The following documentation is an electronically-submitted vendor response to an advertised solicitation from the *West Virginia Purchasing Bulletin* within the Vendor Self-Service portal at ***wvOASIS.gov***. As part of the State of West Virginia's procurement process, and to maintain the transparency of the bid-opening process, this documentation submitted online is publicly posted by the West Virginia Purchasing Division at ***WVPurchasing.gov*** with any other vendor responses to this solicitation submitted to the Purchasing Division in hard copy format.

Header 1

List View

General Information | Contact | Default Values | Discount | Document Information | Clarification Request

Procurement Folder: 1908548
Procurement Type: Central Purchase Order
Vendor ID: VS0000037669
Legal Name: AIRPORT DESIGN CONSULTANTS INC
Alias/DBA:
Total Bid: $0.00
Response Date: 03/04/2026
Response Time: 9:46
Responded By User ID: ADCIInc
First Name: Stephanie
Last Name: Allder
Email: sallder@adci-corp.com
Phone: 4104659600

SO Doc Code: CEOI
SO Dept: 0603
SO Doc ID: ADJ2600000004
Published Date: 2/19/26
Close Date: 3/4/26
Close Time: 13:30
Status: Closed
Solicitation Description: Expression of Interest - EOI
Airfield Resurfacing - Design
Total of Header Attachments: 1
Total of All Attachments: 1

Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

State of West Virginia
Solicitation Response

Proc Folder:	1908548
Solicitation Description:	Expression of Interest - EOI Airfield Resurfacing - Design
Proc Type:	Central Purchase Order

Solicitation Closes	Solicitation Response	Version
2026-03-04 13:30	SR 0603 ESR03042600000005553	1

VENDOR

VS0000037669
AIRPORT DESIGN CONSULTANTS INC

Solicitation Number: CEOI 0603 ADJ2600000004

Total Bid: 0 **Response Date:** 2026-03-04 **Response Time:** 09:46:10

Comments:

FOR INFORMATION CONTACT THE BUYER
David H Pauline
304-558-0067
david.h.pauline@wv.gov

Vendor
Signature X **FEIN#** **DATE**

All offers subject to all terms and conditions contained in this solicitation

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
1	Camp Dawson Airfield Resurfacing				0.00

Comm Code	Manufacturer	Specification	Model #
81101508			

Commodity Line Comments: Thank you for your consideration of our SOQ.

Extended Description:

Provide professional architectural and engineering design services per the attached documentation.

Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

State of West Virginia
Centralized Expression of Interest
Architect/Engr

Proc Folder:	1908548		**Reason for Modification:**
Doc Description:	Expression of Interest - EOI Airfield Resurfacing - Design		
Proc Type:	Central Purchase Order		
Date Issued	**Solicitation Closes**	**Solicitation No**	**Version**
2026-02-19	2026-03-04 13:30	CEOI 0603 ADJ2600000004	1

BID RECEIVING LOCATION

BID CLERK
DEPARTMENT OF ADMINISTRATION
PURCHASING DIVISION
2019 WASHINGTON ST E
CHARLESTON WV 25305
US

VENDOR

Vendor Customer Code: VS0000037669
Vendor Name : Airport Design Consultants, Inc.
Address :
Street : 100 Airport Road, Suite 168
City : Charleston
State : West Virginia **Country :** United States **Zip :** 25311
Principal Contact : Alan Peljovich, PE
Vendor Contact Phone: (410) 935-6975 (mobile) **Extension:**

FOR INFORMATION CONTACT THE BUYER
David H Pauline
304-558-0067
david.h.pauline@wv.gov

Vendor Signature X Alan Peljovich **FEIN#** 20-431-2991 **DATE** 03/04/2026

All offers subject to all terms and conditions contained in this solicitation

ADDITIONAL INFORMATION

EOI

The West Virginia Purchasing Division, for the agency, the West Virginia Army National Guard, Construction and Facilities Management Office, is soliciting Expressions of Interest from qualified firms to provide professional design services to develop construction documents to provide resurfacing of the Airfield, at Camp Dawson, near Kingwood WV, per the attached documentation.

INVOICE TO	SHIP TO
ADJUTANT GENERALS OFFICE 1707 COONSKIN DR CHARLESTON WV 25311 US	CAMP DAWSON ARMY TRAINING SITE 240 ARMY RD KINGWOOD WV 26537-1077 US

Line	Comm Ln Desc	Qty	Unit Issue
1	Camp Dawson Airfield Resurfacing		

Comm Code	Manufacturer	Specification	Model #
81101508			

Extended Description:
Provide professional architectural and engineering design services per the attached documentation.

SCHEDULE OF EVENTS

Line	Event	Event Date

BUYER:
STATE OF WEST VIRGINIA

SOLICITATION NUMBER:
CEOI 0603 ADJ2600000004

SOLICITATION NAME:
AIRFIELD RESURFACING - DESIGN

BID OPENING DATE / TIME
MARCH 4, 2026 / 13:30

VENDOR:
AIRPORT DESIGN CONSULTANTS, INC.
100 AIRPORT ROAD, SUITE 168
CHARLESTON, WV 25311

PHONE NUMBER:
(410) 465 - 9600

FAX:
(410) 465 - 9602

March 4, 2026

State of West Virginia
Department of Administration Purchasing Division
David H. Pauline
2019 Washington Street East
Charleston, WV 25305

Reference: CEOI 0603 ADJ2600000004 – Camp Dawson Army Airfield Resurfacing - Design

Dear Mr. Pauline:

Airport Design Consultants, Inc. (ADCI) is excited about the opportunity to assist West Virginia Army National Guard (WVARNG), Construction and Facilities Management Office (CFMO) in improving their airfield capability and continue their important mission. As our name indicates, ADCI focuses exclusively on airports and aviation facilities, with a majority of our clientele being in the Mid-Atlantic Region. We specialize in serving airport clients on an on-call basis and employ a proactive approach to project delivery, which has resulted in long-standing client relationships. Our experienced professionals accelerate project schedules when needed, allowing our clients to take full advantage of funding opportunities. In fact, we boast an unprecedented **100% reselection rate with our on-call clients.**

Our enclosed response demonstrates our experience and approach to completing all aspects of the Camp Dawson Army Airfield (3G5) Airfield Resurfacing Design project on time and on budget. As Project Principal, I will guide our qualified team through the duration of the project and ensure that the project is staffed with appropriate resources at all times. Our familiarity of Camp Dawson and our collective experience in developing cost effective and operationally efficient pavement rehabilitation solutions will allow our team to hit the ground running at full speed.

For this contract, we have selected **Ron Morris, PE, CM as your Project Manager and day-to-day contact**. Ron will be supported by our local West Virginia office, established in 2017, supporting our projects throughout the state including Camp Dawson, Summersville, Martinsburg, Charleston and other private aviation clients. Additionally, ADCI's Blairsville, Pennsylvania office is less than a two (2) hour drive from Camp Dawson, which will allow our team to be onsite quickly when needed. Additionally, Ron will call upon a deep bench of experts with recent experience in all aspects of airfield pavement. Ron has successfully managed hundreds of tasks over his nearly four (4) decades of experience in the aviation consulting business and brings boundless energy and enthusiasm that matches his experience.

ADCI is fully committed to delivering a high-quality, responsive, and technically sound design that supports the WVARNG mission and ensures the long-term performance of Camp Dawson Army Airfield. We look forward to the opportunity to serve with you on this important project and stand ready to begin work immediately upon selection. Thank you for your consideration.

Sincerely,

Mike Waibel, Project Principal
(410) 258-1341 mwaibel@adci-corp.com

Required Information:

West Virginia Oasis Vendor Code:
VS0000037669

1 Section 1
Team Overview

Team Overview

✓ **WV Airport Experience including Camp Dawson**
Proposed Role(s)
Prime Consultant; Civil Engineering; Stakeholder Coordination; Construction Administration

Airport Design Consultants, Inc. (ADCI)
ADCI was formed in 2006 to provide planning, design, and construction management services to the air transportation industry. ADCI offers a full range of personalized, professional engineering services tailored to the size and scope of the project. Every ADCI project is led by one of the firm's principals who ensure responsive, high-quality services to our airport management partners in implementing well-planned and technically sound solutions within established budgets.

Supporting ADCI is a staff of over 90 planning, design, and construction management/inspection professionals who are specialized in developing aviation infrastructure and support facilities. As Prime Consultant, ADCI will be responsible for overall project management; civil, airfield, construction management and inspection; and procurement assistance. **Services will be provided from our Charleston, WV, Blairsville, PA, and Ellicott City, MD offices.**

ADCI is pleased to present a talented and dedicated team of aviation project management, design, and construction professionals to work together with the West Virginia Army National Guard (WVARNG) to provide Airfield Resurfacing Design at Camp Dawson Army Airfield (3G5). This team has been assembled specifically because of its comprehensive expertise in all aspects required by the Centralized Expression of Interest (CEOI).

TERRADON

✓ **WV Airport Experience**
Proposed Role(s)
Geotechnical

Terradon Corporation
Terradon is a local, woman-owned, full-service engineering, geotechnical, environmental, and topographic survey firm offering consulting services throughout the region. For more than 36 years, Terradon staff has provided a wealth of engineering solutions on successful projects. The company built its reputation on expert personnel and quality, time-sensitive service. The firm has been recognized through numerous awards from professional organizations and agencies including ASCE, several state highway departments, and the AIA. Terradon is a trusted partner of ADCI and is currently providing us with survey, geotechnical, and material testing services at West Virginia International Yeager (CRW) and Eastern West Virginia Regional (MRB) Airports. They will utilize their local experience and presence to continue supporting the ADCI team with geotechnical and topographic survey services at Camp Dawson Army Airfield.

TRIAD
TRIAD ENGINEERING, INC.

✓ **WV Airport Experience including Camp Dawson**
Proposed Role(s)
Design and Construction Survey

Triad Engineering, Inc.
Since 1975, Triad has been providing survey, environmental services, civil engineering, and geotechnical services. The combined education and professional experience provides clients with cost-effective and practical solutions for all projects. Triad has been a trusted partner of ADCI for several past and four current projects at Hagerstown Regional Airport (HGR). Triad has recently worked with us at the Eastern West Virginia Regional (MRB) Airport providing survey services for the Taxiway E Project. **Triad has previously provided engineering services to airports and airfields throughout West Virginia, including Camp Dawson.** All of Triad's work is completed and certified in accordance with applicable local, state and national standards. Triad maintains contractual partnerships with geomatic engineering industry leaders providing the opportunity to offer a multitude of options and therefore solutions to meet the requirements and challenges of any project.

2 Section 2
Project Goals & Objectives

Project Goals and Objectives

ADCI has reviewed the Goals and Objectives for the project, presented in Section 3.2 of the Centralized Expression of Interest (CEOI). Below, we have summarized how ADCI will achieve each of the four (4) goals identified.

ADCI is well-versed in providing complete, multidisciplinary design services tailored for West Virginia State Purchasing requirements. Our team provides a seamless integration of all necessary engineering disciplines, to ensure every facet of the project is addressed within a single, cohesive set of construction bid documents. To best illustrate how our team provides complete design services and how we maintain consistency across all of our projects, we have detailed our traditional design approach below. We provide this framework as a roadmap of our proven process, which has been refined over the years to ensure every technical requirement is met on day one.

Step 1 - Pre-Scope Meeting. The first step involves convening for a scoping charrette with the engineering team and selected stakeholders to align on the Airport's objectives and identify known constraints. This collaboration ensures a detailed scope of work can be formalized, with primary talking points focusing on funding expectations, permissible operational impacts, required schedules, and potential permitting or environmental concerns.

Following this, a scope for preliminary engineering will be finalized to cover the full project "wish list." This will include an order-of-magnitude cost estimate and a program schedule to help compare various paths forward for the final design.

✓ **Goal 2.2:** *Designer shall be responsible to researching and investigation into the location of existing utilities, and to provide drawings and specifications of any all and all aspects of project as needed and directed by the owner and/or state agency, utility company, or other approval authority for Camp Dawson.*

Step 2 - Records Research. Upon confirmation of the project scope, ADCI will complete a comprehensive review of the available information. This will include review of all available records to include, but not limited to historical geotechnical and permitting/environmental reports/testing, historical aerial mapping, record drawings and a pavement management plan (PMP) if one has been prepared. Our team will coordinate with 3G5 operations, maintenance and Federal Aviation Administration (FAA) to verify the location of all known utilities. If subsurface information within the project limits is incomplete, our team will perform subsurface utility exploration (SUE) to complete the landscape of underground utilities that may be impacted by this project. In addition, we would request to meet with airport operations and maintenance personnel to document any problems or concerns that need to be addressed during design development. Our objective is to make sure that we utilize all available data during design to minimize time, impacts and cost.

Step 3 – Initiate Design. ADCI will execute a preliminary design of the full project scope for schematic design (35%) based on the outcome of Steps 1 and 2. The 35% submission will solidify the project scope, identify areas of concern, and project funding. This stage serves as the foundation for our multidisciplinary coordination, ensuring that design elements align perfectly with structural and utility requirements.

✓ **Goal 2.1:** *Provide a complete design including all engineering and architectural disciplines to prepare construction bid documents for West Virginia State Purchasing. Key design elements include utilizing energy efficient, economically, and maintenance friendly equipment.*

This preliminary submission will include an Engineer's Report (with discussions of options), key plan sheets, and a cost estimate. Potential add or deduct alternates will be identified to ensure

maximum funding can be captured. **A primary focus of this stage is the evaluation of economical and operationally efficient alternatives to project accomplishment.** By conducting a high-level life-cycle cost review early, we ensure that the selected alternative provides the best long-term value for the State of West Virginia.

Step 4 Survey and Geotech. **Triad**, a trusted partner of ADCI, will conduct a field topographical survey of the airfield. Data will be used to verify and generate updated existing conditions mapping. Airport geodetic control (PACS/SACS) will be used, and local survey control points will be created as required. Triad would provide a field layout of the contract baselines after the 35% submission to validate the design layout. All surveys will be consistent with 3G5 and FAA requirements. Survey options will be evaluated and can be accomplished via traditional methods or potentially less disruptive aerial or lidar methods.

After review of available information, the ADCI team will develop a boring location plan for geotechnical investigation. Field work will be performed by **Terradon** to capture the existing pavement section and soil conditions in the various expected rehabilitation, reconstruction and, if required, new construction areas. All subgrade/soil characteristics will be gathered to inform the various pavement section designs. Additionally, soil within the limits of proposed pavement may be sent out for testing if any suspicious material is expected or encountered.

Step 5 - Communication with Stakeholders. Any airfield closures or changes in procedures will need to be continuously coordinated with the Airport stakeholders. This would start during the initial data collection phase and continue throughout the design and eventually into construction. 3G5 may elect to bring stakeholders in at 35% design to ensure all opinions are heard and considered, as informed stakeholders tend to be understanding stakeholders. The design team will utilize in person design review meetings after each submission supported by PowerPoint presentations and page turns. During the meeting, ADCI will highlight any major changes from the previous design submission. The ADCI team uses the design review meeting to gather any remaining information that would be required or requested of the client or their stakeholders. The review meetings are documented via detailed meeting minutes and initial responses to client comments are reviewed at the design meeting with final responses included as an appendix to the design report in the subsequent submission.

In addition to design review meetings, coordination with the permitting agencies will start early in the design process. At the 65% level, any required formal submissions will be made to governmental permitting agencies for their review and to the FAA OE/AAA for Airspace analysis of temporary construction impacts.

✓ **Goal 2.3:** *Drawings and specifications are to be submitted at 35%, 65%, 95%, and 100%, cost estimates are to be revised and submitted with each submittal at 35%, 65%, 95%, and 100%.*

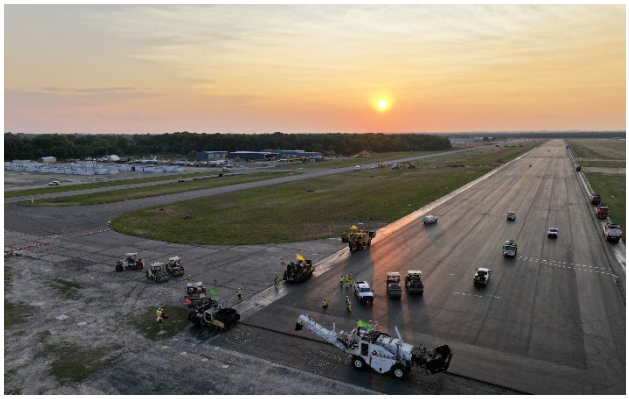
Step 6 – Final Design. After the 35% submission has been reviewed and a path forward been agreed to by 3G5, ADCI team will move into final design. The 65% submission would start to progress and be concurrent with remaining field investigations. All field work will be complete prior to 65% submission. The 65% submission will progress the design details and considerations described above, as well as develop a full specifications book. A design review meeting will be held and all comments will be incorporated while the design progresses to 95%. The 95% Design Review Meeting is the final opportunity to incorporate changes and input from stakeholders prior to bid documents. A thorough QA review will be performed prior to bid to ensure the documents comply with the detailed scope of work and ADCI Design Manual.

✓ **Goal 2.4:** *Provide construction bid services and administrative services to the Agency.*

Step 7 - Bidding/Award. ADCI will work as a member of a team to advertise the project for competitive bidding. Each phase of the project will need to be scoped and phased commensurate with funding. This Project will be bid through *West Virginia Oasis* and

administered by the West Virginia Army National Guard (WVARNG), however ADCI will assist in preparing appropriate responses to bid questions and clarifications. ADCI will also be responsible to generate addenda, facilitate and document the pre-bid meeting, ensure responsible and responsive bids, and provide an engineering report that summarizes findings and provides a recommendation.

Step 8 – Pre-Construction/Construction Administrative Services. The ADCI team has an excellent record for managing and completing large airfield construction projects on or ahead of schedule and at or below budget. The team acts as construction managers on numerous projects in the region. ADCI would look for opportunities created during the construction process to refine subsequent package designs. ADCI would make the design surveyor available to meet with contractor's surveyor to ensure all layouts are matching before starting. A pre-work meeting with the surveyors is always something included in our construction plans, as an accurate survey at the onset of construction is critical to project success.



The key to successful Construction Administration (CA) is being responsive and providing staff that have experience and accountability. ADCI is fully dedicated to ensuring projects are delivered to the satisfaction of the client. Once construction has begun, timely responses and decisions are critical to maintaining cost control. ADCI understands these demands and approaches CA services as a partnership between the design team, contractors, and the CFMO. Shop drawings, contractor Requests for Information (RFIs), and other materials will be reviewed and approved proactively to move the project forward.

If requested, ADCI is fully capable of also providing Resident Project Representatives (RPR) that are well versed in airfield pavement construction to inspect the work, prepare daily/weekly inspection reports and run construction progress meetings.

Conclusion

By synthesizing our multidisciplinary expertise with the rigorous eight (8) step framework, ADCI ensures that each of the project's four (4) primary goals is met with technical precision and financial accountability. Our approach directly addresses the need for comprehensive design by integrating all architectural and engineering disciplines into a single, cohesive set of bid documents, while our early-stage scoping and life-cycle cost reviews ensure that fiscal responsibility and long-term value for the State of West Virginia remain at the forefront.

ADCI's commitment to stakeholder alignment and regulatory compliance is embedded in every milestone, from initial FAA coordination to the final design review.

3 Section 3
Project Management Approach

Proposed Project Management Plan

The ADCI approach for the management of this project is to ensure that we remain focused on 3G5's goals and objectives and ensure that 3G5 consistently receives the high-quality service expected and deserved. We will accomplish this through effective and timely communication, responsiveness, consistent leadership, and exceptional quality.

Our proposed Project Manager, **Ron Morris, PE, CM** embodies ADCI's project management philosophy of delivering high quality projects that exceed the expectations of our clients. It is ADCI's doctrine that successful project management can be achieved by effectively managing each project's four (4) primary key components of **scope**, **schedule**, **budget**, and unwavering commitment to **quality**. ADCI will establish the expectations for these elements at the beginning of the project and maintain an open line of communication with regards to the progress and scope impacts to schedule and budget as the execution progresses.

Scope. Communication is the key to managing project scope. Through open communication with 3G5, the project goals and objectives will be documented in a concept plan and a clear understanding of project deliverables will be established at the outset. Dedication to this procedure will avoid scope creep throughout the execution of the project. Should out-of-scope work be requested or identified, the Project Manager will immediately notify 3G5 in writing prior to performing the task. If approved, a formal technical and price proposal will be prepared and submitted.

Budget. ADCI uses a financial project management strategy which includes weekly output of job charges and expenses. Project budgets are monitored weekly to ensure the expenditure to date is commensurate with the work to date. We have key production staff members who ensure personnel are working on the right job at the right time. This helps avoid incorrect charges and having to adjust these charges later, as well as ensuring personnel are accountable for their week's work. Projects are reviewed monthly by ADCI ownership and team reviews are held to ensure projects, milestones, and quality are all maintained. ADCI uses a financial management tool through Oracle that enhances our ability to manage and maintain our contract and task budgets. ADCI's aviation focused expertise results in design efficiencies when developing a budget for scope similar to the projects listed on this contract.

Schedule. The ADCI team's overall effort will be controlled by following a detailed Work Plan which clearly outlines critical and near-critical activities in the schedule, allowing us to dedicate resources toward completing production activities with the greatest overall schedule efficiency. The schedule will identify the total design duration from receipt of Notice to Proceed (NTP) to the submission of the final project deliverables. Major activities, durations, submission dates, required review times, interdependencies (including those with 3G5), and critical path items will be identified in this schedule. ADCI will review and update the project schedule on a regular basis and provide monthly updates with progress reports. ADCI will develop and provide to 3G5 a recovery plan/schedule where necessitated by unanticipated factors affecting the originally planned schedule of the project. Ron will set internal deliverable deadlines in advance of deliverable dates agreed upon with 3G5. The advanced internal deadlines will allow time for qualified, experienced staff to perform quality reviews of each deliverable.

Quality. A key emphasis of the ADCI team is QUALITY. We understand the importance of high-quality deliverables and positive interactions with project stakeholders throughout the project. These items provide a direct reflection upon our firm and our team.

For incremental submissions, quality reviews will be performed prior to each delivery of products. An essential tool in our quality review process is:

- Methods utilized determine the required scope of services to complete the assignment and minimize the necessity for changes or additional work.
- Coordination of the work effort of the various disciplines and/or subconsultants required to complete the assignments.
- Procedures/techniques utilized to ensure the accuracy and completeness of construction documents.
- Methods utilized to maintain control over costs and periodically report a realistic, detailed summary of the technical and financial status of the assignment.
- Methods used to control the quality of all deliverables, ensure accuracy and completeness, and ensure that all applicable Federal, State and/or Local regulations, codes or ordinances are satisfied.
- Methods the Respondent uses to respond in a timely and accurate manner to the inquiries of the WVARNG, regulatory agencies and/or others with a legitimate interest in the project.
- Methods to assure appropriate staffing levels over the anticipated life of the assignment.

Bluebeam Revu. By reviewing and commenting on plans in Bluebeam, deliverables can be efficiently reviewed for quality assurance without the need to print or plot large plan sets, saving resources and increasing productivity. We have found that using Bluebeam for internal reviews results in several advantages. The design team can see the reviews being performed in real time and can start making edits immediately. Also, they can see a comment that may carry over to subsequent sheets. This allows the design team to be proactive and to begin revising the documents while the review is in process. Also, electronic mark-ups are easier to store, find, validate, and "re-hash" in the future if/when the need arises. The documents can be made available to clients and stakeholders upon request. As projects progress through the various developmental stages (i.e. 35% and 100%) the quality reviews get more detailed and more in depth. The reviews evaluate several aspects of quality.

As indicated in our organizational chart, **Alan Peljovich, PE**, will lead our QA/QC process to confirm all deliverables have been reviewed for consistency and coordination. ADCI will also include an Independent Technical Review (ITR) team to perform a review of the final construction documents. This independent team will consist of one senior member from each firm that was not involved in the design development to identify any additional concerns and issues. Ron will coordinate the review from each firm. The final ITR review will be summarized and documented. At this point minimal comments are expected. A spreadsheet will be maintained electronically summarizing and documenting the final comments and respective responses. This will be used to ensure final comments are addressed adequately and have been completed in the construction document.

Cost Control

There are two (2) aspects to cost control that we as consultants have direct control over during the delivery process. They include the **design costs and the construction costs**. We constantly monitor each project element that can affect both of these to ensure neither becomes in danger of increasing beyond expectations. ADCI takes pride in our ability to manage projects and avoid cost escalations and overruns.

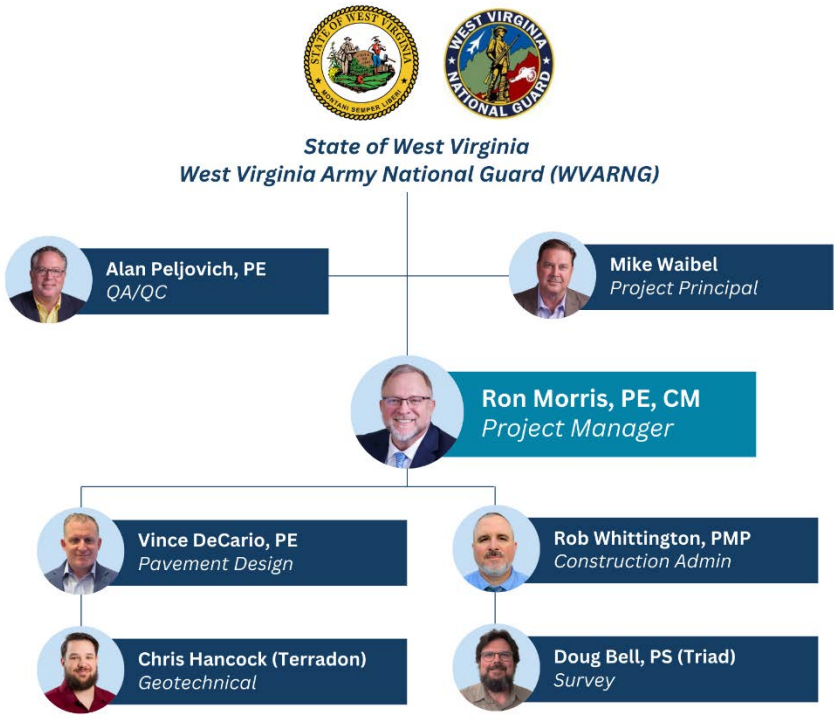
ADCI has never had a change order related to one of our designs in the state of WV.

During design, the first effort is to gain a complete understanding of the scope of work as negotiated with WVARNG, the estimated construction budget, the site and its potential challenges, and the regulations or standards that govern the project. **Our Project Principal and Project Manager will take the lead role in discussing task assignments with WVARNG to fully understand the scope and will subsequently develop a detailed written scope of work document with associated design fees.** When engaging our Subconsultants, Terradon and Triad, we will ensure that their senior level personnel are involved in their respective scope of work and fee derivation. Recently we have held kickoff meetings for price proposals with virtual Microsoft Teams meetings. We make sure everyone understands the scope of work and the client's expectations. This is where we openly discuss challenges, pitfalls, and potential efforts which may be required to resolve a design constraint or concern.

For task assignments where the scope of the project is not clearly defined or there are multiple design alternatives being evaluated, we have suggested to our clients an initial fee approval to the 35% or preliminary design phase submission. This allows design to progress to a stage where the remaining project design scope is entirely understood, and a more accurate task proposal can be developed. This ensures there are no surprises to the design team or WVARNG on a submitted fee proposal. Site visits are an important element, along with review of as-built documents, of the fee development stage so the designers can see the project area and limits firsthand.

Organizational Chart

The proposed project Organizational Chart is below, detailed resumes for all Key Personnel proposed will follow this page.



4

Section 4
Staff Qualifications & Experience

Mike Waibel

Project Principal

Firm
ADCI

Years of Experience
Total: 37
With ADCI: 4

Education
B.S., Geography and Environmental Planning, Towson University

M.S., Geography and Environmental Planning, Towson University

Overview

Mike has over three (3) decades of experience in the planning, design, and construction management of improvements at 70 airports nationwide, **including past work at Camp Dawson Army Airfield.** He has authored more than ten (10) Master Plans and updated over fifteen (15) Airport Layout Plans (ALPs), providing tailored airfield planning and design solutions for a wide variety of airports, including many in the West Virginia region. His expertise includes environmental assessment, runway length analysis, obstruction analysis, airfield condition assessment, forecasting, Air Traffic Control Tower (ATCT) siting, NAVAIDs, benefit/cost analysis, federal and local funding procedures, and land acquisition.

Relevant Experience

Camp Dawson Army Airfield (3G5), *Preston, WV*

Helicopter Movement and Parking Analysis. ADCI performed an analysis of the planned marking enhancement for Camp Dawson and whether the geometry of the proposed marking meets Federal Aviation Administration (FAA) criteria for Heliport Design (As included in FAA Advisory Circular 150/5390-2C, Heliport Design). As **Project Manager**, Mike and the team developed four (4) options to increase the separation of the two (2) taxiway centerlines (east and west).

Summersville Airport (SXL), *Summersville, WV*

Airport Layout Plan (ALP) Update. Mike is the **Project Principal**, leading the design team in updating ALP plans and providing analysis of the airfield. Phasing plans and cost estimates are being developed for future projects.

Eastern West Virginia Regional Airport (MRB), *Martinsburg, WV*

Taxiway E Extension & Reconstruction. As **Project Principal**, Mike is currently overseeing the design for the reconstruction, widening, and extension of Taxiway E on the General Aviation (GA) side of Runway 8-26. Phase I of the program is complete, and construction will begin in Spring 2026. ADCI is completing the Phase II design and anticipates bidding Phase II in Summer 2026. The extension will provide a full-length parallel taxiway, improving safety by allowing GA aircraft to taxi without back-taxiing or crossing the runway. The scope of work includes excavation; drainage improvements; new pavement construction; airfield markings; and installation of airfield edge lighting.

West Virginia Air National Guard (WVANG) Landing Zone Lighting. Mike was the **Project Manager** for the siting design and installation of in-pavement marking and lighting to simulate a Landing Zone within the confines of the Runway 8-26 pavement. This project included design and construction management and inspection services.

West Virginia International Yeager Airport (CRW), *Charleston, WV*

On-Call Engineering Services. In his role as **Design Task Manager**, Mike has been part of over 10 tasks at CRW, serving as Design or Planning Lead. Tasks have included the design of a new Snow Removal Equipment Building, improvements to the Fuel Farm, a Planning Study for a Terminal Replacement, multiple ALP updates, installation of a second baggage belt, and renovations of the non-secure side public restrooms. In his role, Mike is responsible for ensuring all plans are in conformance with State and FAA standards, and that available funding is maximized.

West Virginia Army National Guard (WVARNG) Apron Expansion. Mike was the **Project Planner** for the expansion of the WVARNG Apron at CRW. ADCI's scope of work included rerouting utilities and installing an underground deicing tank to enhance operational efficiency and environmental compliance. Mike also provided coordination between WVARNG and CRW.

Ron Morris, PE, CM

Project Manager

Firm
ADCI

Years of Experience
Total: 34
With ADCI: 3

Education
B.S., Structural Engineering, Penn State University

Professional License
Professional Engineer, MD, License # 5861513; *Also licensed in 6 other States.*

AAAE, Certified Member

OSHA-10 Hour Certified

Student Pilot / FF-4671650

Military Service
Department of the United States Army, Army National Guard (ANG) Infantryman; Scout / Sniper 1988-1996

Overview

Ron brings over three (3) decades of experience and has extensive experience in planning, design, program management, and construction management for dozens of airport projects throughout the Mid-Atlantic and Northeast US. Ron's proven construction phasing and pavement management expertise make him an excellent resource to the project team. His comprehensive background gives Ron the ability to understand quickly and fully how all the pieces must fit together for successful project implementation. He is well versed in the Federal Aviation Administration Rigid and Flexible Iterative Elastic Layer Design (FAARFIELD) pavement design software and airfield pavement management process.

Relevant Experience

West Virginia International Yeager Airport (CRW), *Charleston, WV*

Runway 5-23 Rehabilitation. As a part of ADCI's On-Call contract, Ron provided Quality Assurance/Quality Control (QA/QC) for the multi-phase design of the runway rehabilitation at CRW which included full-depth pavement rehabilitation; runway width reduction; runway safety area (RSA) and runway lighting improvements. Ron was also responsible for addressing Federal Aviation Administration (FAA) runway geometry design standards deficiencies.

Hagerstown Regional Airport (HGR), *Hagerstown, MD*

On-Call Aviation Engineering Services. As **Project Manager**, Ron is actively providing aviation engineering services, project management and construction management for various projects at HGR. Projects to date have included the Taxiway F Rehabilitation; Runway 9-27 Lighting and Signage Rehabilitation; Runway 2-20 Rehabilitation; Taxiway F Rehabilitation; Taxiway C Object Free Area (OFA) Rehabilitation; Aircraft Rescue and Firefighting Facility (ARFF) Building Demolition; Airport Operations Area (AOA) Fence/Access Gate Realignment; and the Northwest Quadrant Utility Expansion.

Dover Air Force Base (DOV), *Dover, DE*

Taxiway C Pavement Repairs. Ron was the **Senior Engineer** for the repair of Taxiway C at DOV, under the operational control of Air Mobility Command (AMC), which is home to the 436th Airlift Wing and is the busiest and largest air freight terminal in the Department of Defense. Rons' work on this Project included design reconstruction of the existing pavement to accommodate the increased operations and loads of the based C-5 aircraft.

Franklin Regional Airport Name (N68), *Chambersburg, PA*

Apron Rehabilitation. Ron is the **Construction Manager** and **Engineer of Record (EOR)** for the apron rehabilitation. The project includes the reconstruction of approximately 5,600 square yards of aircraft parking apron pavement; new subsurface underdrains; the installation of new in-pavement aircraft tie-down anchors; new surface painted markings; and the installation of all required temporary/permanent erosion and sediment (E&S) control and/or stormwater management features. In his role, Ron is responsible for construction management; FAA coordination; overseeing construction surveys and quality testing; reviewing Contractor payment applications; and serves as the liaison between the client and the Contractor throughout construction.

Alan Peljovich, PE
QA/QC

Firm
ADCI

Years of Experience
Total: 33
With ADCI: 10

Education
B.S., Civil Engineering, Georgia Institute of Technology

Professional License
Professional Engineer, **WV, License # 25312**; *Also licensed in 4 other States.*

Overview

Alan has served as Project Manager and provided QA/QC on many of the firm's airport assignments since joining ADCI in 2016. He has brought his expertise in airport planning, design, and construction management to facilitate the completion of complex facility projects with operational challenges at many airports in the Mid-Atlantic US region including **Camp Dawson Army Airfield (3G5) and West Virginia International Yeager (CRW) Airports. Alan is the Office Manager and Principal of the West Virginia Office.** Alan's technical skills, combined with his mastery of coordinating and resolving issues with key stakeholders based on solid relationships and personalized service, has earned him a reputation of being a "go to" consultant.

Relevant Experience

Camp Dawson Army Airfield (3G5), *Preston, WV*

Helicopter Movement and Parking Analysis. As **Project Director**, Alan analyzed Camp Dawson's planned markings for Federal Aviation Administration (FAA) compliance, discovering a shortfall of UH60 helicopter taxiway separation criteria, which allows only a 5-foot wingtip clearance. Alan provided QA/QC for the development of four (4) options and coordinated with Stakeholders to determine that best option would be shifting the West Taxiway centerline five (5) feet towards the runway and the East Taxiway centerline five (5) feet towards the fuel pads, providing a fifteen (15) foot wingtip clearance.

West Virginia International Yeager Airport (CRW), *Charleston, WV*

On-Call Engineering Services. ADCI has been providing design, program management, and construction management and inspection (CMI) services to CRW since 2017. As **Program Manager**, Alan has led the team on many projects including the: Runway 5 Runway Safety Area (RSA) Improvements, Runway 5-23 Rehabilitation, Master Plan Update (MPU), Terminal Improvement Program, General Aviation Apron Rehabilitation and Pavement Management Plan. Alan led the airfield engineering team that developed an interim solution to restore the failed RSA on the Runway 5 end. The project involved construction of an 82-foot retaining wall with Geofoam backfill and installation of an Engineered Materials Arresting System (EMAS) bed. The project relocated the existing glideslope, replace the visual approach slope indicator (VASI) system with a new Federal Aviation Administration (FAA) precision approach path indicator (PAPI) and restore the instrument landing system (ILS) approach which has been out of service since 2012. The Runway 5 RSA Improvements were followed by Runway 5-23 Rehabilitation, where Alan served as the Program Manager for coordination with FAA Headquarters, Air Traffic Organization (ATO) and Beckley Airport District Office (ADO).

Martin State Airport (MTN), *Middle River, MD*

Runway 15-33 Rehabilitation. ADCI provided Program Management, Civil Engineering, and Construction Administration services for this fast-track project, which leveraged a grant from the Department of Defense to rehabilitate Runway 15-33 at MTN. This project was vital in supporting the Maryland Air National Guard (MDANG) operations by improving the runway's infrastructure to accommodate larger military aircraft in the future. Alan was the **Program Manager** and was responsible for oversight throughout the project and coordination with the Airport, MDANG, and the design team.

Vince DeCario, PE

Project Engineer

Firm
ADCI

Years of Experience
Total: 22
With ADCI: 2

Education
B.S., Civil Engineering Technology, University of Pittsburgh at Johnstown

Professional License
Professional Engineer, PA, License # 080609

Overview

Vince has over 20 years of aviation engineering experience and has implemented all phases of airport development, both airside and landside, including planning, design, environmental, bidding and construction management. He is skilled in coordinating large and small projects with stakeholders and providing management and guidance. Along with his deep understanding of Federal Aviation Administration (FAA) standards and regulations, Vince is also knowledgeable in the Unified Facilities Criteria (UFC) for Airfield and Heliport Planning and Design.

Relevant Experience

Eastern West Virginia Regional Airport (MRB), *Martinsburg, WV*

Taxiway E Extension & Reconstruction. As **Deputy Project Manager**, Vince is responsible for the design and bidding for the reconstruction, widening, and extension of Taxiway E on the General Aviation (GA) side of Runway 8-26. The extension will provide a full-length parallel taxiway, improving safety by allowing GA aircraft to taxi without back-taxiing or crossing the runway. ADCI's scope of work includes erosion control; excavation; drainage improvements; new pavement construction; airfield markings; and installation of airfield edge lighting. Upgrades to the existing electrical vault will also be made to accommodate the new lighting circuits.

West Virginia International Yeager Airport (CRW), *Charleston, WV*

Pavement Management Plan. Vince served as **Pavement Design Engineer** and developed a comprehensive Airport Pavement Management System (APMS) using the Pavement Condition Index (PCI) method. The APMS was utilized to maintain airfield pavement in a condition acceptable to the flying public at the lowest life cycle cost. By implementing this system, the Central West Virginia Regional Airport Authority (CWVRAA) was able to effectively communicate pavement conditions and maintenance needs to the FAA, providing justification for funding.

Hagerstown Regional Airport (HGR), *Hagerstown, MD*

On-Call Aviation Engineering Services. As **Deputy Project Manager**, Vince is providing aviation engineering services, project management and construction management. Projects include Runway 2-20 Rehabilitation; Runway 9-27 Lighting Rehabilitation; Taxiway F Rehabilitation; Taxiway C Rehabilitation; and the Northwest Quadrant Utility Expansion. For the Runway 2-20 Rehabilitation, Vince is providing design and bidding services. Runway 2-20 at HGR serves as the crosswind runway, is used as an alternate for "special" airport guests, accommodates GA aircraft and helicopter operations.

United States Coast Guard (USCG) Tactical Line

Aviation Assets and Pavement Inspections. This project included comprehensive evaluation of aviation assets and airfield pavements at U.S. Coast Guard Air Stations. Pavement inspections were performed utilizing the Pavement Condition Index (PCI) methodology in accordance with industry standards with data incorporated into the PAVER pavement management software. Predictive models within PAVER were applied to forecast pavement deterioration and develop proactive maintenance strategies. Pavement conditions were further assessed based on funding scenarios provided by the USCG Aviation Tactical Line Leader. Recommendations for rehabilitation work over the next three (3) to six (6) years were made to ensure the pavement remains at or above the established critical PCI rating. Additionally, aviation assets were assessed to determine the optimal timing for replacement or rehabilitation.

Rob Whittington, Jr., PMP

Construction Administration

Firm
ADCI

Years of Experience
Total: 33
With ADCI: 1

Education
B.S., Industrial Technology (Construction Management), West Virginia State College

M.S., Architecture (Construction Management), Virginia Polytech Institute and State University

Professional License
Project Management Professional (PMP)

Overview

With 33 years of construction and project management experience, Rob is a skilled Project Manager known for delivering complex construction projects on time and under budget. He has saved Federal agencies millions through expert contract negotiations. Rob has earned formal recognition from senior judiciary officials and consistently receives top performance ratings. Rob is a life-long West Virginia resident, working exclusively in the West Virginia Construction industry. With a Project Management Professional (PMP) certification and extensive experience managing multi-million-dollar projects, he excels at value engineering and leading large contracts. His leadership and dedication have made a lasting impact on construction projects.

Relevant Experience

West Virginia International Yeager Airport (CRW), *Charleston, WV*

On-Call Engineering Services. Rob is serving as the **Program Manager** at CRW Airport. In this role, Rob is providing on-site support, design input, bidding, grant management, and construction management. Projects have included: Drainage Improvements; Snow Removal Equipment (SRE) Development; Terminal Improvements, including Terminal Curbside and Terminal Elevator Improvements; and General Aviation (GA) Apron.

General Services Administration (GSA), *Charleston, WV*

Facilities Field Office Manager. In his role as **Facilities Field Office Manager**, Rob oversaw 2.2 million rentable square feet of Federally owned space and 4.4 million square feet of leased space across a 39,335-square-mile region covering West Virginia, southwestern Virginia, and western Maryland. He managed daily Field Office operations, leading 27 federal employees and coordinating with central and regional office staff, along with overseeing 150 maintenance and custodial contractors. Rob directed property management and O&M activities in government-owned facilities and ensured quality assurance in leased facilities. He managed construction and improvement programs funded through BA54 and BA61, coordinating budgets and projects with engineering, contracting, and facility teams. Rob also served as the main liaison for Regional Office initiatives and addressed complex service issues from federal clients such as the Federal Bureau of Investigations (FBI), Internal Revenue Service (IRS), Social Security Administration (SSA) and Veterans Administration (VA). Additionally, Rob administered successful safety and environmental programs related to radon, asbestos, lead, and occupational health.

Construction Services Manager. Rob supervised nine (9) construction representatives and managed their workload across the entire geographic area of the Field Office (FO). He successfully led the BA54 Repair and Alteration (R&A) and BA80 Reimbursable Work Authorization (RWA)-funded construction programs and administered project assignments for all RWA funded projects. Rob planned and facilitated monthly FO project meetings, aligning efforts among FO staff, construction representatives, building and lease managers, acquisition and contracting personnel, regional project engineers, and operations managers to ensure the successful delivery of all ongoing projects.

5 Section 5
Experience in Completing Similar Projects & Client References

Runway 5-23 Rehabilitation

West Virginia International Yeager Airport (CRW), *Charleston, WV*

Type of Project
Pavement Rehabilitation

Project Goals & Objectives
- Pavement rehabilitation and reconstruction
- New LED lighting infrastructure
- VISAID Replacement

Project Manager
Alan Peljovich, PE

Reference Contact
Central West Virginia Regional Airport Authority (CWVRAA)
Dominique Ranieri, ESQ,
Airport Director & CEO
dominique@yeagerairport.com
(304) 344-8033

Project Description
ADCI has provided planning, design, and construction management and inspection (CMI) services at West Virginia International Yeager Airport (CRW) since 2017. ADCI was initially a key Subconsultant on the Runway 5 Runway Safety Area (RSA) Program, then transitioned to the Prime Consultant based on our performance. ADCI currently serves as one of the airport's Federal On-call Design Consultants to design and oversee their Airport Capital Projects, including development of the Airport Capital Improvement Plan (ACIP), grant administration, consultant management, peer and constructability plan reviews, and regular coordination and reporting to CRW Airport stakeholders.

After the successful completion of the RSA Reconstruction project, ADCI was requested to develop a Pavement Management Plan (PMP) for Runway 5-23, along with a corresponding Capital Improvement Program (CIP) for the recommended rehabilitation projects. ADCI was then selected to lead the detailed design and inspection services for the comprehensive multi-year pavement Rehabilitation of Runway 5-23. ADCI managed construction of the 100% AIP funded Packages 1, 2, and 3. ADCI was responsible for all design, permitting, and FAA coordination for the project. ADCI also provided annual emergency patching design and inspection services for repairs to maintain the runway until the final reconstruction was completed. The result of the multi-year effort is a complete reconstruction of the runway, installation of new LED lighting infrastructure, connecting pavement rehabilitations, VISAID replacement, and standards compliance.

To reduce impacts to airport operations, the majority of the paving was completed during weekend closures. CRW planned and coordinated eight (8) closures with the airlines nine (9) months in advance of the construction. Six (6) runway closures were required, and two (2) additional closures were scheduled in case of adverse weather conditions during the construction phase. During each closure, West Virginia Paving mobilized a large crew quickly to accomplish the maximum amount of paving in each 36-hour construction window. Overall, the project completed 100,000 square-yards of milling, 22,000 tons of asphalt paving, 16,000 linear-feet of lighting conduit, and 13,000 square-feet of pavement markings. Additionally, a Primary Airport Control Station (PACS) and a Secondary Airport Control Station (SACS) monuments were installed in the pavement to improve future survey control on the airfield. ADCI maintained a constant presence of engineers and inspectors on site throughout construction to ensure project quality and respond to questions or issues that arose in the field.

All work was completed without unplanned aircraft operational disruption despite the airport having only one runway. ADCI ensured that the project was completed on schedule and under budget. ***The project was recognized at the West Virginia Airport Managers Association (WVAMA) Engineering Showcase (2023) and Mid-Atlantic Masterpiece (2023).***

Taxiway E Extension & Reconstruction

Eastern West Virginia Regional Airport (MRB), *Martinsburg, WV*

Type of Project
Taxiway Reconstruction and Extension

Project Goals & Objectives

- Eliminate back-taxing down Runway 8-26
- Provide full length parallel Taxiway on GA side of airfield
- Eliminate hot spots and direct access from Terminal Apron to Runway 8-26
- Eliminate impacts to WVARNG operations while taxing to each Runway end

Project Manager
Vince DeCario, PE

Reference Contact
Eastern West Virginia Regional Airport Authority (EWVRAA)
Dennis Bradford, Director of Airport Operations & Maintenance
dbradford@flymrb.com
(304) 262-2507

Project Description
This project includes the design of the Reconstruction and Extension of Taxiway E at Eastern West Virginia Regional Airport. Taxiway E is a partial parallel taxiway located on the south (civilian/GA) side of Runway 8-26. Currently, the only full-length parallel taxiway serving Runway 8-26 is Taxiway A, which is located on the **West Virginia Air National Guard (WVARNG)** side of the airfield.

Under existing conditions, civilian aircraft must either back-taxi on the runway to reach departure ends or cross Runway 8-26 to access Taxiway A. The development of a full-length parallel taxiway on the civilian side will eliminate routine back-taxi operations, enhance safety and operational efficiency, and allow general aviation aircraft to taxi and queue without impacting WVARNG operations.

ADCI has supported the Eastern West Virginia Airport Authority (EWVAA) in securing a federal earmark for the project and satisfying Federal Aviation Administration (FAA) requirements, including airspace approval, Airport Layout Plan (ALP) pen-and-ink revisions, and completion of environmental assessment documentation and permitting.

Phase I of the program, which includes the reconstruction and structural strengthening of the existing portion of Taxiway E, has been designed and bid, with construction anticipated to begin in Spring 2026. ADCI is currently advancing Phase II design, which entails extending Taxiway E east to the Runway 26 end. Phase II is anticipated to be advertised for bid in Summer 2026.

In addition, ADCI previously completed a programmatic preliminary design for the four (4) subsequent phases necessary to extend Taxiway E into a full-length parallel taxiway along the general aviation side of the airfield, providing a comprehensive framework for future implementation.

Runway 2-20 Rehabilitation

Hagerstown Regional Airport (HGR), *Hagerstown, MD*

Type of Project
Pavement Rehabilitation

Project Goals & Objectives

- Maintain the existing Runway Width
- Extended Pavement Life
- Update Airport Layout Plan (ALP)

Project Manager
Ron Morris, PE, CM

Reference Contact
Washington County, MD
Neil Doran, Airport Director
ndoran@washco-md.net
(240) 313-2777

Project Description

As the Prime Consultant, ADCI has been at the forefront of providing comprehensive project management, planning, design, and construction management and inspection (CMI) services for three (3) consecutive multi-year Airport continuing services contracts at Hagerstown Regional Airport (HGR). ADCI's assignments have encompassed the rehabilitation of nearly all operational pavements, along with significant involvement in both the design and construction management and inspection of all airfield projects at HGR.

This project includes reconstruction and/or rehabilitation of existing Runway 2/20 outside the limits of Runway 9/27. This Runway is 3,165 feet long by 100-foot-wide and is a Runway Design Code (RDC) B-II-VIS- Small. The runway was recently reclassified to the "Small" category as a part of Pen & Ink Update No. 20 to the Airport Layout Plan (ALP) and approved by the Federal Aviation Administration (FAA) on September 9, 2025. Given that the Runway is only required to be 75 feet wide to meet standards, the runway width was analyzed and a Life Cycle Cost Analysis (LCCA) prepared and submitted to the FAA as part of this Project. As a result of the LCCA, the FAA agreed to keep the Runway paved surface at 100 feet wide. Runway 2/20 at HGR serves as the crosswind runway, is used as an alternate for "special" airport guests and accommodates General Aviation (GA) aircraft and helicopter operations. It intersects HGR's primary runway, Runway 9/27, near the midpoints of each runway and is served by parallel Taxiway C and connector Taxiways C1, C2, F, A, and M. It is anticipated that the Project will include mill and overlay, crack repair, deeper patch repairs as needed, edge lighting replacement, airfield signage replacement, supplemental wind cone replacement, the replacement of the cables (in existing can and homerun conduit system) and Constant Current Regulator (inside the existing electrical vault) for the Runway 2-20 circuit and new surface painted markings. Runway 2/20 is a critical asset to HGR and can accommodate most of the based GA aircraft and is being designed to meet the current and future demands at HGR in accordance with the current approved Airport Layout Plan (ALP). The 3,165 foot runway is anticipated to begin construction in Fall 2026.

Runway 15-33 Rehabilitation

Martin State Airport (MTN), *Middle River, MD*

Type of Project
Pavement Rehabilitation and Extension

Project Goals & Objectives
- Runway extension
- Upgraded lighting systems
- Strengthen runway pavement

Project Manager
Alan Peljovich, PE

Reference Contact
Maryland Aviation Administration (MAA)
Paul Shank, PE, CM, Chief Engineer
pshank@bwiairport.com
(410) 859-7061

Project Description
ADCI provided Program Management, Civil Engineering, and Construction Administration services for this fast-track project, which leveraged a $32 million grant from the Department of Defense to rehabilitate Runway 15-33 at MTN. This project was vital in supporting the Maryland Air National Guard (MDANG) operations by improving the runway's infrastructure to accommodate larger military aircraft in the future.

The team participated in several planning studies to develop a phased approach to achieve an eventual extension of the runway to provide the necessary length for continued military operations. The first phase was to rehabilitate the full length of the runway pavement, which had not been rehabilitated in over 20 years, while addressing several standards deficiencies to ensure safer and more efficient operations. ADCI served as the overall Program Manager for the project and also provided comprehensive civil design services for the runway rehabilitation. The design scope included pavement design, geometric design of connecting taxiways, grading and drainage plans, pavement markings, and coordination with electrical design to provide new LED runway elevated edge lights and airfield signs and a new ductbank to the airfield lighting vault. The connecting taxiway to the MDANG apron was reconstructed in concrete to provide added pavement strength for the military aircraft. ADCI developed a construction phasing plan in coordination with airport stakeholders which included a 21-day full runway closure to perform the final lifts of paving and ensure the highest quality construction on the runway.

The ADCI team provided support during construction by closely coordinating with airport stakeholders, managing project budget and schedule, reviewing submittals, responding to requests for information, and settling concerns which arose in the field. ADCI also provided an experienced civil construction inspector to support the Construction Management and Inspection team during paving operations. During the 21-day closure, frequent coordination calls and site visits were held to ensure that all issues were resolved quickly to maintain construction progress. Due to the diligent work of the construction team, the runway was reopened on time without incident. This project greatly enhanced the current operations at MTN and is a critical step toward the eventual runway extension to further support military mission requirements. ***The project was recognized with the Maryland Quality Initiative (MdQI) MBE/WBE Engineering Award.***

Apron Rehabilitation

Franklin Regional Airport (N68), *Chambersburg, PA*

Type of Project
Pavement Reconstruction

Project Goals & Objectives
- Increase Operational Efficiency
- Extend Pavement Life

Project Manager
Ron Morris, PE, CM

Reference Contact
Susquehanna Area Regional Airports Authority (SARAA)
Louis Pirozzi, PE, Deputy Director of Engineering
louis.pirozzi@saraa.org
(717) 580-8576

Project Description

ADCI has been providing Professional Engineering services for Susquehanna Area Regional Airport Authority (SARAA) Airports including Harrisburg International (HIA); Capital City (CXY); Franklin County (N68), and Gettysburg Regional (GRA) airports as a Prime Consultant since 2020. ADCI's scope includes general administration, civil and electrical engineering, as well as airport planning and construction management and inspection (CMI) services.

ADCI provided Design, Bidding and CMI services for the apron rehabilitation at Franklin Regional Airport (N68). The goal of this project was to protect and enhance the safety of the Airport, its users, and extend the life of the airfield pavement.

The project entailed the reconstruction of approximately 5,600 square-yards of aircraft parking apron pavement, new subsurface underdrains, the installation of new in-pavement aircraft tie-down anchors, new surface painted markings, and the installation of all required temporary and permanent erosion and sediment control and/or stormwater management features. Several rehabilitation and reconstruction options were evaluated as a part of this Project based on desired useful life, forecasted operations, subsurface conditions, environmental factors and costs. The selected alternative reduced the potential for limited pavement life through improved frost protection against the underlying fat clay soils. Efficiency of the paved surface was increased through realignment of the taxilane centerline and reconfiguration of the aircraft tie-down positions to allow for two (2) additional spots for the Beechcraft 200 Super King aircraft (wingspan of 54.5') and two (2) additional spots for the Cessna 182 (wingspan of 36').

All aspects of this project were completed in 2024.

6 Section 6
Copies of Staff Certifications

Tab 6: Copies of Staff Certifications

Ron Morris, PE, CM – Project Manager
Professional Engineer – Maryland, #32705

Maryland
DEPARTMENT OF LABOR

LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND

MARYLAND DEPARTMENT OF LABOR

Wes Moore
Governor
Aruna Miller
Lt. Governor
Portia Wu
Secretary

STATE BOARD FOR PROFESSIONAL ENGINEERS
CERTIFIES THAT:
RONALD N MORRIS

IS AN AUTHORIZED: 05- PROFESSIONAL ENGINEER

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
32705	02-21-2028	N/A	6599351

Signature of Bearer

Secretary

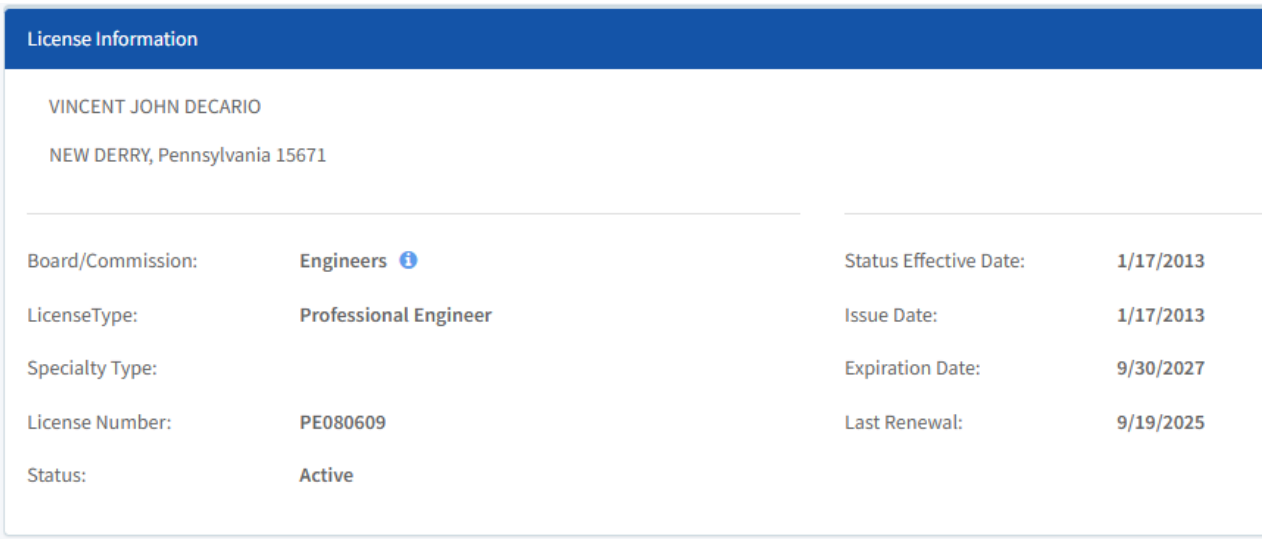
WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

Alan Peljovich, PE – QA/QC
Professional Engineer – West Virginia #025312

Search: Details

Name:	ALAN ERIC PELJOVICH
WV Professional Engineer:	**PE License Number:** 025312
	PE License Status: Active
	PE Issue Date: 05/13/2022
	PE Expiration Date: 12/31/2026
Continuing Education Claim:	**Qualifying Hours from Last Renewal or Reinstatement:** 30.00
	Carryover Hours for Next Renewal: 0.00
	Last Renewal or Reinstatement Date*: 12/14/2024
WV Engineer Intern:	**EI Certification Number:**
	EI Issue Date:
Primary Address of Record:	12204 APPALOOSA DRIVE REISTERSTOWN, MD 21136
Primary Employer of Record:	AIRPORT DESIGN CONSULTANTS, INC.

Vince DeCario, PE – Project Engineer
Professional Engineer – Pennsylvania, #080609



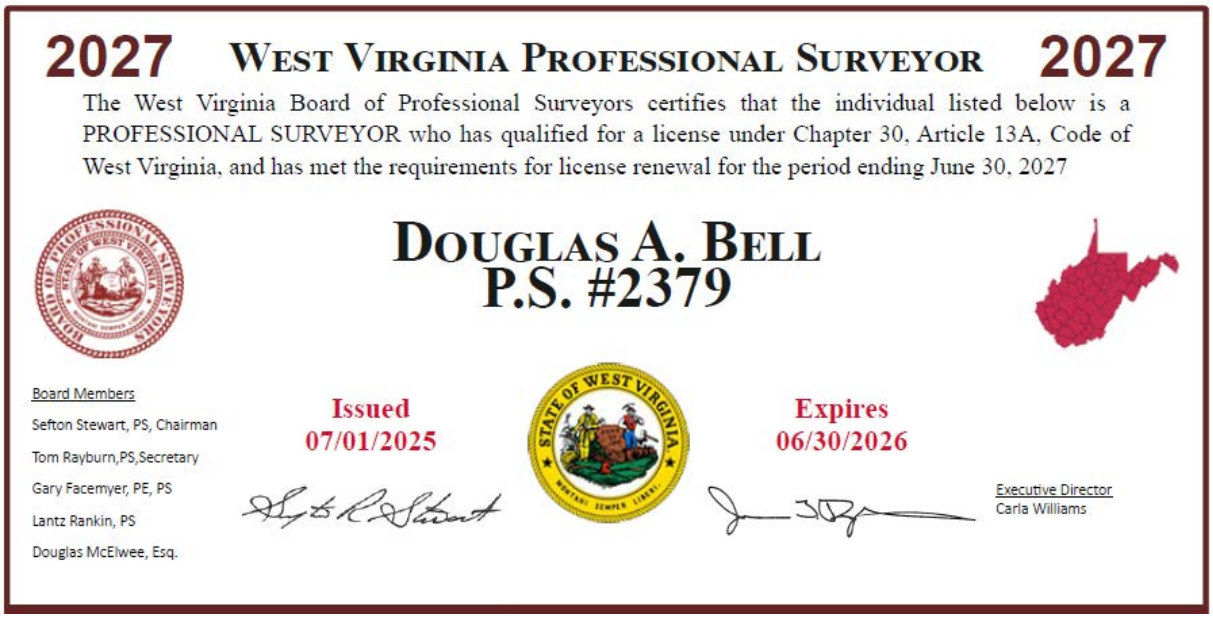
License Information

VINCENT JOHN DECARIO

NEW DERRY, Pennsylvania 15671

Board/Commission:	Engineers	Status Effective Date:	1/17/2013
LicenseType:	Professional Engineer	Issue Date:	1/17/2013
Specialty Type:		Expiration Date:	9/30/2027
License Number:	PE080609	Last Renewal:	9/19/2025
Status:	Active		

Doug Bell, PS – Survey
Professional Surveyor – West Virginia #2379



2027 WEST VIRGINIA PROFESSIONAL SURVEYOR 2027

The West Virginia Board of Professional Surveyors certifies that the individual listed below is a PROFESSIONAL SURVEYOR who has qualified for a license under Chapter 30, Article 13A, Code of West Virginia, and has met the requirements for license renewal for the period ending June 30, 2027

DOUGLAS A. BELL
P.S. #2379

Board Members
Sefton Stewart, PS, Chairman
Tom Rayburn,PS,Secretary
Gary Facemyer, PE, PS
Lantz Rankin, PS
Douglas McElwee, Esq.

Issued 07/01/2025

Expires 06/30/2026

Executive Director
Carla Williams

DESIGNATED CONTACT: Vendor appoints the individual identified in this Section as the Contract Administrator and the initial point of contact for matters relating to this Contract.

(Printed Name and Title) Ron Morris, PE, CM, Project Manager

(Address) 1800 JFK Blvd., Suite 444, Philadelphia, PA 19103

(Phone Number) / (Fax Number) (717) 979-5465

(email address) rmorris@adci-corp.com

CERTIFICATION AND SIGNATURE: By signing below, or submitting documentation through *wv*OASIS, I certify that: I have reviewed this Solicitation/Contract in its entirety; that I understand the requirements, terms and conditions, and other information contained herein; that this bid, offer or proposal constitutes an offer to the State that cannot be unilaterally withdrawn; that the product or service proposed meets the mandatory requirements contained in the Solicitation/Contract for that product or service, unless otherwise stated herein; that the Vendor accepts the terms and conditions contained in the Solicitation, unless otherwise stated herein; that I am submitting this bid, offer or proposal for review and consideration; that this bid or offer was made without prior understanding, agreement, or connection with any entity submitting a bid or offer for the same material, supplies, equipment or services; that this bid or offer is in all respects fair and without collusion or fraud; that this Contract is accepted or entered into without any prior understanding, agreement, or connection to any other entity that could be considered a violation of law; that I am authorized by the Vendor to execute and submit this bid, offer, or proposal, or any documents related thereto on Vendor's behalf; that I am authorized to bind the vendor in a contractual relationship; and that to the best of my knowledge, the vendor has properly registered with any State agency that may require registration.

By signing below, I further certify that I understand this Contract is subject to the provisions of West Virginia Code § 5A-3-62, which automatically voids certain contract clauses that violate State law; and that pursuant to W. Va. Code 5A-3-63, the entity entering into this contract is prohibited from engaging in a boycott against Israel.

Airport Design Consultants, Inc.
(Company)

Alan Peljovich
(Signature of Authorized Representative)

Alan Peljovich, PE, Assistant Vice President
(Printed Name and Title of Authorized Representative) (Date)

(410) 935-6975
(Phone Number) (Fax Number)

apeljovich@adci-corp.com
(Email Address)

WVOASIS

Prevent New Orders

Prevent New Orders: Yes

Registration Fee Details

Fee Exempt: false

Registration Application Date: 02/23/2026

Registration Effective Date: 02/23/2026

Registration Expiration Date: 02/23/2027

Click here to renew vendor registration fees

Vendor Compliance Holds

Tax Clearance: false

Prevent New Orders: Yes

Unemployment Insurance: false

Worker's Compensation: false

Secretary of State Registration: false

Federal Debarred: false

Payment Withholding

Existing Payment Hold: No

1099 Backup Withholding: No