Payment for services or goods received prior to termination shall be made by the LFUCG provided these goods or services were provided in a manner acceptable to the LFUCG. Payment for those goods and services shall not be unreasonably withheld.

13. Assignment of Contract: The contractor shall not assign or subcontract any portion of the Contract without the express written consent of LFUCG. Any purported assignment or subcontract in violation hereof shall be void. It is expressly acknowledged that LFUCG shall never be required or obligated to consent to any request for assignment or subcontract; and further that such refusal to consent can be for any or no reason, fully within the sole discretion of LFUCG.

14. No Waiver: No failure or delay by LFUCG in exercising any right, remedy, power or privilege hereunder, nor any single or partial exercise thereof, nor the exercise of any other right, remedy, power or privilege shall operate as a waiver hereof or thereof. No failure or delay by LFUCG in exercising any right, remedy, power or privilege under or in respect of this Contract shall affect the rights, remedies, powers or privileges of LFUCG hereunder or shall operate as a waiver thereof.

15. Authority to do Business: The Respondent must be a duly organized and authorized to do business under the laws of Kentucky. Respondent must be in good standing and have full legal capacity to provide the services specified under this Contract. The Respondent must have all necessary right and lawful authority to enter into this Contract for the full term hereof and that proper corporate or other action has been duly taken authorizing the Respondent to enter into this

Contract. The Respondent will provide LFUCG with a copy of a corporate resolution authorizing this action and a letter from an attorney confirming that the proposer is authorized to do business in the State of Kentucky if requested. All proposals must be signed by a duly authorized officer, agent or employee of the Respondent.

16. Governing Law: This Contract shall be governed by and construed in accordance with the laws of the Commonwealth of Kentucky. In the event of any proceedings regarding this Contract, the Parties agree that the venue shall be the Fayette County Circuit Court or the U.S. District Court for the Eastern District of Kentucky, Lexington Division. All parties expressly consent to personal jurisdiction and venue in such Court for the limited and sole purpose of proceedings relating to this Contract or any rights or obligations arising thereunder. Service of process may be accomplished by following the procedures prescribed by law.

17. Ability to Meet Obligations: Respondent affirmatively states that there are no actions, suits or proceedings of any kind pending against Respondent or, to the knowledge of the Respondent, threatened against the Respondent before or by any court, governmental body or agency or other tribunal or authority which would, if adversely determined, have a materially adverse effect on the authority or ability of Respondent to perform its obligations under this Contract, or which question the legality, validity or enforceability hereof or thereof.

18. Contractor understands and agrees that its employees, agents, or subcontractors are not employees of LFUCG for any purpose whatsoever. Contractor is an independent contractor at all times during the performance of the services specified.

19. If any term or provision of this Contract shall be found to be illegal or unenforceable, the remainder of the contract shall remain in full force and such term or provision shall be deemed stricken.

Signature

March 26, 2014

Date