

ORIGINAL



STATEMENT OF QUALIFICATIONS

**Interstate 64 Capacity Improvements – Segment II**  
A Design-Build Project

From: 1.05 miles west of Route 199 (Humelsine Parkway)  
To: 0.54 miles East of Route 238 (Yorktown Road)

Newport News, York County and James City County, Virginia

State Project No.: 0064-965-264, P101, R201, C501, B627, B628, B629, B630, B631, B632, B633, B634, B635, D603, D604, D605, D606, D607, D608

Contract ID No.: C00106665DB82

Due: May 28, 2015



**ATTACHMENT 3.1.2**

**Project: 0064-965-264, Contract ID#: C00106665DB82**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	2 (of original pdf including cover)
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	5
<b>Letter of Submittal (on Offeror's letterhead)</b>				7
Authorized Representative's signature	NA	Section 3.2.1	yes	7
Offeror's Point of Contact information	NA	Section 3.2.2	yes	7
Principal Officer information	NA	Section 3.2.3	yes	7
Offeror's corporate structure	NA	Section 3.2.4	yes	7
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	7
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	27
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	30
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	43
Evidence of obtaining bonding	NA	Section 3.2.9	no	46
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	50

**ATTACHMENT 3.1.2**

**Project: 0064-965-264, Contract ID#: C00106665DB82**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	53
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	70
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	80
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	7
<b>Offeror's Team Structure</b>				
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	85
Key Personnel Resume – Responsible Charge Engineer	Attachment 3.3.1	Section 3.3.1.2	no	87
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	89
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	91
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	93
Key Personnel Resume – Maintenance of Traffic Manager	Attachment 3.3.1	Section 3.3.1.6	no	95
Organizational chart	NA	Section 3.3.2	yes	14 in pdf; 7 in numbered narrative
Organizational chart narrative	NA	Section 3.3.2	yes	13 in pdf; 6 in numbered narrative

**ATTACHMENT 3.1.2**

**Project: 0064-965-264, Contract ID#: C00106665DB82**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	98
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	102
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	18 in pdf; 9 in numbered narrative

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

RFQ NO. C00106665DB82  
PROJECT NO.: 0064-965-264

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

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

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

1. Cover letter of RFQ 04/21/2015  
(Date)
2. Cover letter of RFQ Addendum No.1 5/18/2015  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

Benjamin J. Carnazzo  
SIGNATURE

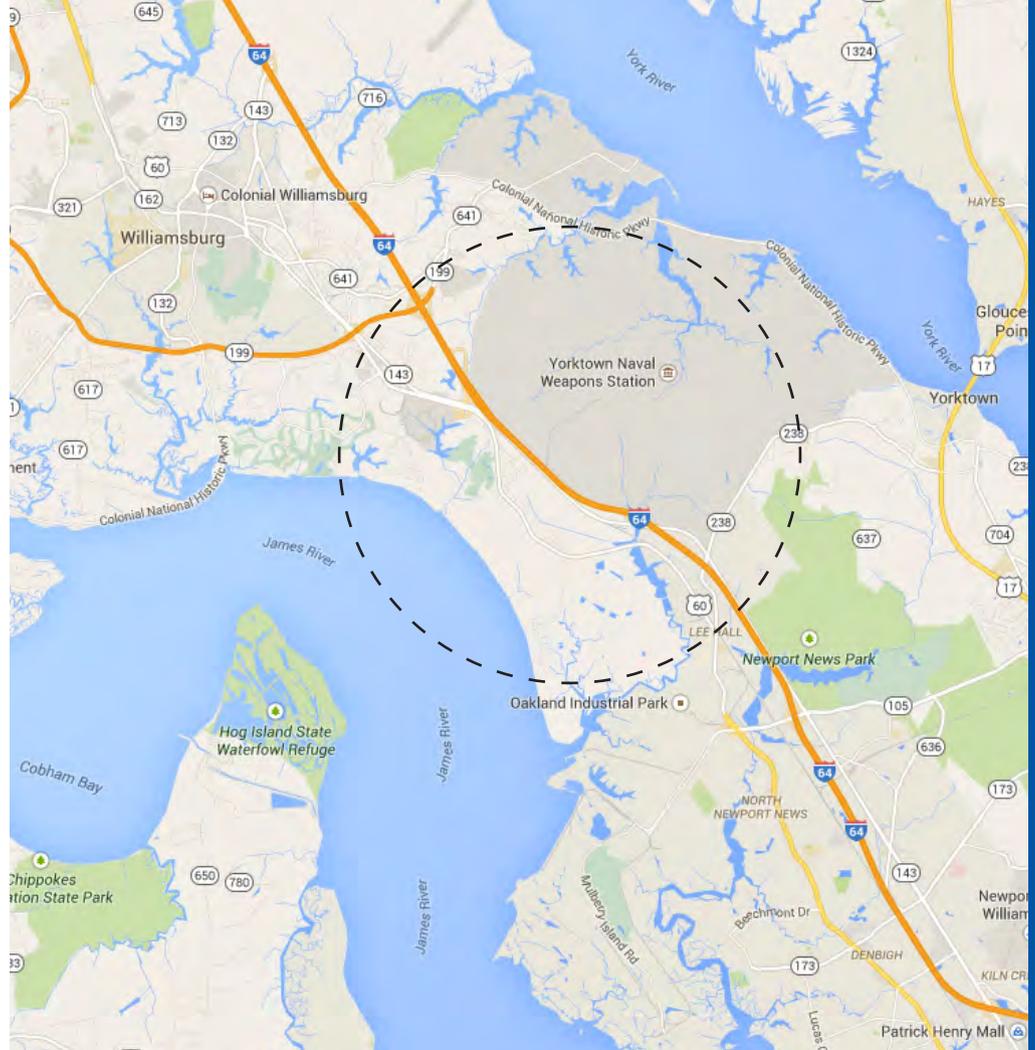
Benjamin J. Carnazzo

PRINTED NAME

5/28/2015  
DATE

Attorney In Fact

TITLE



## 3.2 Letter of Submittal

May 28, 2015



Joseph A. Clarke, PE, DBIA  
Alternate Project Delivery Office, Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

**RE: Interstate 64 Capacity Improvements—Segment II Statement of Qualifications: 3.2 Letter of Submittal**

Dear Mr. Clarke and Members of the Selection Committee:

Our team—Kiewit/Curtis, a Joint Venture—would love the chance to work with VDOT on this exciting project. As a challenging design-build interstate widening project, it is a great match to our strengths. Composed of Kiewit Infrastructure South Co., Curtis Contracting, Inc., Parsons Transportation Group, and subconsultants such as Clark Nexsen, Inc., our team combines national expertise with local knowledge in both design and construction. As a result, we understand the important role this major artery plays in the region to the residents, businesses, the military, and tourism. We can't wait to showcase our innovative ideas and ability to deliver projects faster than our competitors.

**3.2.4** Kiewit/Curtis, a Joint Venture, is comprised of Kiewit Infrastructure South Co. (KISC) and Curtis Contracting, Inc. Kiewit/Curtis will undertake financial responsibility and joint and several liability for the project. There are no liability limitations. Our bonding approach will be to provide 100% performance and payment bonds for the total contract value and time period.

**3.2.5** The lead contractor will be Kiewit/Curtis, a Joint Venture, with KISC as the JV lead, and the lead designer will be Parsons Transportation Group.

**3.2.6** Full legal names/addresses of all affiliated/subsidiary companies have been provided on Attachment 3.2.6 in the Appendix.

**3.2.7** Signed Certification Regarding Debarment Forms for primary and lower tiered covered transactions have been provided in the Appendix.

**3.2.8** KISC (Vendor no. G136) and Curtis (Vendor no. C333) are prequalified (active status) with VDOT. A screen print of our status on VDOT's Prequalified List have been provided in the Appendix.

**3.2.9** A letter from our surety that provides evidence that we are capable of obtaining a performance and payment bond for the current estimated contract value, and that these bonds will cover the project and any warranty periods has been provided in the Appendix.

**3.2.10** Virginia State Corporation Commission and Virginia Department of Professional and Occupational Regulations registration information are in Attachment 3.2.10. Copies of registrations and licenses are in the Appendix.

**3.2.11** Kiewit/Curtis is committed to achieving a 12% DBE participation goal for the entire value of the contract.

Thank you for the opportunity to submit our qualifications. We are eager to work hand-in-hand with VDOT, and demonstrate our history of delivering projects on time and on budget.

Sincerely,

**KIEWIT/CURTIS, A JOINT VENTURE**

Benjamin J. Carnazzo

Senior Vice President, Kiewit Infrastructure South Co. | Attorney in Fact, Kiewit/Curtis, a Joint Venture

**3.2.1 Full Legal Name and Address of Offeror**

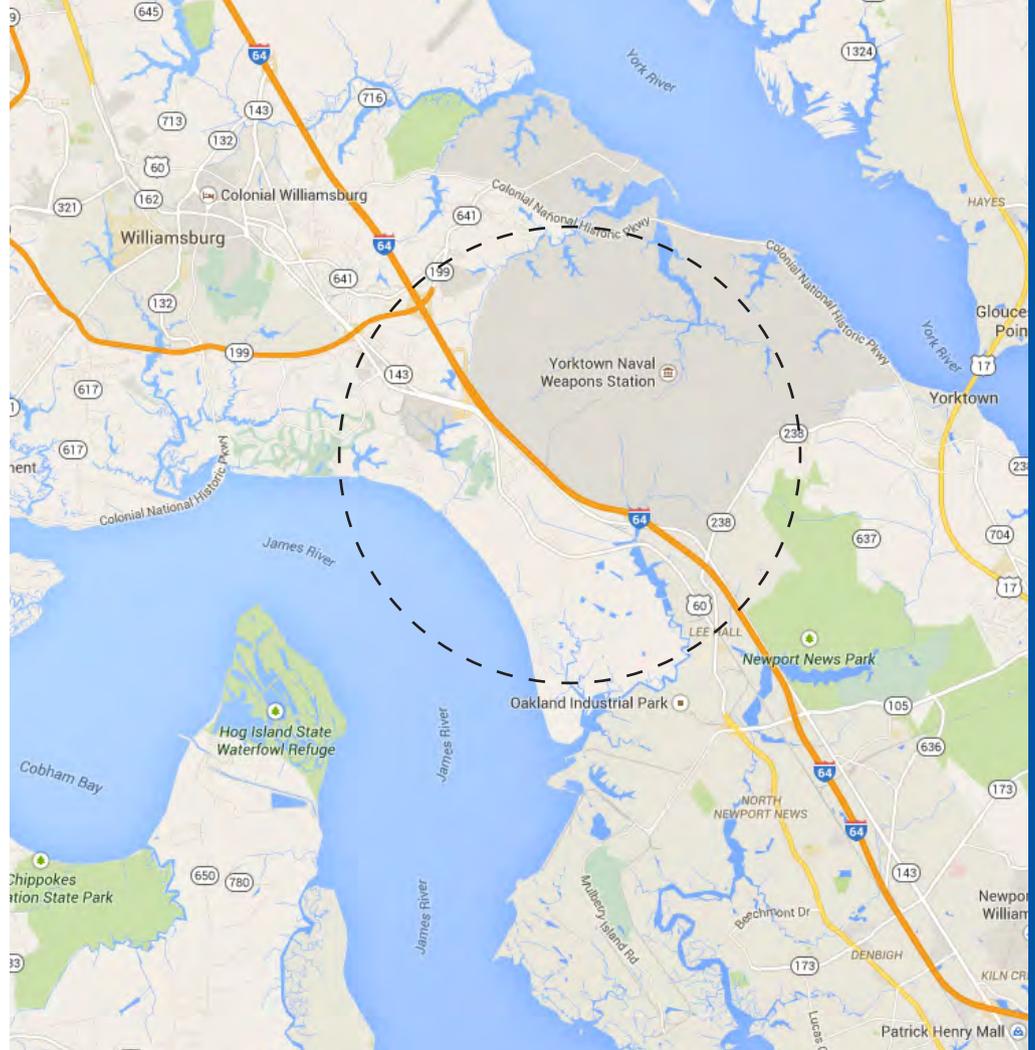
Kiewit/Curtis, a Joint Venture  
7250 Parkway Drive, Ste 310  
Hanover, MD, 21076  
P: 443-733-1574 | F: 443-740-9152

**3.2.2 Point of Contact**

Kevin Rozendaal, PE  
Design-Build Project Manager  
7250 Parkway Drive, Ste 310  
Hanover, MD, 21076  
P: 443-733-1574 | F: 443-740-9152  
Kevin.Rozendaal@kiewit.com

**3.2.3 Principal Officer**

Benjamin J. Carnazzo,  
Senior Vice President, Attorney in Fact  
Kiewit Infrastructure South Co.  
450 Dividend Drive  
Peachtree City, GA, 30269  
P: 770-487-2300 | F: 770-487-0005  
Ben.Carnazzo@kiewit.com



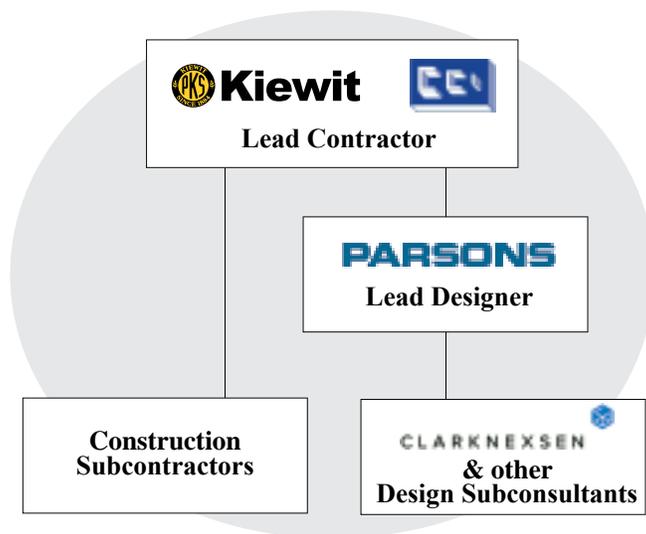
### 3.3 Team Structure



### 3.3 OFFEROR’S TEAM STRUCTURE

**Kiewit Infrastructure South Co. (KISC)**—a subsidiary of Kiewit Infrastructure Group, a wholly owned subsidiary of Kiewit Corporation (Kiewit)—has played a major role in building infrastructure throughout the Southeast. Since the 1970s, KISC has been building projects from Maryland to Florida and west to Louisiana, including numerous complex interstate widening, bridge rehabilitation and paving projects. KISC has worked throughout the Mid-Atlantic region on many successful high-profile projects. This includes our current joint venture, SKW, LLC, which is building the Elizabeth River Crossings project in Norfolk.

Employee-owned Kiewit has annual construction revenues in excess of \$10 billion and possesses sufficient bonding capacity for virtually any project. *Engineering News-Record* ranked Kiewit as the No. 2 Transportation Contractor and No. 3 Overall for 2014. Kiewit utilizes a decentralized network of district and area offices located across the country that allows operating subsidiaries to act as competitive local contractors with the backing of a financially stable, national firm. This nationwide network is based on geography and market type that optimizes the allocation of resources—including more than 10,000 salaried personnel, 15,900 craft personnel and the largest privately owned construction fleet in North America. ***What this means for VDOT and the I-64 Capacity Improvements Segment II project is that our team has an unmatched pool of resources that we can draw upon for rapid mobilization and giving us the flexibility to mitigate unexpected events, keeping your project on time and delivering on our promises.***



**Curtis Contracting, Inc.** (Curtis) is a local Hampton Roads general contractor focused in the disciplines of major roadway, site development and vertical construction projects. ***Curtis has more than 30 years of experience and has formed a successful partnership with VDOT while working together on hundreds of roadway projects across the state, including design-build experience on local projects of similar magnitude.*** Like Kiewit, Curtis sets itself apart from the competition by self-performing, and therefore controlling, a much larger percentage of the work by using its own labor and equipment. Curtis’s ability to self-perform roadway construction, paving, demolition, clearing, mass excavation, grading, site utilities, structures and concrete work gives our team the ability to control both the cost and schedule of the proposed work on the I-64 Segment II project.

Curtis’s operations, based in West Point, VA (approximately 20 miles from the project site), consists of a 50-acre campus where support facilities, full-service shop and an equipment fleet are ideally positioned. Curtis owns and operates its own asphalt plant, and will set up a portable plant to service this project. Curtis employs more than 290 personnel, from project managers and professional engineers to mechanics and laborers. The company has successfully completed in excess of 500 projects, and is currently wrapping up the nearby I-264 Pavement Rehabilitation DB Project for VDOT.

Lead Designer, **Parsons Transportation Group**, was ranked No. 10 in *Engineering News Record’s* 2015 list of Top 500 Design Firms and has been providing consulting engineering services to public and private clients since 1944. Parsons is a leader in diverse markets, and delivers design/design-build, program/construction management, and other professional services packaged in innovative, alternative delivery methods to their customers worldwide.

Within Virginia, Parsons has more than 36 years of full-service transportation consultant services experience having developed design plans throughout the Commonwealth including the Hampton Roads District. More importantly, ***the Parsons team has in-depth knowledge of the bridges in the area through their previous efforts on designing bridge widenings for I-64 HOV reversible lanes in Norfolk.*** Their key personnel have delivered design services on Virginia’s busiest roadways for dozens of projects over the past five years. In addition to the over 3,400 transportation experts across the firm to drawn upon as needed, Parsons has more than 200 professionals in the Commonwealth and staff in two local offices in the Hampton Roads area that can be focused on this project and your needs.



Headquartered in Virginia Beach, **Clark Nexsen, Inc.** is the largest Architecture & Engineering firm in the Hampton Roads area. Having full roadway, bridge and traffic engineering capabilities, they have been servicing the VDOT Hampton Roads District for over 20 years. They are also working on VDOT’s Annual District Bridge Inspection contract, and have inspected the bridges along the I-64 corridor. Parsons and Clark Nexsen began working together on the 22<sup>nd</sup> Street Bridge replacement project for Virginia Beach. Located in Hampton Roads since the 1950s, Clark Nexsen’s knowledge of the area, local military, trade and seasonal/tourism influences will prove invaluable during the development of our traffic management plans and effective public information strategies.

**Key Subconsultants**

Our team has carefully selected the following subconsultants to further enhance our team capabilities. These local firms have extensive VDOT and other relevant area experience that will further strengthen our core design-build team. Many of these subcontractors are also DBE and SWaM firms, which when coupled with construction subcontractors, will help enable us exceed the 12% DBE participation goal.

FIRM NAME AND ROLE	DBE	SWAM	DESIGN-BUILD EXP.	QUALIFICATIONS
Accompong Engineering Group, LLC <i>MOT and Utilities Engineering Assistance</i>	◆	◆	◆	AEG is a VA-based DBE/MBE firm providing professional services in transportation engineering and planning, civil engineering, and program/project management. They will play an important role in maintenance of traffic, the biggest risk on the project.
Hassan Water Resources, PLC <i>Stormwater Management / Drainage Engineering Assistance</i>	◆	◆	◆	HWR is a DBE and SWaM firm specializing in Water Resources and Environmental Impact consulting and engineering services. They were added to the team to help address drainage and storm water management, a significant risk to the project.
H&B Surveying and Mapping, LLC <i>Surveying</i>	◆	◆	◆	H&B is a DBE/WBE firm and has the expertise, local knowledge and ability to provide all general surveying services needed for this project.
Kerr Environmental <i>Environmental</i>		◆	◆	Kerr is a certified Small Business operating in Virginia Beach and adds local environmental, permitting, and mitigation expertise to our design team. They recently completed a 10,000 acre wetland delineation at the nearby Yorktown Naval Weapons Station.
PULSAR <i>Public Outreach</i>	◆	◆	◆	Pulsar has experience in public outreach efforts in the Hampton Roads area and understands the importance of keeping the public informed about the construction schedule, planned closures, detours, and durations. They will also work closely with VDOT and our DBP team at public outreach events.
Schnabel Engineering <i>Geotechnical Engineering Services</i>			◆	Schnabel is familiar with the local soil conditions from current and completed projects in the VDOT Hampton Roads District. Their experience will play a big role in mitigating one of the project’s biggest risks. Schnabel has worked with Parsons on the I-395 HOV Ramp and Auxiliary Lane DB project and the I-64 / Route 15 (Zion Crossroads) Interchange Improvement DB Project as well as with both Parsons and Kiewit on the ICC-B project.



### Successful Partnering Histories

Kiewit and Parsons’ shared DB history began in 1991 on the \$802 million San Joaquin Hills Transportation Corridor project in California. Since then, Kiewit and Parsons have worked together on more than 35 design-build projects across North America. KISC and Parsons have extensive experience with DB projects across the southeastern United States. **A prime example was the \$560 million Intercounty Connector (Contract B) DB project in Maryland, which finished on time despite challenges such as a delayed start and extensive environmental components.** Many of our team’s proposed staff members worked together on that project, including Construction Manager Kent Oberle, Design Manager Josh Wade, and Safety Manager Bert Laaker. (More details on this project are provided in the Work History Forms.)

The chart below illustrates just a few of the design-build projects that Kiewit and Parsons have performed together. The projects listed are very similar to the I-64 Segment II project, giving VDOT assurance that we have the experience and know-how to deliver your project.

RELEVANT ROADWAY/BRIDGE PROJECTS FEATURING KIEWIT* AND PARSONS									
Project Name	Design-Build	Project Value	Interstate	Reconstruction	Highway Widening	Inter-change Modifications	Bridge Widening	Structure Replacement	Heavy Traffic & MOT
ICC-B	◆	\$560M		◆		◆			◆
Telegraph Road**		\$265M	◆	◆	◆	◆	◆	◆	◆
I-40 Coors Blvd.	◆	\$87M	◆	◆		◆		◆	
I-15 Widening (Beck St.)	◆	\$124M	◆	◆	◆	◆	◆	◆	◆
SR 101L HOV Lanes	◆	\$90M	◆		◆	◆	◆	◆	◆
SR 114 Geneva Rd	◆	\$40.5M	◆	◆	◆				◆
SH 183 Managed Lanes	◆	\$1.1B		◆	◆	◆	◆	◆	◆
E-470 Segment 4	◆	\$230M	◆			◆			◆
KcICON	◆	\$232M	◆	◆	◆	◆	◆	◆	◆
I-299 Reconstruction	◆	\$34M	◆	◆		◆		◆	◆
Pioneer Crossing	◆	\$172M	◆	◆	◆	◆	◆	◆	◆

\*Some of the Kiewit projects were led by KISC and others were led by affiliates.

\*\*Parsons performed the environmental and was involved in the preliminary design instead of serving as Lead Designer.

In addition to the past projects listed above, KISC and Curtis are currently working hand-in-hand on another local project: the Elizabeth River Crossings. KISC is part of the construction joint venture, and Curtis is a major subcontractor. Building on our established mutual respect and strong relationship, **this partnership brings the best of both worlds to your project: local knowledge and skills with nationwide resources and experience.** Both companies are founded on the philosophy of partnership with our client, each other, and stakeholders. We are accustomed to an “open book” operating standard that fosters respect, honesty, trust and accountability. We enjoy the work we do, and we take great pride in customer satisfaction. We want to be your design-builder of choice, and will commit all necessary personnel to ensure that you feel this way upon completion of project delivery.

After partnering together for years, Kiewit and Parsons began to not only understand each other, but worked collaboratively to improve their mutual design and construction capabilities. Parsons internal construction personnel give them the ability to provide constructability reviews, independent estimates and scheduling services. At the same time, Kiewit developed an in-house design firm, Kiewit Infrastructure Engineers (KIE). KIE can perform permanent design, but usually adds value to design-build projects by tapping into their expertise to provide outside perspectives, design concepts, and peer reviews for key project elements. For the I-64 Segment II project, we will use KIE’s geotechnical and roadway/MOT professionals in this role as outlined further in our proposal. **Having a lead designer and lead contractor with overlapping capabilities provides VDOT with a truly integrated DB contractor.**

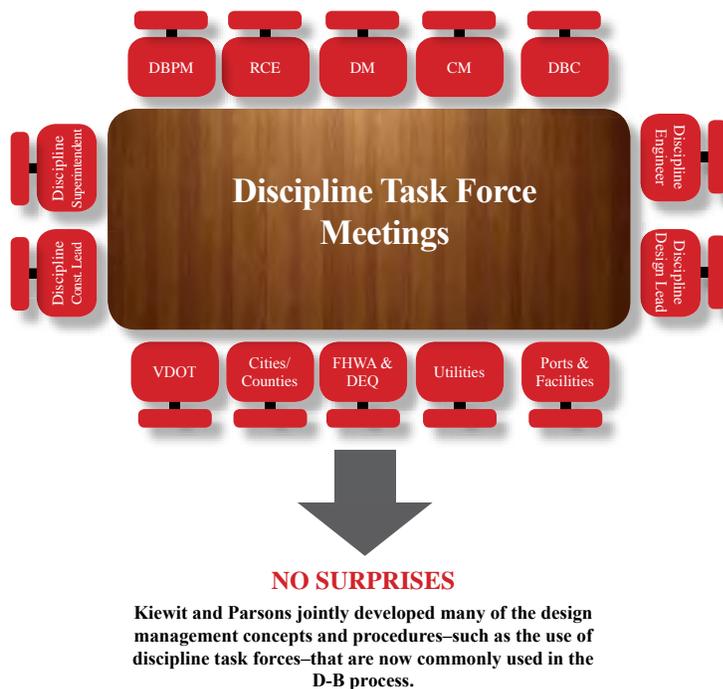


### Best Practices

Our best practices with design-build projects starts with open and frequent communication between the design-build team members, our clients and the stakeholders. For the I-64 Segment II project, this communication will occur between our team members, VDOT, local and review agencies and stakeholders. These stakeholders include several nearby military facilities. In addition to possessing long-standing working relationships with these agencies and facilities, Parsons has staff currently working at these locations providing base planning, operations or other services, giving us in-depth knowledge of their personnel, processes, concerns and needs.

**The Design-Build Play Book.** Kiewit and Parsons have worked together so frequently that we have developed a joint “play book” specifically for design-build projects. This document establishes standard practices for design-build projects, communication protocols, technology standards, and joint business plan objectives. It also outlines regular meetings and standard evaluations for gathering information and combining lessons learned. Furthermore, we have a web-based system for sharing project information between the companies. **The benefit to VDOT is there is no learning curve—we know how each company operates separately and how to optimize our strengths together.** The information below outlines just a few of the standards we will implement from the Kiewit-Parsons Design-Build play book that will ensure the I-64 Segment II project is a success.

- **Collocation:** During the design phase of the I-64 project, we will collocate key members of our construction team into our design office. Our past experience shows sharing office space facilitates more effective communication between team members and produces better designs more efficiently. Likewise, when we shift to the construction phase of the project, key design staff will collocate with our field team to get a first hand view of construction to ensure the work is installed as the design team intended. They will also to be available to quickly address changes that arise from differences between assumed conditions during the design phase and actual conditions encountered in the field.
- **Critical Concepts Meeting:** Our first and most important design meeting for each discipline will focus on critical concepts: the major decisions we must make early on during the design to give overall direction. The purpose of a Critical Concepts Meeting is to give the design team clear direction on where to take the design, avoiding the expense and schedule delays that come with late, significant changes to design concepts. We will bring our most experienced design and construction team members to these meetings, as well as our KIE experts that bring practical design-build solutions. We will invite VDOT to participate, as your engineers have some of the best knowledge of the project, and can provide valuable insight.
- **Task Forces:** The major disciplines will hold weekly task force meetings, bringing together designers, builders, QAM, VDOT, and third parties to discuss and review design concepts, concerns, and suggestions. Depending on the task force, third party stakeholders could include utilities, railroads, and city and county engineers, just to name a few. Although the final design is ultimately the responsibility of the design-builder, it isn’t possible to have a successful project without input from critical outside stakeholders, and we believe the best time to begin getting that input is early during the design phase.



Top executives from both firms meet regularly to discuss our current project, processes and where we can improve. The next meeting is scheduled for June 9.



### 3.3.1 KEY PERSONNEL

We have assembled a group of highly qualified and experienced individuals to fill key roles on your project. By combining design-build experience obtained both locally on VDOT projects as well as nationally on projects similar to this one, our team will bring together the best strategies for managing risks and building the I-64 Segment II Project. Our key personnel will be available to fill these roles as soon as the project begins, and will remain intact for the life of the project.

Key Personnel are listed below, with relevant experience listed in Attachment 3.3.1 – Key Personnel Resume Forms.

NAME	POSITION	FIRM	YEARS EXP.	# DESIGN-BUILD JOBS
Kevin Rozendaal, PE	Design-Build Project Manager	KISC	20	8
Nick Nicholson, PE	Responsible Charge Engineer	Parsons	31	7
Duncan Stewart, PE	Quality Assurance Manager	MBP	15	11
Josh Wade, PE	Design Manager	Parsons	21	5
Kent Oberle	Construction Manager	KISC	15	5
Bill Richards, PE	MOT Manager	Curtis	30	7

### 3.3.2 ORGANIZATIONAL CHART

The organizational chart (on the next page) illustrates our “chain of command” and notes key personnel team members. Solid lines identify the reporting relationships of our team members in managing, designing and constructing the project and illustrate clear reporting lines between the DBPM and the design and construction teams. Dashed lines represent indirect lines of communication within our team and between team members, VDOT, and third party stakeholders. The chart also shows that a clear separation exists between QA and Construction QC inspection and field/laboratory testing.

**The ROLES, RESPONSIBILITIES and REPORTING STRUCTURE of our key personnel include:**

#### Design-Build Project Manager — Kevin Rozendaal, PE

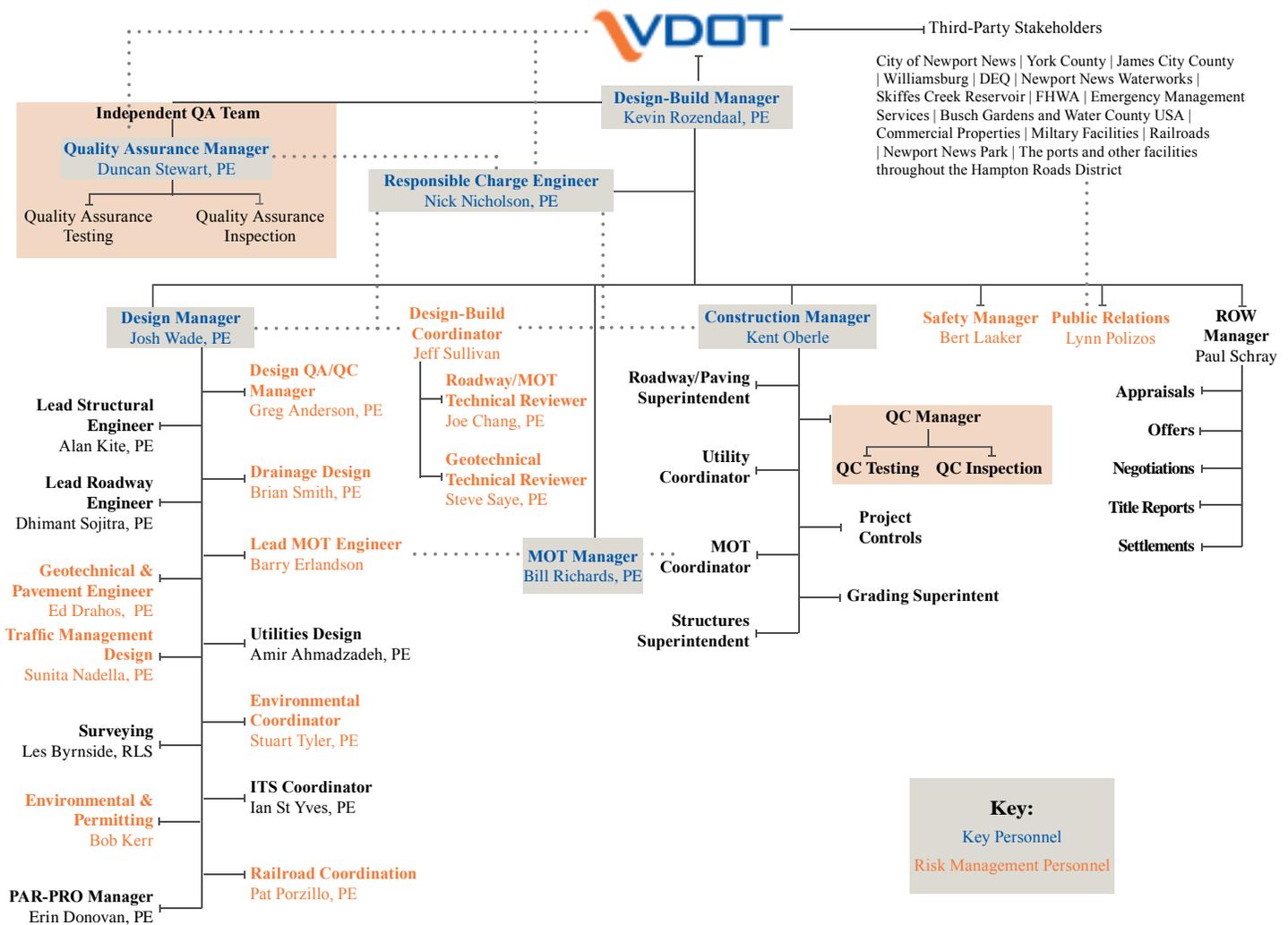
Kevin has worked on eight design-build projects across North America, including four in the role of Project Manager. Ranging from \$42 to \$372 million in value, all these projects were successfully completed on schedule and on budget. That experience includes all the elements of the I-64 Segment II project: design-build, interstate widening, complicated MOT, unsuitable soils, public outreach, and utility conflicts. Kevin will report directly to VDOT and fulfill all the duties and responsibilities requested in the RFQ. This includes design/construction for the entire team, managing the project from start to completion, handling contract management/administration, and serving as VDOT’s primary point of contact. Kevin understands the importance of close collaboration between contractors and clients and takes pride in his record of maintaining good relationships with his counterpart on every project. Kevin’s current duties will allow him to fill the DBPM role as soon as this project begins.

#### Responsible Charge Engineer — Ronaldo “Nick” Nicholson, PE

Nick has more than three decades of transportation project experience. He has worked directly with contractors in Virginia during his previous roles with VDOT and DDOT, serving as construction manager for the reconstruction and widening of I-66 and as the lead VDOT bridge engineer during the construction of the Springfield Interchange. Nick will report to Kevin and fulfill all the duties and responsibilities requested in the RFQ. This includes supervising and exercising a degree of control for design and construction and accepting full professional responsibility for engineering decisions relating to the final work product. Nick has worked closely with contractors and designers on some of the area’s most challenging projects to mitigate traffic, geotechnical, and stormwater risks that are very similar to those we expect to encounter on the I-64 Segment II project. This relevant experience includes serving as project manager of the Woodrow Wilson Bridge, and his most recent role as Chief Engineer/Deputy Director of DDOT,

#### Quality Assurance Manager — Duncan Stewart, PE

Duncan has 15 years of experience that includes serving as QAM on numerous VDOT design-build projects in both the Richmond and Hampton Roads Districts. His construction experience has encompassed providing quality assurance,



project controls, critical path method (CPM) scheduling, resident engineering, training, claims analysis, and program and project management. Serving as QAM on this project, Duncan will report to Kevin and will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements and approved-for-construction plans and specifications, as well as all the duties requested in the RFQ.

### Design Manager — Josh Wade, PE

During his two decades of experience, Josh has been the DM for multiple projects across the state. His experience includes working with Kiewit on projects such as the WMATA Silver Line Extension in VA, and the ICC-B project in MD. Josh is currently wrapping up the I-395 HOV Ramp and Auxiliary Lane Widening design-build project in Alexandria, which also includes widening on an interstate highway. He will be available when this project starts. Also reporting to Kevin, Josh will perform every duty outlined in the RFQ, including managing all aspects of design. This includes roadway, structural, hydraulic, traffic, MOT, environmental and geotechnical elements.

### Construction Manager — Kent Oberle

Kent has served as a PM and CM on infrastructure projects that include similar interstate jobs across the Southeast. He possesses a thorough understanding of grading, concrete paving, drainage and utility work, as well as dealing with MOT operations. Kent’s relevant project experience includes I-95 Cocoa Widening and Rehab DB, the ICC-B, and the Telegraph Road Interchange projects. Reporting to Kevin and assigned onsite full-time throughout construction, he will manage all aspects of the construction team, including the Project Controls, Construction QC Manager, superintendents, and



scheduling. Kent will execute every responsibility contained in the RFQ. This includes coordinating with DM Josh during construction to accurately and quickly review RFIs and shop drawings, as well as field visits, preparation of as-builts and plan revisions.

#### **MOT Manager — Bill Richards, PE**

Bill has more than 30 years of experience on major infrastructure projects throughout Virginia. For the past 15 years, he has served as a construction engineer/manager on a variety of VDOT design-build projects such as US Route 199 Widening and the current I-264 DB. Bill also spent years working for VDOT, which means he will bring knowledge of the agency's priorities and processes to the project. Bill will serve as the lead to develop and implement the Transportation Management Plan for the project (reference VDOT I&IM LD-241). He will report to Kevin and fulfill all duties from the RFQ, including serving as the key point of contact for MOT issues. Bill will coordinate construction activities with other work in the I-64 peninsula corridor, oversee communication with the public, and verify that construction work zones are accomplished in accordance with applicable standards and requirements.

#### ***Addressing Key Risks by Assigning the Right Team Members***

In addition to the above listed key personnel, we have carefully selected additional staff to add to our I-64 Segment II project team to specifically address the top project risks that include high traffic congestion, poor soil, and poor drainage (see Section 3.5 for our detailed analysis of these risks and the specific personnel we will assign to address each). This group of experts will help our team manage these risks and deliver the project that the people of the Hampton Roads area deserve. Following are additional personnel that will also be assigned to the project to assist in risk mitigation:

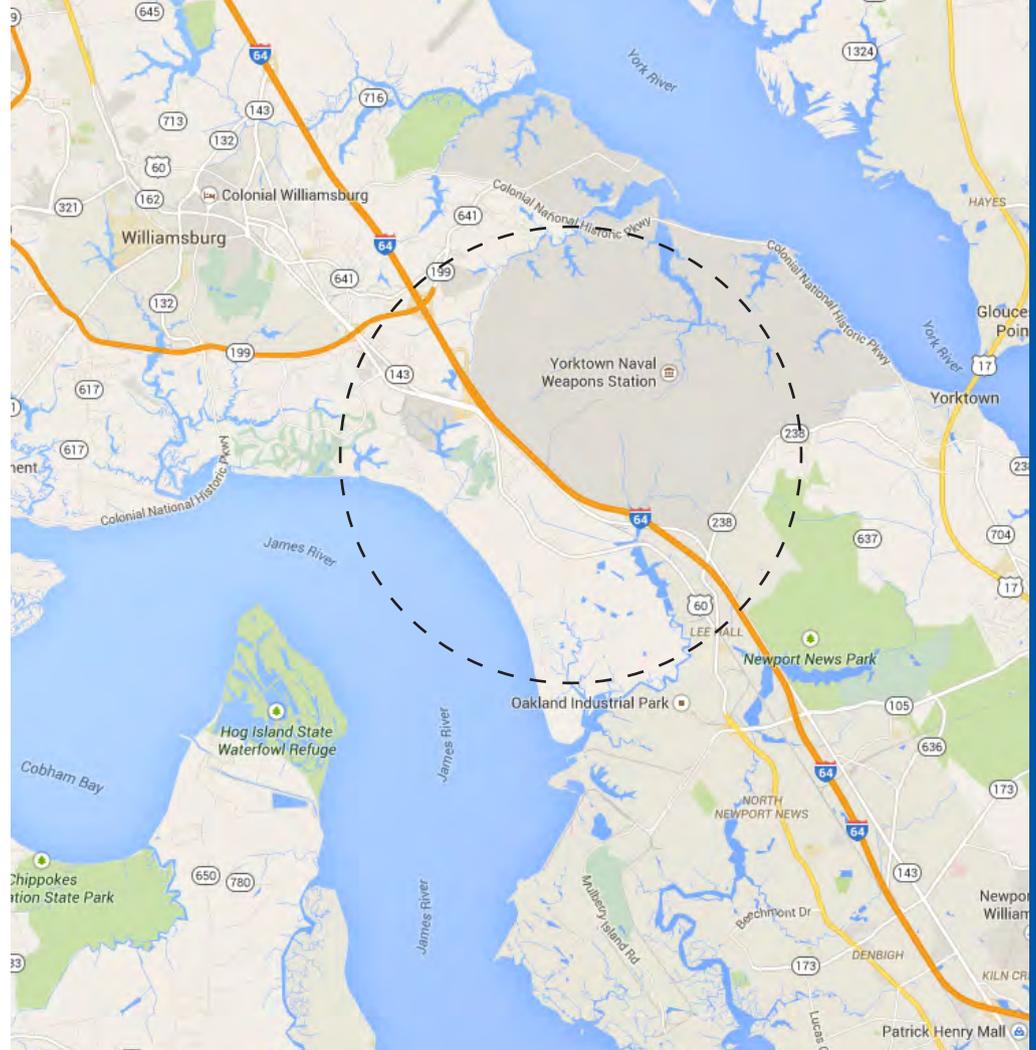
**Design QA/QC Manager Greg Anderson** will arrange design QC procedures per the Design Quality Control Plan. Greg is a proven QC professional with a career spanning more than 30 years of transportation experience. He will verify that checks and reviews are made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews. Greg has been involved with QC for both the Zion Crossroads and I-395 HOV Ramp and Aux Lane design-build projects for VDOT.

**Lead Structural Engineer Alan Kite** has over 37 years of structural design experience. This includes interstate widening and projects such as the ICC-B and WMATA Silver Line Extension Phase II, both while working with KISC. Additionally, Alan served as the lead structural engineer on the VDOT I-64 HOV Lanes in Norfolk, VA, which included the design for the widening of nine bridges and 2,200 LF of retaining walls along I-64 and included the rehabilitation and widening of these structures.

**Bridge Inspection Services Lead, Chris Roberts**, has over 18 years in structural design, inspection, and construction supervision. He has 16 years experience performing NBIS bridge safety inspections and is an NHI Certified Bridge Safety Inspector. He has performed numerous detailed in-depth inspections on virtually all types of structures, and has experience performing load ratings of steel, reinforced concrete, and prestressed concrete bridges. Chris is the Deputy Project Manager for Clark Nexsen's Hampton Roads District Bridge Inspection Contract with VDOT. As part of that work, Chris managed the inspections of the bridges along I-64. As a result, Chris is extremely familiar with the bridges along the corridor, their condition, and potential issues that could be encountered as they are widened or rehabilitated.

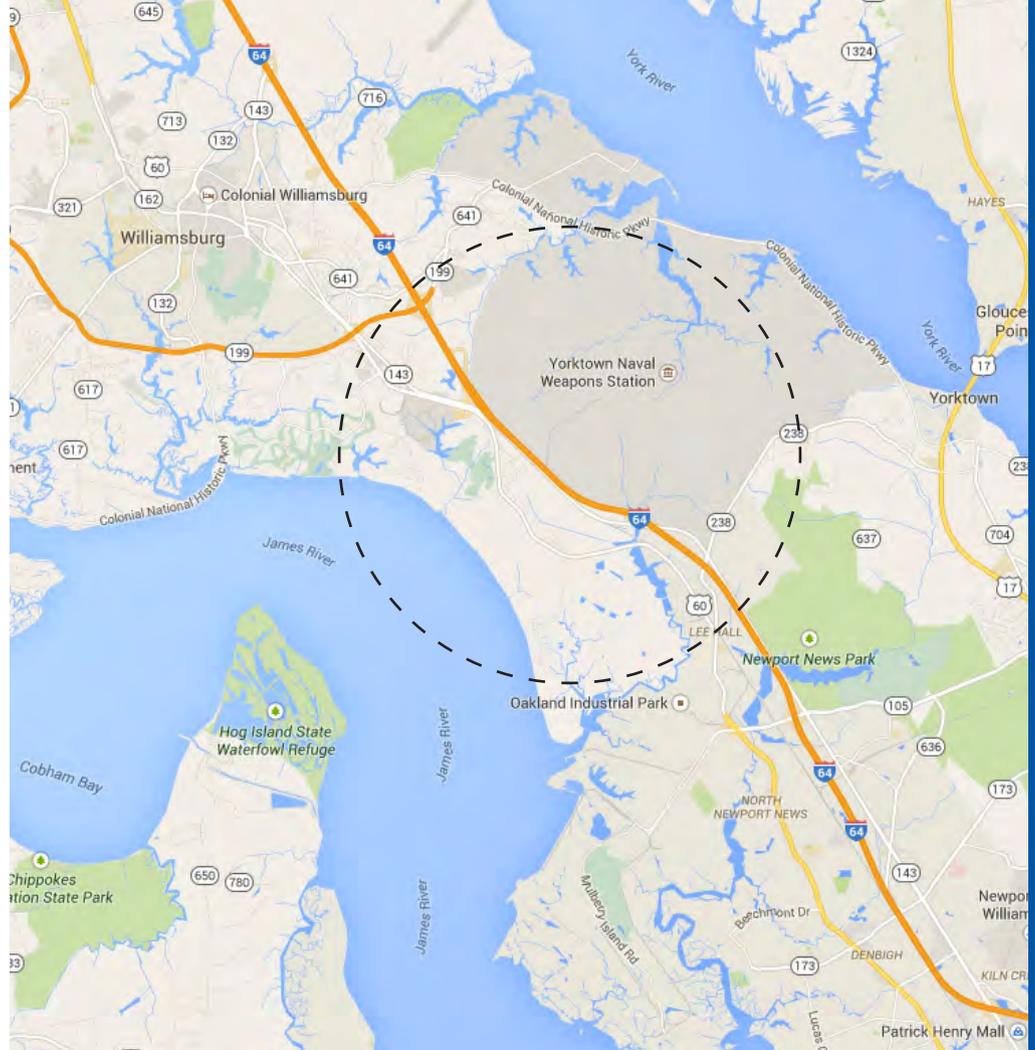
**Railroad Coordination Lead Pat Porzillo** is Parsons' Mid-Atlantic railroad engineering manager with 27 years of experience in maintenance and operations, planning, design, and construction of railroad infrastructure. Pat also worked for Norfolk Southern for 10 years and thoroughly understands railroad policies, personnel, goals and procedures. Currently, Pat manages Parsons' CSX GEC contract and Parsons CSX National Gateway 2 project, which includes eight clearance improvement projects between Martinsburg, WV and Washington DC.

**Lead Cultural Resource Specialist Susan Bupp** has extensive experience in all phases of prehistoric and historical archaeological projects, including compliance with sections 106 and 110 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), the Native American Graves Protection and Repatriation Act (NAGPRA), and the American Indian Religious Freedom Act (AIRFA). Susan will lead the effort in developing plans to handle known and unknown/discovered cultural resources. Her responsibilities have included project management; coordination of Section 106 compliance with the U.S. Air Force, U.S. Army, U.S. Navy, FHWA, NPS, State Historic Preservation Offices (SHPO), and the Advisory Council on Historic Preservation (ACHP).



### 3.4 Experience of Team

See Work History Forms (Attachment 3.4.1(a) and 3.4.1(b)) in the Appendix



### 3.5 Project Risks



### 3.5 PROJECT RISKS

We have identified several potential risks that could impact the project. Although some may appear minor on the surface, we have learned through our experiences that without regular communication and proper attention, those minor risks have the potential to become major issues. While there can be various solutions to each specific risk, the method for resolving them all is consistent with the graphic below:



To follow this general process, we will implement best practices on the I-64 Segment II project to ensure that all risks—no matter how small they may seem—are communicated to the entire team and resolved quickly and efficiently that include:

- Regular partnering meetings
- Design and constructability reviews
- Weekly progress and task force meetings
- Risk matrix and management plan
- Quality checks

After carefully reviewing the project documents and brainstorming with our design and construction team, we have concluded that ***the top three critical risks are: (1) MOT and construction sequencing, (2) Geotechnical conditions, and (3) Stormwater and hydraulics.*** We have outlined why these risks were chosen, how we will mitigate them, as well as the role VDOT and any other stakeholders may have in controlling them.

#### CRITICAL RISK 1: MAINTAINING A SAFE WORK ZONE WITH MINIMAL DISRUPTION TO THE TRAVELING PUBLIC

***Why it is Critical:*** Even without construction activities, this principal artery experiences high levels of congestion, especially on weekends and holidays. I-64 is the primary transportation link between Central Virginia and the Tidewater region, including the south side communities of Virginia Beach, Portsmouth, Norfolk, Suffolk, and Chesapeake. Commuters, businesses, tourists, port facilities and military installations depend on this critical highway every day. It is also the primary evacuation route for residents of Hampton Roads.

***Impact to the Project:*** A well designed and implemented traffic management plan will have many benefits to the project, starting first and foremost with safety. A safe work zone benefits both the traveling public and construction personnel. Conversely, a poorly conceived traffic management plan and confusing phasing results in traffic congestion, driver frustration, traffic accidents, economic loss, and subsequent construction delays due to reconfiguring work zones that should have been built properly from the start. Our team is focused on avoiding these impacts. We understand that a successful I-64 Segment II project is critical to retaining public support for VDOT and HRTAC’s overall program. One of the best ways to achieve that goal is to minimize traffic disruptions, while building a critical piece of new infrastructure for the region.

***Mitigation:*** Our mitigation strategy begins with determining the right methods and assigning the right people to the job to implement them efficiently.

#### Essential Mitigation Methods for Managing this Risk

The chart (on the following page) outlines some of the specific mitigation measures we can use on the I-64 Segment II project so you can be assured this risk item will be minimized and addressed. Based on our proven experience on projects such as the I-95 Widening and Rehabilitation (see Section 3.4), where all of these crash prevention methods were used, we know these mitigation methods are successful.



MOT RISK	SPECIFIC MITIGATION MEASURES
<i>Public Awareness</i>	Implement a public outreach campaign in conjunction with VDOT through multiple forms of communication including variable message signs, postings to VDOT’s website, social media alerts, mailings, and posting to web-based mobile traffic applications like Google’s Waze®.
<i>Public Unfamiliar with Work Zones</i>	Maximize the amount of work performed in long-term work zones to give drivers time to get accustomed to traffic patterns; minimize the amount of work in lane closures.
<i>Speeding through Work Zones</i>	Install stationary vehicle speed indicators.
	Hire off-duty State Police to patrol work zones.
<i>Worker Safety</i>	Maximize the amount of work performed behind barrier to limit worker exposure to potential traffic hazards.
	Install worker protection signs/billboards such as, “ <i>Slow down...my daddy/mommy works here.</i> ”
<i>Disabled Vehicles</i>	Quickly deploy on-call tow truck service to provide gasoline, move vehicles, and restore all lanes of traffic.
	Provide periodic emergency pullout areas in construction zones for disabled vehicles.
<i>Emergency Service Access</i>	Work closely with emergency service providers during the design phase to incorporate emergency vehicle turn-around points.
<i>Accidents</i>	Design pre-approved emergency detour routes onto other roads such as Merrimac Trail or Route 60 to install in case a major accident occurs.
<i>Construction Vehicles</i>	Provide clear signage acceleration and deceleration areas before construction openings.
	Install BMP construction entrances to prevent tracking soil onto the highway.
	Minimize peak hour construction hauling.
<i>Increased Congestion</i>	Provide for better traffic flow by installing temporary shoulder paving to allow for additional lane and shoulder width during intermediate traffic stages.
<i>Tunnel Effect</i>	Design traffic stages that only have barrier on one side, preferably with a shoulder on the open side to provide an area for broken down vehicles.
<i>Ponding</i>	Provide proper drainage for all traffic stages, not just final configuration.
<i>Coordination with Adjacent Projects</i>	Work with VDOT and other contractors working along I-64 and in the area to ensure that MOT plans and detour patterns do not conflict and create confusing traffic patterns for drivers.

In addition to these methods, our team has brainstormed several potential ideas and innovations that could be implemented to improve MOT. These ideas will be further explored by the MOT task force to select the most practicable:

- Contraflow and crossovers to reduce phases and enhance permanent evacuation route design
- Zipper barrier to minimize traffic switch disruptions
- Using a conveyor to deliver fill material to median to reduce truck traffic on I-64
- Acceleration/deceleration lanes to access/egress median work
- Completing and turning over sections of roadway for early use
- Completing the entire project early and opening to traffic
- Providing full-depth shoulders for future widening and increased capacity for evacuations
- Providing courtesy patrols to assist broken down vehicles
- Installing auxiliary lanes between high-volume entrances and exits

#### Essential Personnel for Managing this Risk

Our design team has experience developing TMPs for Type C “significant” projects, as defined in the VDOT’s IIM-LD-241.5 (Work Zone Safety and Mobility). We also understand the principals and requirements of both the MUTCD and the Virginia Work Area Protection Manual. At the same time, our construction team has experience in implementing traffic



plans in some of The Commonwealth's most congested areas. The following individuals will form the core of our team's traffic task force during design, and will remain involved during construction to see our plans through to completion:

**MOT Manager Bill Richards** is both a registered, licensed PE in the Commonwealth of Virginia and has successfully completed the Advanced Level of VDOT Work Zone Traffic Control training in accordance with Traffic Engineering Memorandum TE-345. He has put these qualifications and his 30 years of experience to practice recently on multiple VDOT design-build projects, including the US Route 199 Widening and the current I-264 DB. Bill will chair the MOT task force meetings during the design phase, and then act as MOT Manager during the construction phase, truly bridging the gap between design and construction.

**Lead MOT Engineer Barry Erlandson** has more than 23 years of experience in the public sector consulting as a transportation and highway design engineer. He specializes in innovative construction staging solutions, value engineering, cost/risk assessment, and design/construction integration for complex urban interstate reconstruction projects. Two recent award-winning examples of urban corridor improvements are the kcICON DB project in Kansas City and the New I-64 DB project in St. Louis. Both of these DB projects included massive MOT efforts through business districts and Parsons' MOT concepts played key parts in the team selection and overall success of the projects.

Barry will be assisted by **Conrad Scott** of Accompong Engineering Group, LLC. Conrad has more than 15 years of experience in transportation projects, including the development of TMPs and MOT plans. Conrad's experience includes being a former Assistant City Engineer at the City of Richmond Department of Public Works, as well as being a design section manager at VDOT's Central Office. Conrad supported Parsons as an Accompong subconsultant team member on multiple Virginia projects, such as the I-395 HOV Ramp and Auxiliary Lane DB project for VDOT. In addition, Conrad led the MOT and TMP development for the Curtis Contracting-led I-264 Rehabilitation DB project in Virginia Beach, where he worked closely with our MOT Manager, Bill Richards.

**Roadway/MOT Technical Reviewer Joe Chang** has 17 years of traffic engineering experience, and serves as an in-house design engineer for Kiewit Infrastructure Engineers. Joe spent the first twelve years of his career with other firms designing permanent roadways and maintenance of traffic. Since then, he has focused on design-build projects, challenging our designers and builders to come up with the best roadway and MOT solutions, allowing us to share knowledge among our most challenging projects.

**Safety Manager Bert Laaker** has 27 years of industry experience in all aspects of health and safety, EEO and environmental compliance. Bert specializes in analyzing heavy civil construction hazards, formulating preventative solutions, and providing training and management of safety programs. He has been the safety manager on numerous projects, including the ICC-B and I-95 Widening and Rehabilitation projects. On these jobs, Bert was responsible for ensuring a safe work environment for more than 400 craft/staff and 100 subcontractors, as well as implementing and supporting the safety programs, policies, procedures and training for all staff. Bert and Construction Manager Kent Oberle were largely responsible for implementing the successful MOT program on the I-95 Widening and Rehabilitation project. He will use best practices developed on these projects to ensure our plans are safe for workers and the traveling public.

Of course, the best MOT plans are ineffective if the public isn't included. **Public Relations Manager Lynn Polizos** of Pulsar has more than 25 years of industry experience. She understands the importance of communicating traffic management plans, such as ramp closures, traffic switches, and construction stages, to the public so they understand what to expect. She will use this knowledge of the local area, stakeholders and various media outlets to communicate our MOT plans to the public and local residents.

**Role of VDOT and Other Agencies:** Although VDOT will only be responsible for reviewing and approving designs, our team plans to invite VDOT to our design task force meetings to work collaboratively during design development. VDOT engineers have extensive MOT experience, and we value any suggestions or input they provide during the both design and construction. During the design phase, we expect to work with VDOT to get updated traffic volume information. During construction, we will coordinate public outreach efforts with VDOT to keep the public informed and deliver a consistent message.



## CRITICAL RISK 2: GEOTECHNICAL AND PAVEMENT RISKS

According to the Geotechnical Data Report, the ground surface soil located along the project limits consists of sand and clay, much of which is soft and compressible and will likely require remedial actions during construction. Additionally, shallow ground water is present on portions of the site.

**Why it is Critical:** The biggest risks to the project from poor soil conditions are the impacts to the construction schedule, construction costs and the potential long-term maintenance issues. Areas of particular concern include:

- **The transition between existing and new lanes.** Even though we anticipate completely rebuilding the pavement section, the existing paving has been under load for years and has already settled. There is a risk that the new lanes could settle when embankments are large or underlying soils are particularly compressible.
- **Bridge widenings.** When widening bridges, it will be critical to design foundations to avoid having the existing and widened portions of the bridge settle at different rates. There is the additional risk that new embankments could cause down drag on existing structures.
- **Bridge approaches.** Widened bridges will most likely be founded on piles, reducing settlement. Bridge approaches, however, are more likely to settle.
- **Areas under existing pavements.** The existing roadway consists of concrete driving surfaces and asphalt shoulders built over an aggregate base course and cement-treated soil. The entire roadway section will be rebuilt during this project, and a well designed and built structure underneath the new paving is essential to support the new pavement and keep maintenance costs low.

**Impact to the Project:** Designing around, and handling, unsuitable soils is costly in terms of time and money. This includes soil remediation, stabilization, and lightweight fills, just to name a few. However, the costs of not dealing with unsuitable soils properly are even higher: unacceptable settlement, rework, and project delays. Additionally, if geotechnical risks aren't handled correctly with appropriate designs, VDOT's maintenance costs will be much higher for the life of this important infrastructure.

**Mitigation:** The best way to deal with poor soil conditions is to recognize them early in the design process, assign knowledgeable designers who understand the geotechnical risks and how to mitigate them, and then mobilize experienced people and appropriate equipment to build the work. With that in mind, we have supplemented our design team with individuals experienced with the most appropriate design details and mitigation techniques for these types of soils.

### Essential Mitigation Methods for Managing This Risk

During the design phase, our group will perform additional explorations to help reduce geotechnical uncertainty and risk. Depending on what we encounter, these explorations could include:

- Supplemental borings and laboratory testing to better pinpoint risks. This includes undisturbed clay soil samples and tests to evaluate the potential for settlement.
- Cone penetrometer testing with pore-pressure dissipation testing for potential design of light weight fills, and dilatometer testing for evaluation of settlement and stability.
- Triaxial shear strength testing for slope stability analyses on the soils to be used as fill.
- Characterizing the subsurface conditions and performing calculations to decide if the potential risks described here are likely to occur.
- Carefully selecting appropriate foundations system for the bridges.
- Including standardized remedial designs on the plans to illustrate how the impacts should be mitigated during construction.

During construction, we will assign individuals that have gained experience with these soil conditions from working on local projects such as MLK Expressway project in Portsmouth and the Route 199 DB in Williamsburg. Some of the techniques Kiewit and Curtis have used locally include:

- Pre-construction surcharges
- Monitoring programs to verify embankment settlement
- Lightweight aggregate fill
- Geofam



- Woven geotextile fabric
- Ground improvement piles
- Wick drains
- Lime Stabilization
- Bridging soft soils with geogrid and imported stone
- Stone columns
- Recycling demolished roadway and structure concrete as a sub-base material for the new roadway

Our team has widespread experience using all of these techniques. We have the equipment, personnel, and knowledge to implement any of them. That flexibility gives our designers a large selection of tools to choose from to handle any soil condition we encounter.

Once we move into construction, it is critical that our design and quality departments stay involved. They will evaluate soil conditions, confirm design assumptions, and verify that construction techniques match what we discussed during constructability and pre-construction meetings.

#### Essential Personnel for Managing This Risk

**Geotechnical Engineer/Pavement Designer Ed Drahos** has 36 years of geotechnical engineering experience. He is particularly familiar with the geology of the local project area, along with successful ways to mitigate the poor soil conditions indicated in the geotechnical data. His experience in soil and rock characterization, which uses a variety of methods, has been applied in situations ranging from piedmont conditions in Virginia to coastal plain deposits of the Mid-Atlantic. He has evaluated and designed foundations, evaluated slope stability, performed seismic hazard studies, characterized rock masses, calculated soil settlement, prepared earthwork design, evaluated hillside developments and lateral pile loading.

**Geotechnical Technical Reviewer Steve Saye** of Kiewit Infrastructure Engineers has in excess of 35 years of geotechnical engineering experience, and served a similar role on the nearby Elizabeth River Crossings project. He has worked closely with Parsons on other design-build projects, providing an experienced outside opinion on the designs and interpretations the geotechnical team makes. His experience mitigating soft soils through bridging, soil improvement, lightweight fills, and preload will prove invaluable to this project. With his unique role as a designer on the construction team, he exemplifies the benefits of integrating a design-build team.

**Role of VDOT and Other Agencies:** VDOT will be invited to participate in our design task force and pre-construction meetings, but their responsibilities will be limited to standard VDOT DB roles of design review and construction monitoring.

### CRITICAL RISK 3: STORMWATER AND HYDROLOGY/HYDRAULICS

*Stormwater Management mitigation is another primary challenge for successful completion of the I-64 Capacity Improvement Segment II project.*

**Why it is Critical:** The topography within the project limits is generally flat with little elevation change, reducing natural drainage and making stormwater management more difficult. Properly conveying and storing stormwater is critical to avoid impacts due to this project. It is critical that the stormwater management facilities can be accommodated within the existing ROW and NEPA-approved permit area to avoid unnecessary delays and expenses. Additionally, proper design and construction of the stormwater facilities will avoid premature pavement and structure maintenance issues over time.

**Impact to the Project:** There are several major impacts to the project during design and construction. During design, if the facilities cannot be accommodated within the ROW or approved permit area, it could delay construction start and impact the entire schedule. During construction, poor drainage can cause ponding and premature pavement failure, resulting in traffic accidents, delays, and impassable highways, especially in winter months. Poorly drained bridges run the risk of freezing during winter months, causing extremely hazardous driving conditions, increased maintenance needs and impacts to life-cycle expectancy. In addition, permanent concrete barriers tend to exacerbate drainage issues by ponding water along the edges of highways and overwhelming drainage inlets. Construction sequencing can also result in temporary ponding issues where drainage was not thoroughly considered, especially in flat areas or between documented phases.

**Mitigation:** Our team has experience mitigating area stormwater management concerns. For example, the MLK Expressway Extension project in Portsmouth and the Route 199 DB project in Williamsburg posed similar challenges. Those projects, and others in the region, have given our team the experience we need to effectively manage this risk.



## Essential Mitigation Methods for Managing This Risk

### ***Terrain:***

- **Conveyance of stormwater to existing outfall locations.** To minimize the impact of construction, the project team will identify and optimize all existing systems, including sediment basins. These optimizations could include adding storage capacity to the existing sediment basins or adding to/upgrading the existing drainage conveyance systems. This will be especially important during construction to minimize ponding and erosion concerns. Additional planning and design will be discussed with the construction and field personnel to ensure proper drainage throughout construction, including during phase transitions.
- **Conveyance of stormwater within pavement areas that are flat in terrain.** We will use models to assess how the system will react in various precipitation events. The freeze thaw cycles in winter and heavy downpours in summer can cause ponding in low spots and overload the system. Once the impacts are clearly understood, mitigation efforts will include modifying roadway drainage systems, such as drop inlets or trench drains, to ensure the roadway does not retain stormwater. In addition, roadway cross slopes will be designed and built to efficiently convey this stormwater to these drainage systems to prevent ponding.
- **Conveyance of stormwater across bridges.** To eliminate ponding on the bridge widenings, we will analyze each bridge to determine if its cross slope and crown will require additional stormwater conveyance systems such as drop inlets or slotted barrier wall inserts. It is critical that stormwater captured off these bridges is conveyed away from the structures and doesn't cause erosion or undermining to the bridges themselves. This will be completed with systems located close to the approaches of the bridges to allow for the stormwater to exist without any issues.

### ***Environmental Impact Study Compliance:***

Our team will comply with the Environmental Impact Study and associated permits and avoid making changes that could trigger modifications to the study or supplemental permit applications, which could cause delays to the project.

### ***Stormwater Management and Water Quality (BMP) Utilization:***

Our design will focus on reducing the footprint of additional stormwater management (SWM) systems. This issue is critical because it has the potential of requiring additional ROW and/or modifications to existing permits. In compliance with the contract design criteria, we anticipate basing SWM and BMP calculations on either grandfathered Performance Based criteria or the Runoff Reduction Method. These two methods use different phosphorous removal efficiencies for BMPs, as well as different outfall impacts. This will influence the size and outlet structure of the proposed facilities.

Our design team member Hassan Water Resources (HWR) has five current VDOT projects and has experience with each method including using the Runoff Reduction Method at the Wythe Creek Roadway Widening (Rt. 172) in Hampton Roads District and Performance Based Method on US Rt. 360 Roadway Widening in Richmond District. Our team will use the applicable methodology based on VDOT's IIM-LD-195.8 (July 15, 2014). We will optimize the available locations for SWM facilities to reduce SWM and BMP facilities footprints by using grass swales and water quality grass swales as treatment drains before it arrives at the SWM system. Additionally, we will use available areas at the interchange ramps for SWM/BMP facilities' locations. This approach will strive to eliminate the need for additional ROW or easements and permit modifications.

### ***Utilization of the Existing Drainage Systems:***

- **New drainage.** We will conduct a thorough investigation of the existing system to understand both the extent of the system as well as its condition.
- **Existing system.** Our team will determine which portions of the system can remain, and which portions need to be replaced.
- **Box culvert at station 2410+00.** Although not located within a floodplain or identified on the Flood Insurance Rate Map, it discharges into a FEMA designated Zone A floodplain further downstream. We will perform backwater calculations utilizing HEC-RAS to verify there are no adverse impacts from widening of the existing roadway and extending the existing culvert. HWR completed a similar E&SC protection at the Hull Street Widening project in 2013 at Swift Creek Reservoir in Richmond District. Swift Creek Reservoir is the main source of drinking water to the Chesterfield County's residents.



- **BMPs.** We will install BMPs such as silt fences, sediment traps, and check dams to protect the reservoir during construction. At our current KISC-led DB project for CSX in Quantico, we are building 11 miles of new track. This work requires numerous culvert extensions, jack and bores for new culverts, grading adjacent to the Potomac River, and miles of BMPs similar to the ones we expect to use to control stormwater on the I-64 Segment II project.

In addition to these methods, our team has brainstormed several potential ideas and innovations that could be implemented to improve the stormwater and H&H. The following ideas, which were used on our I-95 Widening and Rehabilitation project, will be further explored by the discipline task force to select those that will be the most practicable:

- Drainage rock the inside shoulder (viable cross slope) to improve drainage flow while keeping travel lanes smooth for improved reliability
- Trunkline inside, ditches outside to increase stormwater capacity along the roadway
- Ponds at interchanges to increase stormwater capacity utilizing existing row
- Weirs in ditches to aid in stormwater treatment
- Use permanent drainage for temporary drainage (e.g. weep holes in inlets) as we build up the median

#### Essential Personnel for Managing This Risk

To address this risk starting on day one, we have supplemented our design team with individuals that are very experienced with the most appropriate design details and mitigation techniques.

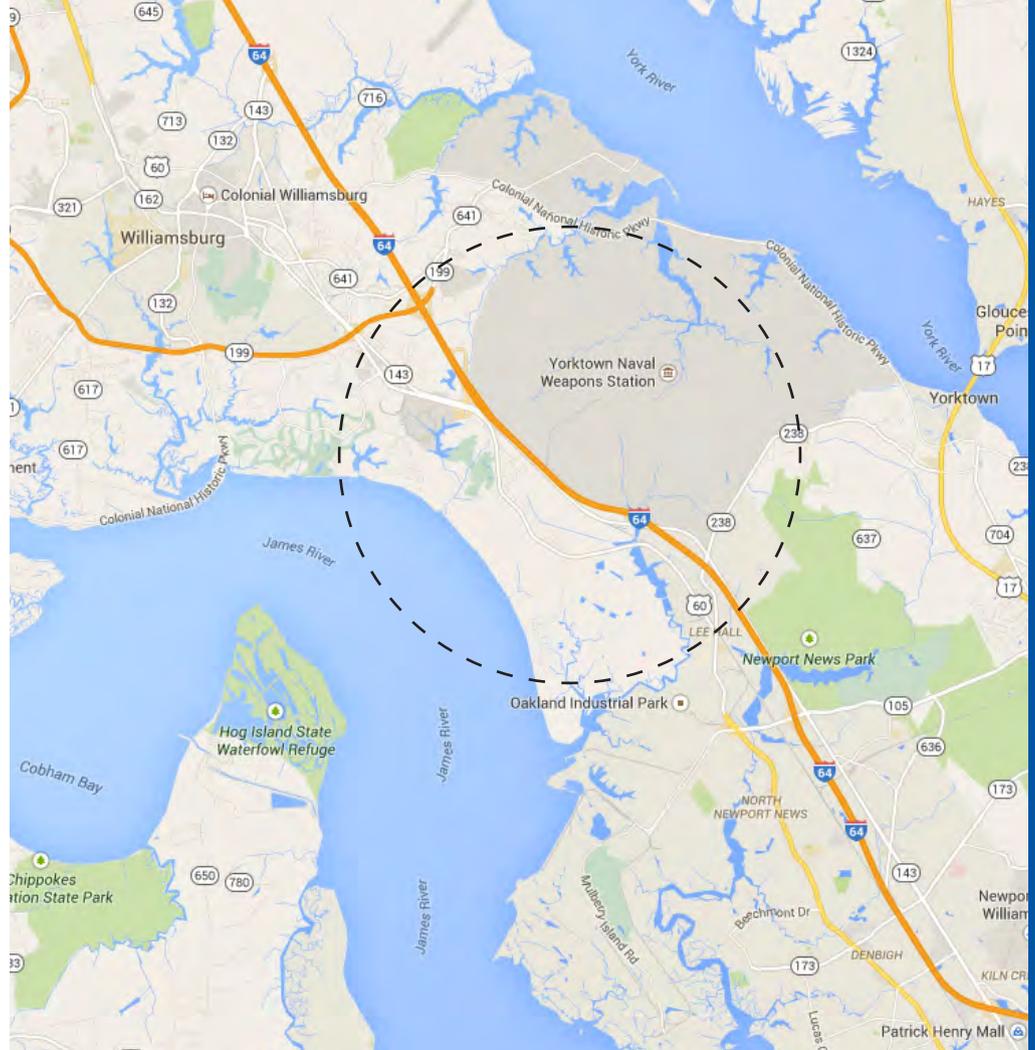
**Right-of-Way Manager Paul Schray** has more than 30 years' experience in the acquisition of property for public transportation projects, with more than 20 years as a consultant for various projects located within Virginia, New Jersey, Oregon, California and the District of Columbia. His experience includes the management of all acquisition, relocation and appraisal functions, title research, ROW plan design and review, acquisition negotiations, relocation assistance, administrative value determinations, appraisal technical review, ROW cost estimates and condemnation trial preparation and testimony. He has been employed with Continental Acquisition Services, Inc., dba Continental Field Service since November 1998. Paul is working with Parsons on the DT/MT/MLK project in Norfolk.

**Drainage/Hydraulics and E&S Control Design Engineer Brian Smith** has 15 years of transportation engineering experience, specializing in hydrology and hydraulics and E&SC in direct support of transportation facilities. His recent experience includes design-build projects throughout the Commonwealth with project scopes that include widening and other improvements to interstates, highways, interchanges, and bridges. Brian's project experience includes the Silver Line WMATA extension in Virginia, the DC-CSX Virginia Avenue Tunnel Clearance design-build in DC, and the I-70 Phase 2D DB in Maryland.

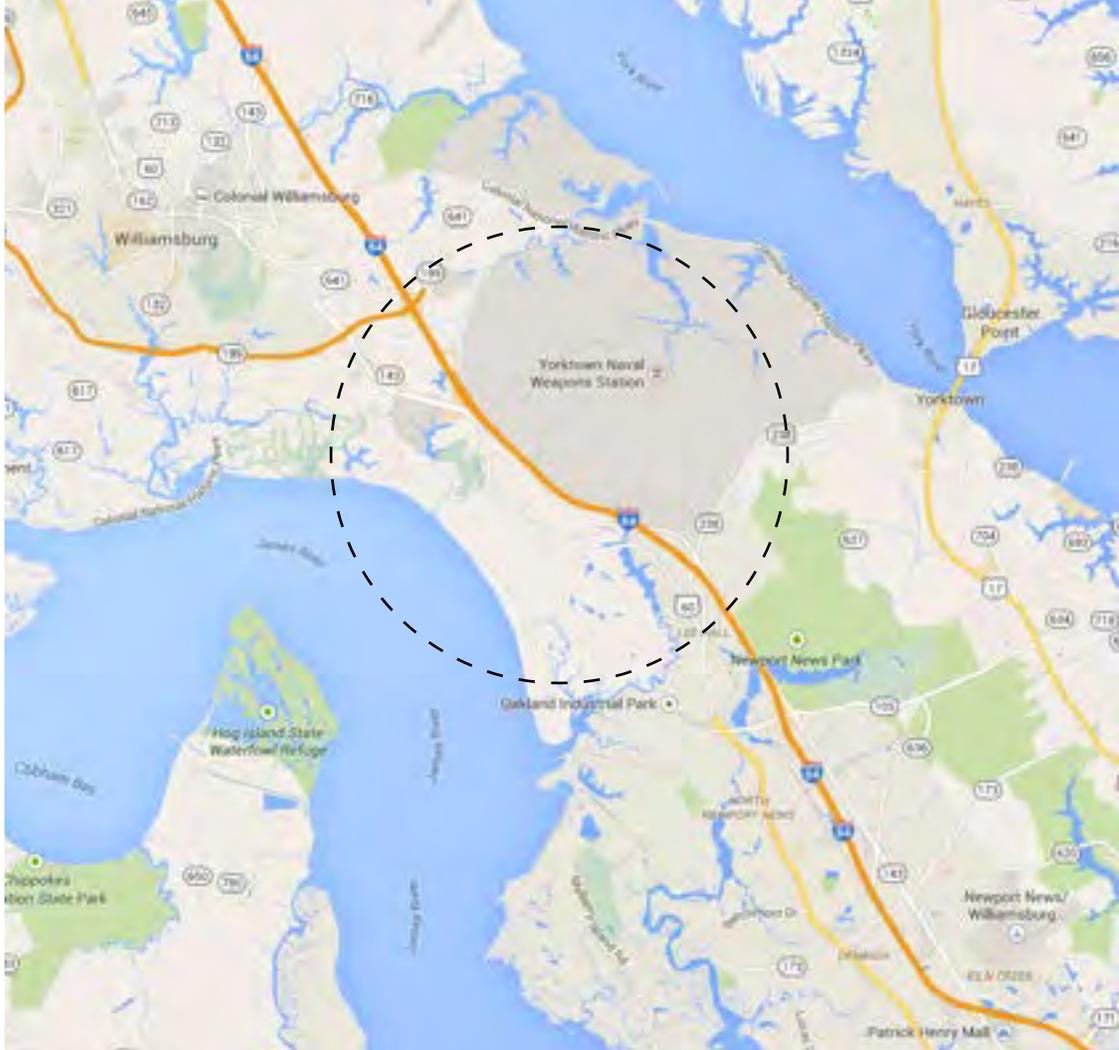
**Environmental Studies and Permitting Lead Stuart Tyler** has more than 36 years experience managing and preparing environmental analyses and documents in compliance with the National Environmental Policy Act. Stuart has led Parsons' efforts for the past 20 years on VDOT's Environmental Documentation On-Call contracts. This work includes coordinating with federal, state, and local agencies; participating in public meetings and hearings; preparing newsletters and public meeting displays; preparing air quality, noise, and energy studies; assessing social and natural resource impacts; and preparing technical reports to support the environmental documents.

Assisting Stuart will be **Bob Kerr** of Kerr Environmental. Bob will lead the field teams in all necessary environmental activities such as cultural resource, wetland and endangered species investigations. Stuart and Bob will ensure all environmental approvals and permits are obtained.

**Role of VDOT and Other Agencies:** VDOT will be invited to participate in our design task force and pre-construction meetings, but their responsibilities will be limited to standard VDOT DB roles of design review and construction monitoring.



## Appendix



Attachment 3.2.6  
Affiliated/subsidiary Companies

**ATTACHMENT 3.2.6**

**State Project No. 0165-122-V04**

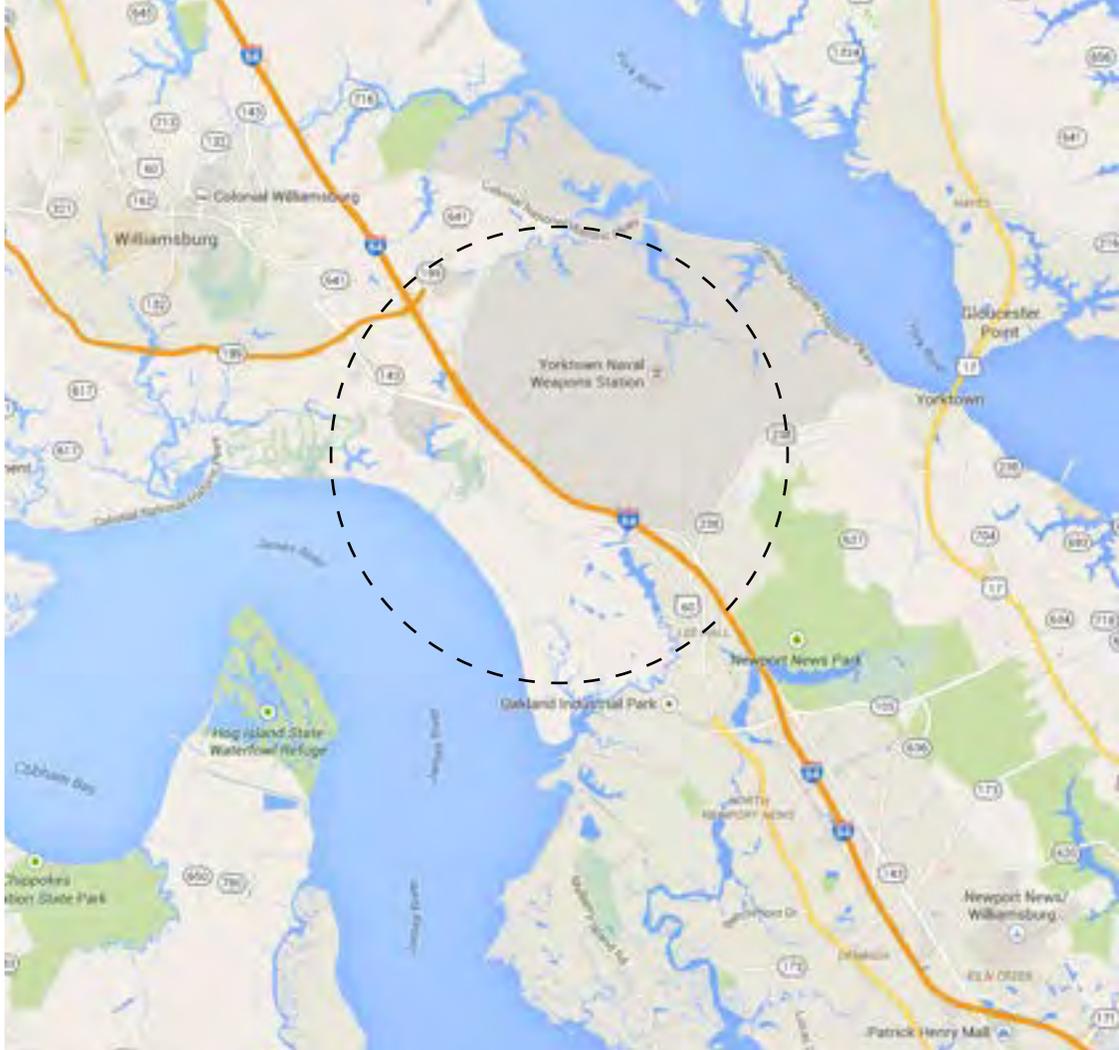
**Affiliated and Subsidiary Companies of the Offeror**

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

<input type="checkbox"/> <b>The Offeror does not have any affiliated or subsidiary companies.</b>
<input checked="" type="checkbox"/> <b>Affiliated and/ or subsidiary companies of the Offeror are listed below.</b>

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Subsidiary	GSC Atlanta, Inc.	450 Dividend Dr., Peachtree City, GA 30269
Subsidiary	Kiewit Louisiana Co.	13119 Old Denton Rd., Ft. Worth, TX 76177
Affiliate Entity	Kiewit Canada Group, Inc.	2800 High Point Dr., Milton ON L9T 6P4 Canada
Affiliate Entity	Western Summit Constructors, Inc.	9780 Mount Pyramid Ct., Englewood, CO 80112
Affiliate Entity	Kiewit Southwest Co.	3888 E. Broadway Rd., Phoenix, AZ 85040
Affiliate Entity	Kiewit Infrastructure West Co.	2200 Columbia House Blvd., Vancouver, WA 98661
Affiliate Entity	Kiewit Texas Co.	7651 Esters Blvd., Suite 150, Irving, TX 75063
Affiliate Entity	Kiewit Frontier Inc.	1000 Kiewit Plaza, Omaha, NE 68131
Affiliate Entity	Kiewit Texas Construction L.P.	7651 Esters Blvd., Suite 150, Irving, TX 75063





Attachment 3.2.7(a)  
Attachment 3.2.7(b)  
Debarment Forms

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

- 1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
- a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.
  - b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and
  - d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- 2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

Benjamin / Camp 5/28/15  
Signature Date

Attorney In Fact  
Title

Kiewit / Curtis, a Joint Venture  
Name of Firm

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

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

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

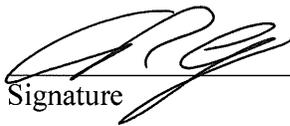
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

  
Signature

  
Date

  
Title

  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

Contract ID#: C00106665DB82

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

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Parsons Transportation Group Inc.

\_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

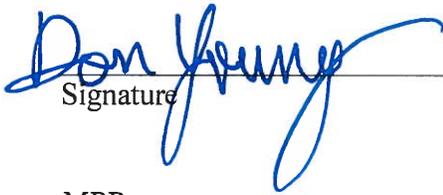
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

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

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

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



Signature

5/12/2015

Date

Senior Vice President/Regional Manager  
Title

MBP

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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



Signature

May 22, 2015

Date

Principal

Title

Clark Nexsen, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

<u>Edward G. Drakos</u>	<u>5/14/2015</u>	<u>Principal</u>
Signature	Date	Title

Schnabel Engineering Consultants, Inc.  
Name of Firm

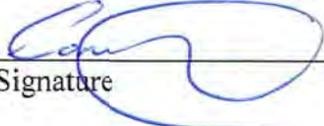
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

 _____ Signature	<u>5/11/15</u> _____ Date	<u>President</u> _____ Title
--	---------------------------------	------------------------------------

Aucupong Engineering Group LLC  
\_\_\_\_\_  
Name of Firm

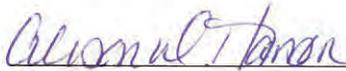
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

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

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

 May 11, 2015  
Signature Date

President  
Title

H&B Surveying and Mapping, LLC  
Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

	5/20/2015	President
Signature	Date	Title

Hassan Water Resources, PLC

\_\_\_\_\_  
Name of Firm

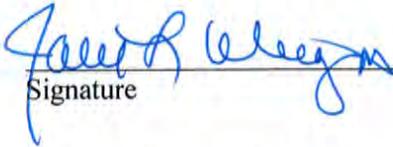
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264  
Contract ID#: C00106665DB82

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

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

	5/20/15	Partner
Signature	Date	Title

Pulsar Advertising, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

Contract ID#: C00106665DB82

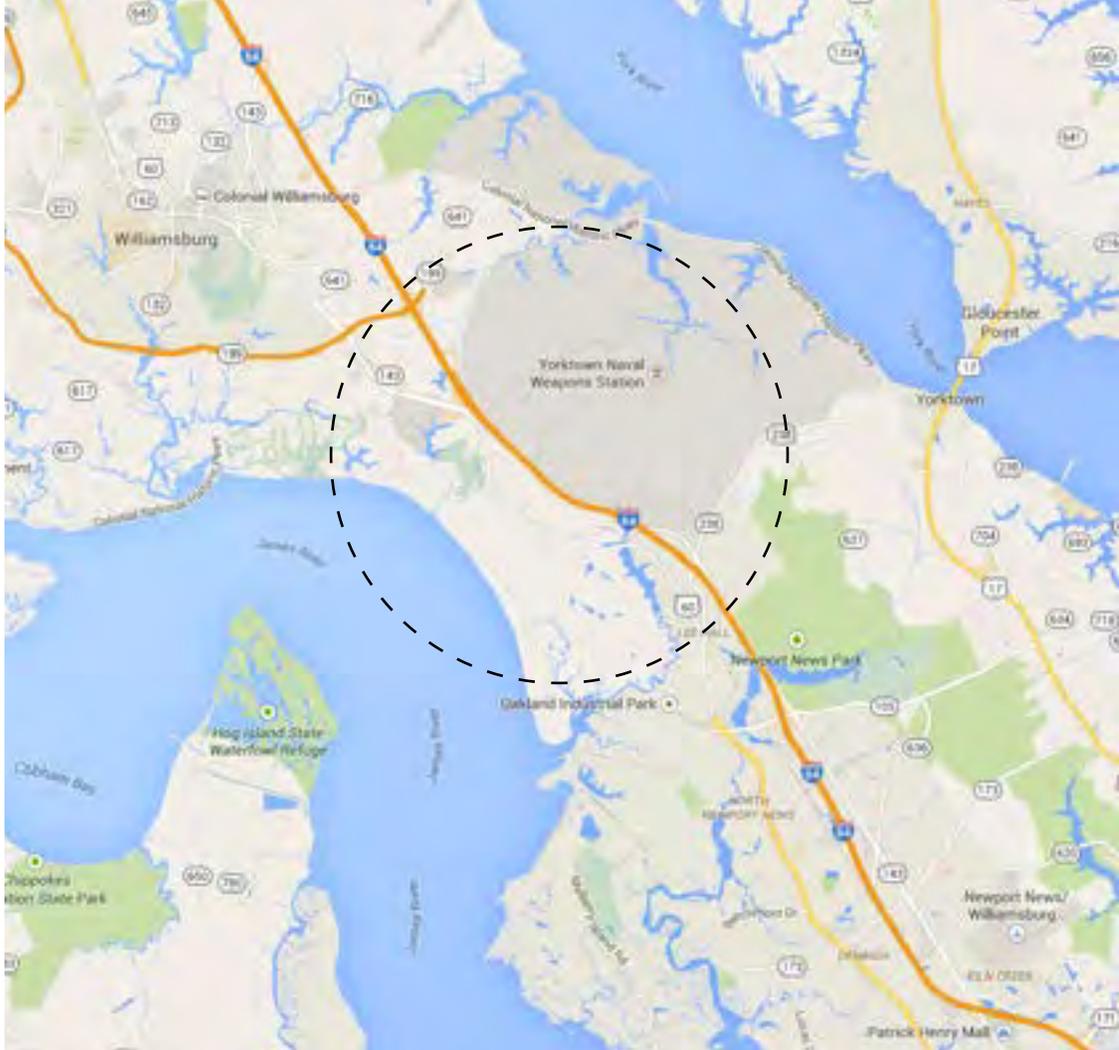
1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

      5/20/15      President  
Signature                                      Date                                      Title

Kerr Environmental Services Corp.  
Name of Firm



Offeror's VDOT  
Prequalification Evidence



**Prequalified Vendors Sorted By Vendor Name  
Includes All Qualified Levels As Of 5/8/2015**

- K -

**Vendor ID:** G136  
**Vendor Name:** KIEWIT INFRASTRUCTURE SOUTH CO.  
**Prequal Exp:** 08/31/2015

**-- PREQ Address --**

450 DIVIDEND DRIVE  
PEACHTREE CITY, GA 30269-0000  
Phone: 770-487-2300  
Fax: 770-487-0005

**Work Classes (Listed But Not Limited To)**

003 - MAJOR STRUCTURES  
006 - PORTLAND CEMENT CONCRETE PAVING  
022 - INCIDENTAL CONCRETE  
030 - PILE DRIVING AND CAISSONS  
055 - BRIDGE REPAIRS

**Bus. Contact:** PERRY, GARLAND DEAN  
**Email:** GARLAND.PERRY@KIEWIT.COM

**-- DBE Information --**

**DBE Type:** N/A  
**DBE Contact:** N/A

**Vendor ID:** K235  
**Vendor Name:** KING ELECTRIC OF FAYETTEVILLE, INC.  
**Prequal Exp:** 06/30/2016

**-- PREQ Address --**

P. O. BOX 35806  
FAYETTEVILLE, NC 28303-0806  
Phone: 910-483-4627  
Fax: 910-483-2891

**Work Classes (Listed But Not Limited To)**

019 - ERECT FABRICATED STRUCTURAL MATERIAL  
186 - SUBCONTRACTOR ONLY

**Bus. Contact:** KING, RICHARD WARREN  
**Email:** ADMIN@KINGELECTRICINC.COM

**-- DBE Information --**

**DBE Type:** N/A  
**DBE Contact:** N/A



Virginia Department of Transportation

Date Printed: 05/01/2015

**Prequalified Vendors Sorted By Vendor Name  
Includes All Qualified Levels As Of 5/1/2015**

12:00 AM

Page 111

- C -

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**Vendor ID:** C333

**Vendor Name:** CURTIS CONTRACTING, INC.

**Prequal Exp:** 03/31/2016

**-- PREQ Address --**

P. O. BOX 769

WEST POINT, VA 23181-0769

Phone: 804-843-4633

Fax: 804-843-2545

**Work Classes (Listed But Not Limited To)**

002 - GRADING

003 - MAJOR STRUCTURES

004 - ASPHALT CONCRETE PAVING

007 - MINOR STRUCTURES

179 - H.C.C. PAVEMENT

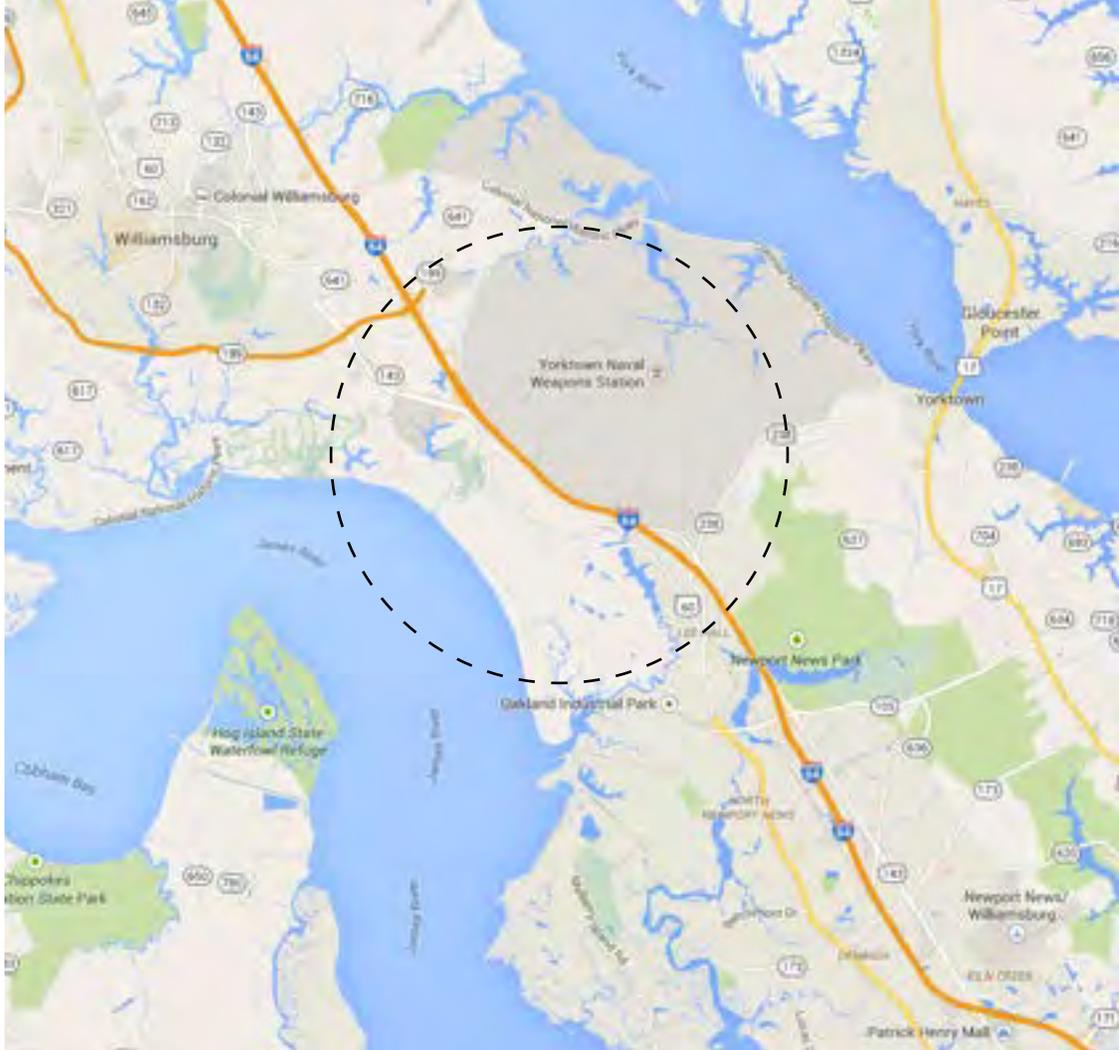
**Bus. Contact:** CURTIS, JR., ANDREW ROWLAND

**Email:** A.CURTIS@CURTISCONTRACTING.NET

**-- DBE Information --**

**DBE Type:** N/A

**DBE Contact:** N/A



Evidence of Obtaining Bonding



Travelers  
Bond, Home Office  
(860) 277-9355  
(860) 277-3931 (fax)

One Tower Square, 2S2B  
Hartford, CT 06183

May 15, 2015

Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, VA 23219

RE: Interstate 64 Capacity Improvements-Segment II  
Kiewit/Curtis, A Joint Venture

To Whom It May Concern:

Please be advised that the Kiewit/Curtis, A Joint Venture is composed of two participants, Kiewit Infrastructure South Co. and Curtis Contracting, Inc. Both of these companies are highly regarded clients of Travelers Casualty and Surety Company of America. We have had the pleasure of extending surety credit to both companies for many years in connection with contracts aggregating billions of dollars. It is our considered opinion that Kiewit Infrastructure South Co. and Curtis Contracting, Inc. are two of the outstanding construction organizations in North America. Their combined skill, integrity, and financial responsibility as a joint venture are unquestioned.

The Kiewit/Curtis, A Joint Venture is qualified to perform the above captioned project which has an estimated value of \$214,000,000. It is our intention to provide 100% performance and/or payment bonds and said bonds will cover the Project and any warranty periods if requested to do so by the Kiewit/Curtis, A Joint Venture.

This authorization is subject to our standard underwriting throughout the RFP process, including a review of acceptable bond forms, contract financing, contract terms and other standard underwriting considerations.

Sincerely,

Travelers Casualty and Surety Company of America  
A.M. Best Rating A++, XV

A handwritten signature in blue ink, appearing to read "Lisa Buller".

Lisa Buller  
Attorney-in-Fact

(Seal)



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 228894

Certificate No. 006235222

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

Philip G. Dehn, Tammy Pike, Paul A. Foss, Lisa Buller, Marie Huggins, and Traci Sutton

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 13th day of January, 2015.

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

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



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 13th day of January, 2015, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal. My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

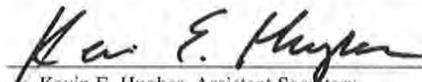
**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice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

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

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

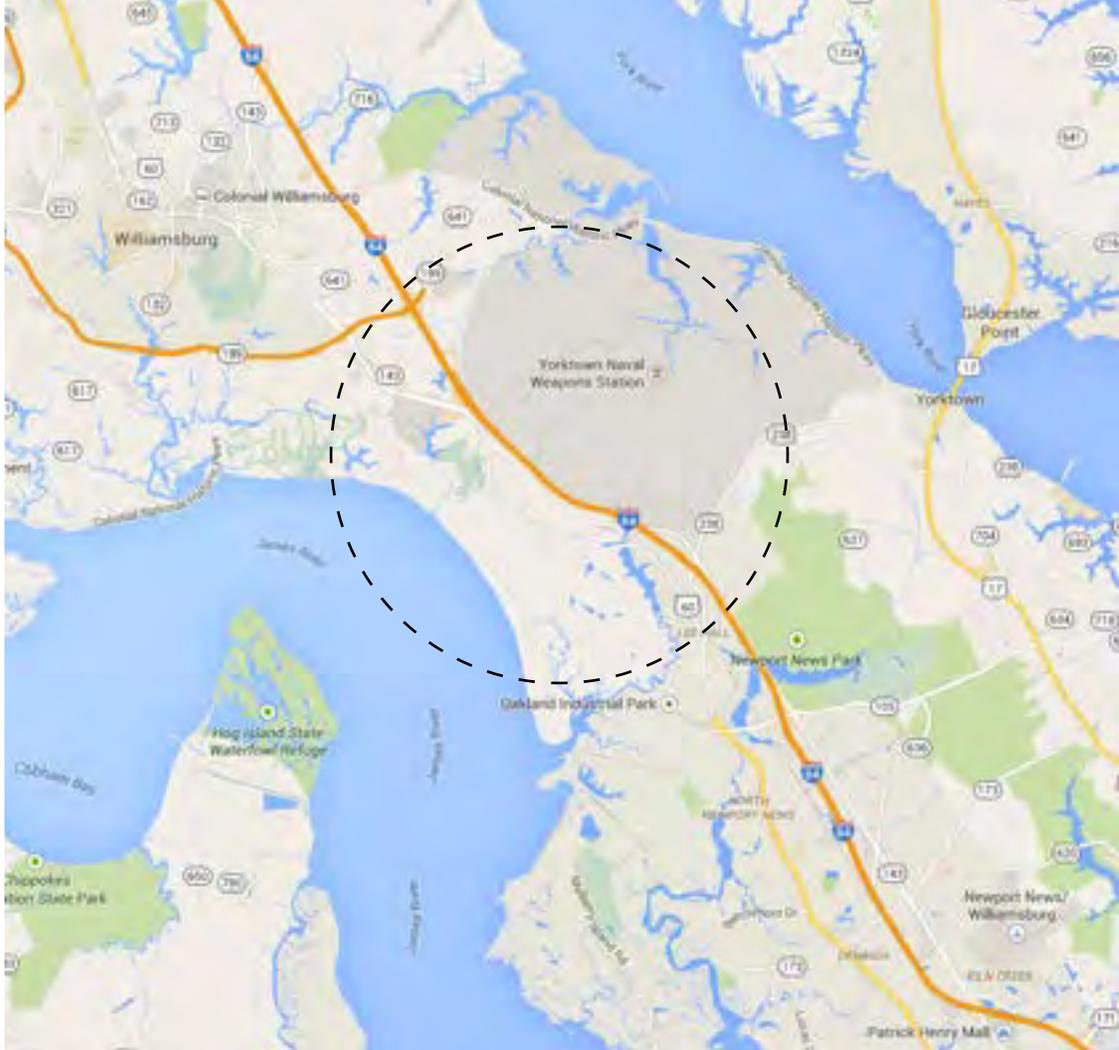
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 15<sup>th</sup> day of May, 20 15.

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

  
Kevin E. Hughes, Assistant Secretary



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



Attachment 3.2.10  
SCC and DPOR Registration  
Documentation (Appendix)

## ATTACHMENT 3.2.10

**State Project No. 0064-965-264, Contract ID#: C00106665DB82**

### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Kiewit Infrastructure South Co.	F0282444	Foreign Corporation	Active	3555 Farnam St. Stacey Lamb, Omaha, NE 68131	Contractor	2701018676	10-31-2016
Curtis Contracting, Inc.	02733335	Corporation	Active	7481 Theron Rd., West Point, VA 23181	Contractor	2702031525	3-31-2016
Parsons Transportation Group	F194302-8	Foreign Corporation	Active	100 M Street SE, Washington, DC 20003*	Engineering	0410000214	2-29-2016
				4701 Hedgemore Drive Charlotte, NC 28209* *address provided is of licensing contact, DPOR license is for Fairfax, VA regional office, which recently moved to Tysons, VA		0405001589	12/31/2015
McDonough Bolyard Peck, Inc. (MBP)	0351800-8	Corporation	Active	3040 Williams Dr., Ste. 300; Fairfax, VA 22031	Engineering	0407002955	12-31-2015
Clark Nexsen, Inc.	01901750	Corporation	Active	6160 Kempsville Cir Ste 200A; Norfolk, VA 23502	ENG, LA, CID, ARC	0407006529	12-31-2015
Schnabel Operations, LLC and Schnabel Engineering, LLC	07126741	Corporation	Active	9800 JEB Stuart Pkwy, Suite 100 Glen Allen, VA 23059	ARC, PE, LS, CID, LA – Business Entity Branch Office Registration	0411000700	2-29-2016
Accompong Engineering Group LLC	S283521-5	Limited Liability Company	Active	9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832	Engineering	0407005442	12-31-2015

**ATTACHMENT 3.2.10**

**State Project No. 0064-965-264, Contract ID#: C00106665DB82**

**SCC and DPOR Information**

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
H&B Surveying and Mapping	S290560-4	Limited Liability Company	Active	612 Hull Street Suite 101B Richmond, VA 23224	Business Entity	0407005432	12-31-2015
Hassan Water Resources, PLC	S2293282	Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens, VA 23102	Engineering	0413000299	12-31-2015
Kerr Environmental	05782354	Corporation	Active	1008 Old Virginia Beach Rd Suite 200, Virginia Beach, VA 23451	Business Entity	0407005065	12-31-2015
Pulsar Advertising	F160855-5	Corporation	Active	N/A	N/A	N/A	N/A
Continental Acquisition Services Inc., dba Continental Field Service	F167489-6	Corporation	Active	N/A	N/A	N/A	N/A

## ATTACHMENT 3.2.10

**State Project No. 0064-965-264, Contract ID#: C00106665DB82**

### **SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Parsons Transportation Group	Ronaldo T. Nicholson	6131 Sligo Mill Rd. NE Washington, DC 20011	Washington, DC 20011	Professional Engineer	0402018251	2-29-2016
McDonough Bolyard Peck, Inc. (MBP)	Duncan Kenneth Stewart	3040 Williams Dr., Ste. 300; Fairfax, VA 22031	Richmond, VA 23235	Professional Engineer	0402036991	6-30-2016
Curtis Contracting Inc.	William Evans Richards	7481 Theron Rd., West Point, VA 23181	Richmond, VA 23227	Professional Engineer	0402027950	1-31-2016
Parsons Transportation Group	Joshua Sheppard Wade	8618 Westwood Center Drive, Suite 450, Tysons, VA 22182	Leesburg, VA 20176	Professional Engineer	0402032924	1-31-2017
Schnabel Engineering, Inc.	Edward Drahos (NOT KEY PERSONNEL)	Glen Allen, VA	14410 Galloway Ct. Midlothian, VA 23113	Professional Engineer	0402015605	7-31-2015

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That Kiewit Infrastructure South Co., a corporation incorporated under the law of Delaware, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on June 27, 1974; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

*May 5, 2015*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website

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### SCC eFile Business Entity Details

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#### Kiewit Infrastructure South Co.

- SCC eFile
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- Give Us Feedback
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

#### General

SCC ID: F0282444  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: DE  
 Date of Formation/Registration: 6/27/1974  
 Status: Active  
 Shares Authorized: 52500

#### Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
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[New Search](#) [Home](#)

#### Principal Office

KIEWIT PLAZA  
 OMAHA NE68131

#### Registered Agent/Registered Office

CT CORPORATION SYSTEM  
 4701 COX ROAD, SUITE 285  
 GLEN ALLEN VA 23060  
 HENRICO COUNTY 143  
 Status: Active  
 Effective Date: 10/4/2013

Screen ID: e1000

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Build #: 1.0.0.24456

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That CURTIS CONTRACTING, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is July 15, 1985;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
May 7, 2015*

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



**PARSONS TRANSPORTATION GROUP INC.**

SCC eFile

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**Business Entities**

**UCC or Tax Liens**

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**Additional Services**

**General**

SCC ID: F1943028  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: IL  
 Date of Formation/Registration: 10/8/2013  
 Status: Active  
 Shares Authorized: 500

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
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**Principal Office**

100 M STREET SE STE 1200  
 WASHINGTON DC20003

[New Search](#)

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**Registered Agent/Registered Office**

CT CORPORATION SYSTEM  
 4701 COX ROAD, SUITE 285  
 GLEN ALLEN VA 23060  
 HENRICO COUNTY 143  
 Status: Active  
 Effective Date: 10/4/2013

Screen ID: e1000

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Build #: 1.0.0.24456

# Commonwealth OF Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That McDonough Bolyard Peck, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 29, 1989;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
January 9, 2015*



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



SCC  
Clerk's  
Information  
System

CISM0190 CORPORATE ACTIVITY SUMMARY 05/12/15  
09:42:52

CORP ID: 0351800 - 8 ACTIVITY TYPE: 9999  
CORP NAME: McDonough Bolyard Peck, Inc.

[Help](#)  
[Print](#)  
[Signoff](#)

L	TYPE	DESC	STATUS	EFF DATE	SCC FEE	DCN
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	02/09/15		C0-01-07-4730
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	02/09/15		C0-01-07-4730
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	01/09/15		C0-01-07-0190
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	01/09/15		C0-01-07-0190
<input type="checkbox"/>	ASMT	ASSESSMENT PAYMENT	3 ACCEPTED	11/21/14	1,570.00	41-12-10-1129
<input type="checkbox"/>	AR	ANNUAL REPORT	3 ACCEPTED	11/20/14		99-99-99-9999
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	02/24/14		C0-01-01-9741
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	02/24/14		C0-01-01-9741
<input type="checkbox"/>	ADMN	ADMINISTRATIVE CHA	3 ACCEPTED	11/13/13		- - -
<input type="checkbox"/>	ADMN	ADMINISTRATIVE CHA	3 ACCEPTED	10/23/13		- - -
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	07/26/13		C0-00-98-8124
<input type="checkbox"/>	COP	COPYWORK	3 ACCEPTED	07/26/13		C0-00-98-8124

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(Screen Id:/Corp\_Activity\_Summary)



Visit SCCeFile!

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
March 30, 2015*

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



SCC eFile  
**Business Entity Details**

[Help](#)

**CLARK, NEXSEN, OWEN, BARBIERI & GIBSON, P.C.**

- SCC eFile
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- UCC or Tax Liens**
- Court Services**
- Additional Services**

**General**

SCC ID: 01901750  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 11/27/1978  
Status: Active  
Shares Authorized: 100000

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
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**New Search** **Home**

**Principal Office**

6160 KEMPSVILLE CIR STE 200A  
NORFOLK VA23502

**Registered Agent/Registered Office**

CHRISTOPHER M STONE  
6160 KEMPSVILLE CIR STE 200A  
NORFOLK VA 23502  
NORFOLK CITY 212  
Status: Active  
Effective Date: 9/27/2011

Screen ID: e1000

Need additional information? Contact [sccinfo@scc.virginia.gov](mailto:sccinfo@scc.virginia.gov) Website questions? Contact: [webmaster@scc.virginia.gov](mailto:webmaster@scc.virginia.gov)

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Build #: 1.0.0.28961

# Commonwealth of Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

Schnabel Engineering Consultants, Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is August 12, 2009.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
November 17, 2009*

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



SCC eFile  
Business Entity Details

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Schnabel Engineering Consultants, Inc.

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 07126741  
 Entity Type: Corporation  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 8/12/2009  
 Status: Active  
 Shares Authorized: 10000

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
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Principal Office

9800 JEB STUART PARKWAY, STE 200  
 GLEN ALLEN VA23059

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Registered Agent/Registered Office

CT CORPORATION SYSTEM  
 4701 COX ROAD, SUITE 285  
 GLEN ALLEN VA 23060  
 HENRICO COUNTY 143  
 Status: Active  
 Effective Date: 10/4/2013

Screen ID: e1000

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Build #: 1.0.0.18045

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, February 17, 2009*

*This is to certify that the certificate of organization of*

**Accompong Engineering Group, LLC**

*was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: February 17, 2009*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, April 27, 2009*

*This is to certify that the certificate of organization of*

**H & B Surveying and Mapping, LLC**

*was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 27, 2009*



*State Corporation Commission*

*Attest:*

*Joel Heck*  
Clerk of the Commission



## SCC eFile Business Entity Details

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### Hassan Water Resources, PLC

#### General

SCC ID: S2293282  
Entity Type: Limited Liability Company  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 7/16/2007  
Status: Active

#### Principal Office

2255 PARKERS HILL DR  
MAIDENS VA23102

#### Registered Agent/Registered Office

GAMAL E HASSAN  
2255 PARKERS HILL DR  
MAIDENS VA 23102  
GOOCHLAND COUNTY 137  
Status: Active  
Effective Date: 5/4/2010

#### Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of existence](#)
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Business Entity Details



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Business Entities

UCC or Tax Liens

Court Services

Additional Services

KERR ENVIRONMENTAL SERVICES CORP.

General

SCC ID: 05782354  
 Entity Type: Corporation  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 5/28/2002  
 Status: Active  
 Shares Authorized: 5000

Principal Office

1008 OLD VIRGINIA BEACH RD  
 SUITE 200  
 VA BEACH VA23451

Registered Agent/Registered Office

MARK R BAUMGARTNER  
 PENDER & COWARD PC  
 222 CENTRAL PARK AVE STE 400  
 VIRGINIA BEACH VA 23462  
 VIRGINIA BEACH CITY 228  
 Status: Active  
 Effective Date: 3/22/2012

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
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- [Pay annual registration fee](#)
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**SCC  
 Clerk's  
 Information  
 System**

CISM0180 CORPORATE DATA INQUIRY 05/20/15 09:09:00

[Help](#)  
[Print](#)  
[Signoff](#)

CORP ID: F160895 - 5 STATUS: 00 ACTIVE STATUS DATE: 05/11/15  
 CORP NAME: PULSAR ADVERTISING, INC.

DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:  
 CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 18 2494 DATE: 05/11/15 HENRICO COUNTY  
 CURRENT AR#: 214 18 2494 DATE: 05/11/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					200



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# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, July 14, 2006*

*This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for*

*Continental Acquisition Services, Inc.*

*a corporation organized under the laws of NEW YORK and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
*Clerk of the Commission*

**Alert to business entities regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.**

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Commonwealth of Virginia  
**State Corporation Commission**



**Virginia.gov**

CISM0180

CORPORATE DATA INQUIRY

05/15/15

11:59:07

CORP ID: F167489 - 6 STATUS: 00 ACTIVE STATUS DATE: 02/13/13  
 CORP NAME: Continental Acquisition Services, Inc.

DATE OF CERTIFICATE: 07/14/2006 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: NATIONAL REGISTERED AGENTS INC

STREET: 4701 COX ROAD, SUITE 285

AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143

ACCEPTED AR#: 214 09 3119 DATE: 06/16/14 HENRICO COUNTY

CURRENT AR#: 214 09 3119 DATE: 06/16/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00				100.00	200

(Screen Id:/Corp\_Data\_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
10-31-2016

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

NUMBER  
2701018676

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

KIEWIT INFRASTRUCTURE SOUTH CO.  
3555 FARNAM STREET  
STACEY LAMB  
OMAHA, NE 68131



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA  
CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H  
NUMBER: 2701018676 EXPIRES: 10-31-2016

KIEWIT INFRASTRUCTURE SOUTH CO.  
3555 FARNAM STREET  
STACEY LAMB  
OMAHA, NE 68131



(FOLD)

(DETACH HERE)

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
03-31-2016

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

NUMBER  
2701031525

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* ASB BLD H/H LSC

CURTIS CONTRACTING INC  
PO BOX 769  
WEST POINT, VA 23181



*Nick A. Christner*  
Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0410000214

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA  
100 M STREET SE  
WASHINGTON, DC 20003



*Nick A. Christner*  
Nick A. Christner, Insurance Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

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

NUMBER  
0405001589

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA  
ATTN: LICENSING  
4701 HEDGEMORE DR  
CHARLOTTE, NC 28209



*Gordon W. Dixon*  
Gordon W. Dixon, Director

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\*Parsons is awaiting updated license with correct Fairfax address (see below)

## Details of license number 0405001589

Name:	PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
License Number:	0405001589
License Description:	Professional Corporation Registration
Business Type:	PC
Address:	3926 PENDER DR STE 100 FAIRFAX, VA 22030
Initial Certification Date:	2007-05-08
Expiration Date:	2015-12-31

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

EXPIRES ON  
12-31-2015

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

NUMBER  
0407002955

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

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC  
3040 WILLIAMS DR., STE 300  
FAIRFAX, VA 22031



*Gordon N Dixon*  
Gordon N Dixon, Director

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(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407002955 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
MCDONOUGH BOLYARD PECK  
3040 WILLIAMS DR., STE 300  
FAIRFAX, VA 22031



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

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10010 (7/11) 107028-3

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

PROFESSIONS: ENG, LA, CID, ARC

CLARK NEXSEN INC  
4525 MAIN ST  
STE. 1400  
VIRGINIA BEACH, VA 23462



*Jan W. DeBoer*  
Jan W. DeBoer, Director

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BUSINESS ENTITY REGISTRATION  
NUMBER: 0407006529 EXPIRES: 12-31-2015  
PROFESSIONS: ENG, LA, CID, ARC  
CLARK NEXSEN INC  
4525 MAIN ST  
STE. 1400  
VIRGINIA BEACH, VA 23462



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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000700

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC  
9800 JEB STUART PKWY  
STE 100  
GLEN ALLEN, VA 23059



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000700 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
SCHNABEL ENGINEERING CONSULTANTS, INC  
9800 JEB STUART PKWY  
STE 100  
GLEN ALLEN, VA 23059



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EXPIRES ON  
12-31-2015

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

NUMBER  
0407005442

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

PROFESSIONS: ENG

ACCOMPONG ENGINEERING GROUP, LLC  
9510 IRON BRIDGE RD  
SUITE 200  
CHESTERFIELD, VA 23832



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005442 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
ACCOMPONG ENGINEERING GROUP, LLC  
9510 IRON BRIDGE RD  
SUITE 200  
CHESTERFIELD, VA 23832



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

NUMBER

0407005432

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

PROFESSIONS: LS

H & B SURVEYING & MAPPING LLC  
612 HULL ST  
SUITE 101B  
RICHMOND, VA 23224



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*Gordon N. Dixon*  
Gordon N. Dixon, Director

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License Details

Related Licenses



**Name** HASSAN WATER RESOURCES PLC  
**DBA Name** HWR  
**License Number** 0413000299  
**License Description** Professional Limited Liability Company  
**Rank** Professional Limited Liability Company  
**Address** 2255 PARKERS HILL DRIVE, MAIDENS, VA 23102-2244  
**Initial Certification Date** 2009-07-06  
**Expiration Date** 2015-12-31

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License Details



<b>Name</b>	KERR ENVIRONMENTAL SERVICES CORP
<b>License Number</b>	0407005065
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	1008 OLD VIRGINIA BEACH RD STE 200, VIRGINIA BEACH, VA 23451
<b>Initial Certification Date</b>	2007-07-02
<b>Expiration Date</b>	2015-12-31

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02-29-2016

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0402018251

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PROFESSIONAL ENGINEER LICENSE

RONALDO T NICHOLSON  
6131 SLIGO MILL RD NE  
WASHINGTON, DC 20011



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*Nick A. Christner*  
Nick A. Christner, Interim Director

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License Details



<b>Name</b>	STEWART, DUNCAN KENNETH
<b>License Number</b>	0402036991
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	RICHMOND, VA 23235
<b>Initial Certification Date</b>	2002-06-24
<b>Expiration Date</b>	2016-06-30

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# DPOR License Lookup License Number 0402027950

## License Details

<b>Name</b>	RICHARDS, WILLIAM EVANS
<b>License Number</b>	0402027950
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	RICHMOND, VA 23227
<b>Initial Certification Date</b>	1998-01-27
<b>Expiration Date</b>	2016-01-31

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The disciplinary action information in this application was last updated at Wed May 06 02:50:19 EDT.

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0402032924

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PROFESSIONAL ENGINEER LICENSE

JOSHUA SHEPPARD WADE  
43346 RIVERPOINT DRIVE  
LEESBURG, VA 20176



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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BOARD FOR APESCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402032924 EXPIRES: 01-31-2017

JOSHUA SHEPPARD WADE  
43346 RIVERPOINT DRIVE  
LEESBURG, VA 20176



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NUMBER

0402015605

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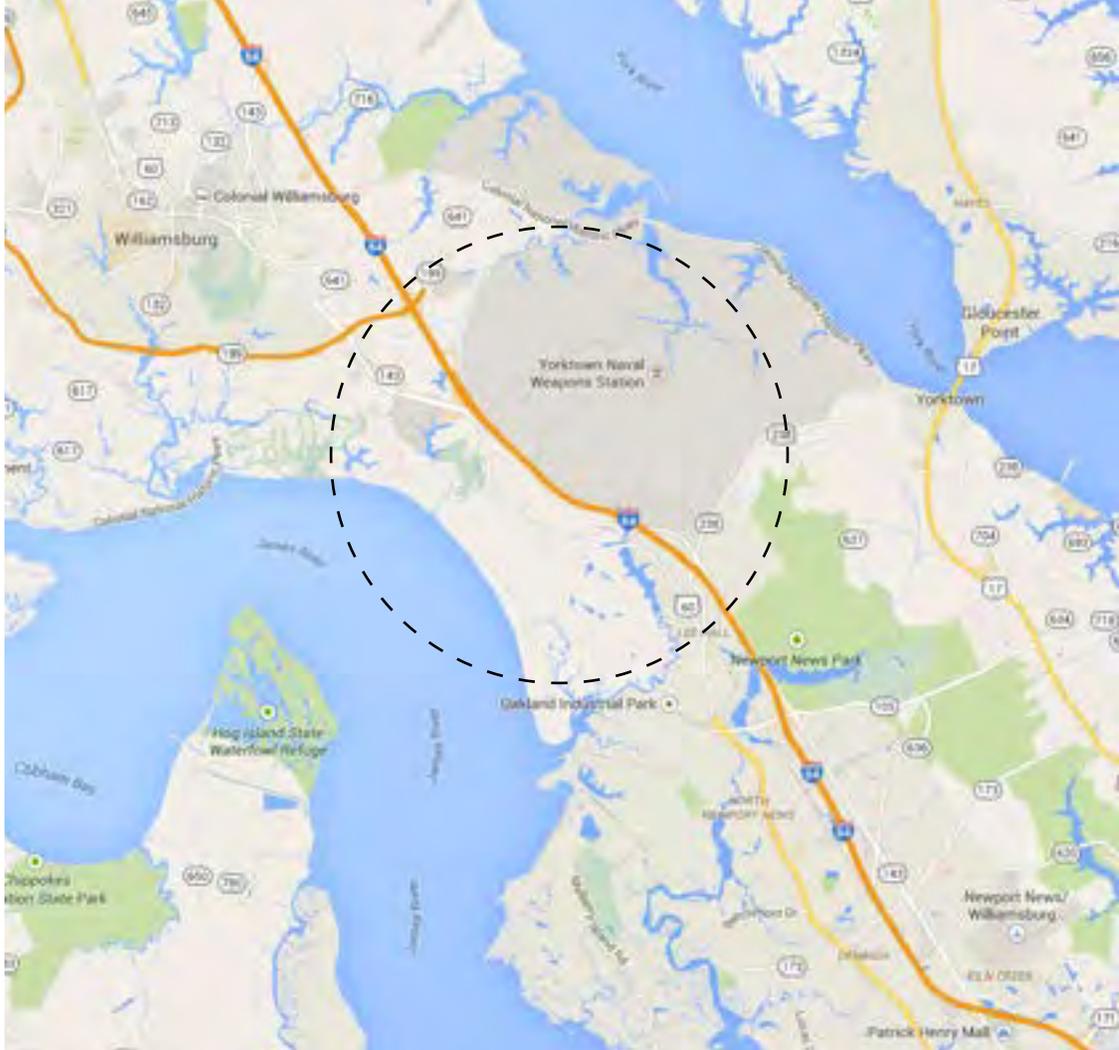
**EDWARD GEORGE DRAHOS  
14410 GALLOWAY CT  
MIDLOTHIAN, VA 23113**



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*Gordon N. Dixon*  
Gordon N. Dixon, Director

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Attachment 3.3.1  
Key Personnel Resumes

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

a. Name & Title: **Kevin Rozendaal, PE, Project Director**

b. Project Assignment: **Design-Build Project Manager**

c. Name of Firm with which you are now associated: **Kiewit Infrastructure South Co.**

d. Employment History: With this Firm 20 Years With Other Firms 0 Year

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

As a 20-year veteran of Kiewit and an experienced, well-organized project manager, Kevin has successfully managed large, urban transportation and environmentally challenging projects. He is adept at identifying, tracking, and resolving project issues; proactively disseminating project information to all stakeholders; identifying, managing, and mitigating project risk; ensuring that the solution meets contract quality requirements; effectively managing the contract to deliver the agreed upon product; and managing the overall schedule to ensure work is assigned and completed on time and within budget.

Kevin has managed eight design-build projects and numerous other interstate projects. He also possesses the oversight and management skills to make sure project teams build projects that meet contract requirements, remain within budget, and finish on time. He is aware of the status of his projects and provides oversight to ensure a successful result that achieves client satisfaction.

- **Kiewit Area Office, Columbia, MD** (June 2014 – Present), Project Director
- **Kiewit District Office, Vancouver, WA** (March 2013 – June 2014), Project Director
- **Honolulu High-Capacity Transit Corridor – Kamehameha Guideway DB** (June 2011 – March 2013), Honolulu Authority for Rapid Transportation, Waipahu, HI, Project Manager, \$372M
- **Kiewit Area Office** (December 2009 – June 2011) Federal Way, WA, Project Manager
- **Pitt River Bridge and Mary Hill Interchange DB** (January 2008 – December 2009) British Columbia Ministry of Transportation, Port Coquitlam, BC, \$203M
- **I-405 Kirkland Stage 1 DB, SR 520 to SR 522** (January 2006 – January 2008), Washington State DOT, Kirkland, WA, Project Manager, \$47M
- **San Francisco-Oakland Bay Bridge – Skyway Segment** (October 2003 – January 2006) Caltrans, Oakland, CA, Superintendent, \$1.2B
- **Haynes Repowering Station, ADWP** (June 2003 – October 2003), Long Beach, CA, Superintendent, \$238M
- **Carville Energy Center** (2002 – 2003), Calpine Corporation, Saint Gabriel, LA, Superintendent, \$157M
- **Tenaska Lindsay Hill Generating Station** (2001 – 2002, Tenaska, Billingsly, AL, Mechanical Engineer, \$153M
- **Level 3 Communications** (1999 – 2001), Golden, CO, Project Engineer / Project Manager, \$284M

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  
**University of Washington, Seattle, WA | BS, 1995, Civil Engineering**

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **PE for State of Washington/Civil/No. 40183**

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

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

**(List at least three (3), but no more than five (5) relevant projects\* for which you have performed a similar function.)**

Project Name:	<b>I-405 Kirkland Stage 1, SR 520 to SR 522, DB, Kirkland, WA</b>	Dates:	<b>October 2005 – April 2008</b>
Project Role:	<b>Design-Build Project Manager</b>	With Current Firm?	<b>Yes</b>

Kevin assumed the position of project manager having overall project responsibility, including: design, construction, QA/QC, environmental compliance, permit compliance, cost control, procurement, and schedule on this \$47 million project. He worked with the client in a co-located office to ensure a smooth start-up; achieve a design that met all requirements while keeping to the budget and finishing ahead of schedule. Kevin kept in daily contact with the WSDOT project engineer to make sure issues were dealt with quickly, mitigation areas met the strict contract requirements, and due to heavy rains in this flat section of roadway, stormwater was

accounted for in all stages of construction. The team was awarded a project bonus for going above and beyond contract requirements regarding environmental, quality, and MOT. As recognition of the open communication and excellent partnership, the project received WSDOT's 2008 Partnership for Excellence in Contract Administration award. This design-build project provided congestion relief and improved safety by constructing an additional general purpose lane in both direction of I-405, reconfigured the 116th St. interchange and new 116th Street overpass, installed fish passage improvements in Forbes Creek and constructed associated walls.

**Client/Owner: Washington State DOT**

**Relevancy: Project manager role, design-build project, highway expansion, complicated maintenance of traffic requirements, extensive use of asphalt paving, bridge widening, storm water management and staged construction.**

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

Project Name:	Arkendale Road to Cherry Point Third Track Project	Dates:	April 2014 -- Present
Project Role:	Project Director	With Current Firm?	Yes

Kevin serves as the off-site project director for this \$42 million design-build project; he is responsible for overall design, construction, quality assurance, procurement, and schedule. The project's on-site construction manager reports directly to Kevin. The project involves designing and building 11 miles of a new, third track next to two existing main line tracks. Work includes building 17 retaining walls and 3 bridges. The project runs adjacent to the Potomac River and environmentally sensitive areas such as regulated flood plains. The project also runs through Marine Corps Base Quantico, and has required close coordination with base personnel, as well as many other agencies and counties.

**Client/Owner: CSX Transportation**

**Relevancy: Design-build, complicated grading project in Virginia with similar soil conditions to I-64 Segment II, staged construction, bridge widening, regulated floodplains, permitting, and coordination with military base.**

Project Name:	Honolulu High-Capacity Transit Corridor -- Kamehameha Guideway DB, Waipahu, HI	Dates:	April 2011 -- Ongoing
Project Role:	Design-Build Project Manager	With Current Firm?	Yes

Kevin served on this \$372 million project as the design-build project manager of the Kamehameha Guideway —the second project of the Honolulu Rapid Transit system on O'ahu. This design-build project included approximately four miles of elevated guideway spanning from the Pearl Highlands to Aloha Stadium. This section of the light rail program contained some of O'ahu's heaviest stretches of traffic and highest number of utility conflicts. He was the client's main point of contact and was responsible for all aspects of the project including: design, construction, quality, schedule, procurement, equipment, and labor relations. Under Kevin's direction, the project came up with innovative maintenance of traffic ideas to keep traffic flowing while this critical infrastructure was built. They coupled these innovative ideas with a multi-pronged public outreach program that included: newspaper ads, website updates, social media, portable message signs, and door to door canvassing.

**Client/Owner: Honolulu Authority for Rapid Transportation**

**Relevancy: Project manager role, design-build, high traffic volumes with complicated maintenance of traffic requirements, staged construction, utility relocations, and public outreach program.**

Project Name:	Pitt River Bridge and Mary Hill Interchange DB, Port Coquitlam, BC	Dates:	December 2006 -- November 2010
Project Role:	Design-Build Project Manager	With Current Firm?	Yes

This complex, \$203 million design-build urban highway project involved building a new eight-lane cable-stay bridge and major interchange to connect to the Lougheed Highway and Mary Hill Bypass. The project was a key connection between the city of Vancouver and the communities to the east. As design-build project manager, he was accountable for all aspects of the project from design all the way through construction. He was also the main point of contact between Kiewit and the Ministry. He worked with the Ministry manager to incorporate additional scope while still meeting key schedule milestones and staying within their available budget. To allow traffic to continue while building a new interchange and bridge, Kiewit developed staged traffic plans that included maintaining an existing contraflow system. The project was built on expansive soils that could not be removed and required special design and construction measures such as light-weight fill, geofoam, and extensive use of pre-loading at structures.

**Client/Owner: British Columbia Ministry of Transportation**

**Relevancy: Project manager role, design-build project, highway expansion, complicated maintenance of traffic requirements, staged construction, and expansive soils.**

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

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title:	Ronaldo T. "Nick" Nicholson PE, District Manager		
b. Project Assignment:	Responsible Charge Engineer		
c. Name of Firm with which you are now associated:	Parsons Transportation Group, Inc.		
d. Employment History: With this Firm <u>1</u> Years With Other Firms <u>30</u> Year	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):		
<b>Vice President/District Manager</b>			
Senior Program Manager with more than 31 years of experience in the development, design, and construction of highway, bridge, tunnel, and fixed rail transit projects. Nick has held responsible charge positions regarding the design and construction of major, complex transportation infrastructure projects; developed strategies and implemented alternative delivery methods on major transportation projects/programs; and administered DBB, DB, and P3 construction contracts. His programs/projects include the Woodrow Wilson Bridge project, I-495 HOT Lanes, Dulles Rail Corridor Improvements (Phase I), Springfield Interchange, I-66 widening in Virginia; 11th Street Bridge project, I-395 Capital Crossing, DC Streetcar, and South Capitol Street Improvements in Washington DC.			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	George Washington University, Washington DC / MS / 1996-2001 / Structural Engineering University of Kansas, Lawrence KS / BS / 1979- 1983 / Civil Engineering		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1988/ Professional Engineer / Virginia / #0402018251 2010 / Professional Engineer / District of Columbia / #905934		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li>1. Note your role, responsibility, and specific job duties for each project, not those of the firm.</li> <li>2. Note whether experience is with current firm or with other firm.</li> <li>3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</li> </ol>		
<b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>			
Project Name:	<b>11<sup>th</sup> Street Bridge Replacement &amp; Improvement DB</b>	Dates:	<b>2010-2014</b>
Project Role:	<b>Chief Engineer</b>	With Current Firm?	<b>No</b>
As Chief Engineer, Nick was fully integrated amongst his team and was responsible for the design approval, making and approving engineering decisions during construction, and construction administration of this \$400 million project, which consisted of 2.6 miles of multi-lane Interstates I-395 / I-695 / I-295. The reconfiguration and reconstruction included the replacement of three bridges crossing the Anacostia River. Nick led the communication effort between the owner, contractor, designer, and third parties. He served as the lead executive and administrator for the design-build project, working closely with FHWA and the contractor Skanska/Facchina in order to work through design and construction issues, which included leading the safety inspection of structural elements after the 2013 earthquake.			
<b>Client/Owner: District of Columbia Department of Transportation</b>			
<b>Relevancy: Design-Build, many of the same proposed discipline leads, several new and widening bridges, ROW and utility constraints. Urban and Event MOT planning</b>			
Project Name:	<b>I-495 Capital Beltway Hot Lanes P3</b>	Dates:	<b>2007-2010</b>
Project Role:	<b>Program Manager</b>	With Current Firm?	<b>No</b>
As Program Manager, Nick was responsible for identifying and resolving all project development technical/engineering issues prior to commercial closing, including securing federal and state regulatory approvals, defining the projects scope, making and approving engineering decisions, and issuing agency concurrence on developer's estimates. He was the lead agency administrator for the design-build phase of the project with responsible charge authority for the design approval, design waiver/exception recommendations, and construction change management Manager of agency community outreach and traffic management plan implementation. Project Cost:			

\$1.9 billion.

**Client/Owner: Virginia Dept. of Transportation**

**Relevancy: Responsible charge of Design and Construction functions; VDOT project, interstate widening, extensive public outreach, and alternate delivery.**

Project Name:	Woodrow Wilson Memorial Bridge	Dates:	2001-2008 (Completion)
---------------	--------------------------------	--------	------------------------

Project Role:	Project Manager	With Current Firm?	No
---------------	-----------------	--------------------	----

Project Manager of the \$680 million Woodrow Wilson Bridge project on the Capital Beltway. This project eliminated one of the nation's worst bottlenecks. Nick served as Project Manager for VDOT, having responsibility for overseeing the design development of the bridge, making and approving engineering decisions, open communications with the client, and coordination with adjacent major interstate projects.

**Client/Owner: Virginia Dept. of Transportation**

**Relevancy: Worked with Kiewit, VDOT project, interstate widening, coordination with adjacent interstate widening projects and extensive public outreach, as well as MOT and ROW.**

Project Name:	I-95/I-495/US Route 1 Interchange	Dates:	2001-2010
---------------	-----------------------------------	--------	-----------

Project Role:	Project Manager	With Current Firm?	No
---------------	-----------------	--------------------	----

Project Manager for this \$160 million reconstruction of the I-95/I-495/US Route 1 Interchange. Nick was responsible for all design development, contract development/administration, making and approving engineering decisions, and construction engineering activities on the major design-bid-build construction project. Project challenges included Maintenance of traffic in an urban area, construction in poor soils requiring ground improvements, and complex bridge demo and reconstruction.

**Client/Owner: Virginia Dept. of Transportation**

**Relevancy: VDOT project, widening of an interstate, widening of an existing structures, deck replacement of another existing structure, multiple utilities that required avoidance or relocation plans, and coordination with military facilities.**

Project Name:	Telegraph Road Improvements	Dates:	2001-2010
---------------	-----------------------------	--------	-----------

Project Role:	Project Manager	With Current Firm?	No
---------------	-----------------	--------------------	----

Project Manager for \$260 Million reconstruction of I-95/I-495/Telegraph Road Interchange. Nick was fully integrated among the team, and responsible for all design development, contract development/administration, making and approving engineering decisions, and construction engineering activities on the major design-bid-build construction project. Project challenges included Maintenance of traffic in an urban area, construction in flood prone area, and complex bridge demolition and reconstruction.

**Client/Owner: Virginia Dept. of Transportation**

**Relevancy: Worked with Kiewit, VDOT Project, widening of an interstate, widening of an existing bridge structures, Bridge demo and replacement, multiple utilities that required avoidance or relocation plans, MOT, and coordination with military facilities.**

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

N/A

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title:	<b>Duncan K. Stewart, PE</b>		
b. Project Assignment:	<b>Quality Assurance Manager</b>		
c. Name of Firm with which you are now associated:	<b>MBP</b>		
d. Employment History: With this Firm <u>13</u> Years With Other Firms <u>2</u> Year	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):		
▪ <b>Engineer, Senior Engineer, Project Manager, Branch Operations Manager</b>	Duncan has more than 15 years of hands-on construction experience providing quality assurance, project controls, critical path method (CPM) scheduling, resident engineering, training, claims analysis, and program and project management. He has served as the Quality Assurance Manager (QAM) on multiple VDOT projects in both the Richmond and Hampton Roads Districts and is an expert in performing this role. In addition to the projects below, Duncan was the QAM on the Airport Connector Road Project in Richmond and has significant experience on large interstate projects.		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>Royal Military College of Canada, Kingston, Ontario, Canada / BE / 1997 / Civil Engineering</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>2002 / Professional Engineer (PE) / #036991 2014 / Certified Construction Manager (CCM) / CMCI ID: 2423 2015 / Planning &amp; Scheduling Professional (PSP) / #1490</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li>1. Note your role, responsibility, and specific job duties for each project, not those of the firm.</li> <li>2. Note whether experience is with current firm or with other firm.</li> <li>3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p>		
Project Name:	<b>VDOT I-64 Active Traffic and Safety Management System DB</b>	Dates:	<b>2014-2015 (anticipated)</b>
Project Role:	<b>Quality Assurance Manager</b>	With Current Firm?	<b>Yes</b>
As Quality Assurance Manager on this \$7 million design-build project, Duncan was responsible for development and implementation of the QA/QC Plan, and supervision of the QA staff, as well as closely monitoring the QC program. His specific duties included coordination of Preparatory Inspection Meetings, review of daily inspection reports, assurance of materials testing requirements, coordination of IA/IV testing/inspection, monthly reporting, review of materials documentation including approval of Source of Materials, and final inspection/acceptance of the project. <b>Relevancy: VDOT, design-build project, same QAM role, same interstate</b>			
Project Name:	<b>VDOT Zion Crossroads DB</b>	Dates:	<b>2012-2014</b>
Project Role:	<b>Quality Assurance Manager</b>	With Current Firm?	<b>Yes</b>
Duncan served as QAM, on this \$8 million design-build project, where he established the quality assurance/quality control (QA/QC) plan and was responsible for the successful implementation of the plan. His other responsibilities included the oversight of the QC construction inspection, materials testing, and sampling of work performed by the design-builder's quality control. He was responsible for verifying quality compliance and seeing that there were minimal interruptions due to quality issues and that the project was delivered to the contract requirements. He oversaw the entire quality assurance and quality control program, all materials testing, and IA/IV interactions with VDOT and FWHA. He also supervised MBP and subconsultant inspectors and technicians. <b>Relevancy: VDOT, design-build project, same QAM role, Parsons served as lead designer</b>			
Project Name:	<b>VDOT Route 35 Darden Bridge Replacement DB</b>	Dates:	<b>2014-2015 (anticipated)</b>

Project Role:	Quality Assurance Manager	With Current Firm?	Yes
<p>As Quality Assurance Manager of this \$10 million design-build project, Duncan established the quality assurance/quality control (QA/QC) plan and was responsible for its successful implementation. His other responsibilities included monitoring the QC construction inspection, overseeing materials testing, and independently verifying work performed by the design-builder's quality control personnel. Duncan was responsible for verifying quality compliance, minimizing interruptions due to quality issues, and verifying the project was delivered to the contract requirements. He oversaw the entire quality assurance and quality control program, all materials testing, and IA/IV interactions with VDOT and FWHA. He also supervised MBP and subconsultant inspectors and technicians.</p> <p><b>Relevancy: VDOT, design-build project, same QAM role</b></p>			
Project Name:	Capital Trail New Market Heights DB	Dates:	2012-2012
Project Role:	Quality Assurance Manager	With Current Firm?	Yes
<p>As QAM on this \$6 million design-build job, Duncan was responsible for developing a QA/QC Plan in accordance with VDOT's requirements and for performing QA services such as field inspection, materials testing, and project documentation for this design-build project. He supervised a team of QA inspectors, as well as subconsultant materials testing lab, and technicians. His additional tasks included oversight and monitoring of the contractor's QC program for compliance with the QA/QC Plan and review and approval of monthly payment applications.</p> <p><b>Relevancy: VDOT, design-build project, same QAM role</b></p>			
Project Name:	Virginia Capital Trail-Park Phase DB	Dates:	2014-2015 (anticipated)
Project Role:	Quality Assurance Manager	With Current Firm?	Yes
<p>As QAM on this \$8 million design-build project, Duncan is responsible for development and implementation of the QA/QC Plan and supervision of the QA/QC staff. His specific duties include coordination of Preparatory Inspection Meetings, review of daily inspection reports, assurance of materials testing requirements, coordination of IA/IV testing/inspection, monthly reporting, review of materials documentation including approval of Source of Materials, and final inspection/acceptance of the project.</p> <p><b>Relevancy: VDOT, design-build project, same QAM role</b></p>			
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <p>Although the Quality Assurance Manager is not required to be on site full time, Section 3.3.1.3 of the RFP asks us to provide a current list of assignments and anticipated duration for all VDOT DB projects in which the QAM is currently obligated. Here are Duncan's current commitments:</p> <ol style="list-style-type: none"> <li>1. QAM for the VDOT Route 35 Darden Bridge Replacement Design-Build Project (Project Ends September 2015)</li> <li>2. QAM for the VDOT I-64 Active Traffic and Safety Management System Design-Build Project (Project Ends September 2015)</li> <li>3. QAM VDOT Virginia Capital Trail-Park Phase Design-Build Project (Project Ends September 2015)</li> </ol>			

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title:	<b>Joshua Wade, PE, Principal Project Manager</b>		
b. Project Assignment:	<b>Design Manager</b>		
c. Name of Firm with which you are now associated:	<b>Parsons Transportation Group, Inc.</b>		
d. Employment History: With this Firm <u>21</u> Years With Other Firms <u>0</u> Year Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):	<ul style="list-style-type: none"> <li>▪ <b>Principal Project Manager / Design Director</b> Joshua has been employed by Parsons for his entire career. Over the past 15 years, he has been the design manager for multiple projects and managed the Virginia design efforts working extensively with Kiewit on the Intercounty Connector Contract B in MD, Goethals Bridge in NY and Phase 2 of the WMATA Silver Line Extension in VA. His project experience also includes the projects shown below and other relevant efforts, including operational improvement projects, such as leading the engineering on the City Line Road project in the Hampton Roads District and the Interstate widening efforts for the I-395 HOV Ramp and Auxiliary Lane project in Alexandria and alternative configuration analyses, such as those done for VDOT's I-64/Route 15 (Zion Crossroads) Interchange Improvement project.</li> </ul>		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>University of Maryland University College, Adelphi, MD / MBA / 2009 / Business Administration</b> <b>University of Maryland College Park, College Park, MD / BS / 1993 / Civil Engineering</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>1999 / Professional Engineer / Virginia / #0402032924</b> <b>1999 / Professional Engineer / Maryland / #24467</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>			
Project Name:	<b>DB Intercounty Connector Contract B, Montgomery County, MD</b>	Dates:	<b>2008-2011(Substantial Completion)</b>
Project Role:	<b>Design Manager</b>	With Current Firm?	<b>Yes</b>
<p>As Design Manager, Josh was responsible for the design efforts of this \$560 Million project consisting of approximately 7 miles of new, controlled access, six-lane, tolled roadway and two interchanges: ICC/MD 182 and ICC/MD 650. The MD 650 interchange included a SPUI configuration to reduce impacts on neighboring properties, improve operations along MD 650, and accommodate many utilities in the vicinity. Work also included utility protection designs, relocation and improvements of state and local roads, intersection improvements and structures over major streams. There were pavement design; utility relocations; bridges; retaining walls; noise walls; earth berms; drainage facilities; landscaping; signing, signals, lighting, and pavement markings; tolling infrastructure; MOT; ITS devices; public relations support; and environmental compliance. Josh led the design QC effort to make sure engineering was done right the first time, and the construction team could confidently build the work. Josh worked closely with Kiewit (the lead of the contractor JV) to implement constructability reviews, and took a hands-on approach, got involved, and oversaw design. He assisted in developing the project schedule, reviewed daily progress, and fostered successful project completion, on time and under budget. His hands-on, team-building approach to the project management ensured full involvement, from the client to each of the disciplines, which resulted in a team atmosphere. This team process, whereby voices were heard and viewpoints involved in early planning and design reviews, meant that, in the end, all designs were the best they could be, reducing impacts and maintaining the schedule and budget. <b>Client/Owner: Maryland State Highway Administration</b></p> <p><b>Relevancy: Design-Build with Kiewit, many of the same proposed discipline leads, several new and modified intersections, similar widening experience along Route 29, Layhill Road and MD 650, MD 650 had many utility conflicts that required planning, relocations or avoidance designs.</b></p>			
Project Name:	<b>DB I-64/Route 15 (Zion Crossroads), Louisa County, VA</b>	Dates:	<b>2012-2014</b>
Project Role:	<b>Design Manager</b>	With Current Firm?	<b>Yes</b>

The purpose of this \$6.8 Million project was to improve traffic operations and increase safety at the interchange with I-64 and signals along Route 15 while improving access to the adjacent businesses and land uses. Improvements consisted of a conversion of the interchange configuration from a standard diamond to a diverging diamond interchange (DDI). The project included widening along Route 15 and modifications at the gore areas along I-64. As **Design Manager**, Joshua was responsible for the design efforts, constructability, coordination of the various disciplines, and design quality control. Parsons' winning concept modified the RFP concept plans and improved maintenance, safety, and operations further while reducing overall costs and construction time. This project is relevant to the I-64 Segment II project due to the interaction with the Interstate, MOT along I-64 and the use of the existing VMS signs prior to and during construction. Parsons worked closely VDOT's Culpeper and Central Office staff including Bart Thrasher in the development of design criteria since no standards existed. The Zion Crossroads project, per VDOT staff, shows Parsons' and Josh's "resourcefulness in the fact that no true design standards exist for these alternative interchanges." This project team also included many of the same design leads so the relationships built will continue to serve VDOT and the project well.

**Client/Owner: Virginia Department of Transportation**

**Relevancy: VDOT Design-Build, widening of a major roadway, interaction and work along an interstate, many utility conflicts and right of way acquisitions avoided through design, and a public involvement program developed to educate and build public acceptance.**

Project Name:	DB I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension, Alexandria, VA	Dates:	2012-Present
Project Role:	Design Manager	With Current Firm?	Yes

As Design Manager, Josh is responsible for the design efforts and design quality control of this \$55.4 Million project whose purpose is to improve traffic operations and increase safety for HOV and transit users working at or near the Mark Center, a new BRAC-related DOD facility, as well as ramp and pedestrian improvements to mitigate impacts of the additional DOD staff on the surrounding neighborhoods and businesses. The project includes the widening of I-395, a new reversible HOV ramp on I-395, a new pedestrian bridge across I-395, and widening of an existing mainline bridge on I-395. Though the project is not yet completely constructed, the design phase is completed and the majority of the construction will be completed prior to the anticipated NTP for the I-64 Widening Segment 2 project. This is similar to the I-64 Segment II project since it includes the widening of an interstate, widening of an existing bridge structure (over Sanger Avenue), has significant coordination with military and other adjacent land owners, and has a significant MOT. In leading all design efforts for this project Josh guided the team through a successful and completed design phase that included challenges such as MOT and widening along an interstate, military facility coordination, unknown utilities, significant MOT and public outreach. Josh also oversaw design efforts for the acceleration of the project such as the design of a tower crane pad, reduced phase MOT and alternative wall design and construction techniques conceived during early constructability meetings. **Client/Owner: Virginia Dept. of Transportation**

**Relevancy: VDOT Design-Build, widening of an interstate, widening of an existing structure, deck replacement of another existing structure, multiple utilities that required avoidance or relocation plans, and coordination with military facilities.**

Project Name:	Woodrow Wilson Memorial Bridge, Alexandria, VA	Dates:	Sept. -Dec. 2007
Project Role:	Lead Engineer	With Current Firm?	Yes

The monumental \$680 million Woodrow Wilson Bridge project, on the Capital Beltway, eliminated one of the nation's worst bottlenecks. Parsons performed all phases of work in the design of this bridge. Initial work included early studies and environmental documentation. Then, as a result of winning a blind design competition, Parsons was selected as the prime consultant for the final design to construct the bridge. The bridge widened the existing interstate and separated local and express lanes. The project included extensive MOT to coordinate with the adjacent interchange improvements along the approaches to the bridge, utility relocation and a significant communications and public outreach plan. Parsons achievements have been recognized through 22 awards. Josh served as Parsons' lead engineer for the preliminary engineering and NEPA phases, coordinated with other disciplines, contributed to the winning design competition entry, and served as a QC reviewer during the bridge's final design. **Client/Owner: Virginia Dept. of Transportation**

**Relevancy: Worked with Kiewit, VDOT project, interstate widening, coordination with adjacent interstate widening projects and extensive public outreach.**

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

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

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

a. Name & Title: **Kent Oberle, Project Manager**

b. Project Assignment: **Design-Build Construction Manager**

c. Name of Firm with which you are now associated: **Kiewit Infrastructure South Co.**

d. Employment history: With this Firm 13 Years With Other Firms 2 Year

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

Kent has gained increasingly responsible field and management experience in his career with Kiewit since his graduation from the University of Wisconsin. His background ranges from sizable interstate projects to rail, airport and reservoir projects. This experience has given him a thorough understanding of grading, concrete paving, drainage and utility work as well as dealing with maintenance of traffic operations. In addition he has extensive experience dealing with material availability, QC procedures, and the capacities and capabilities of subcontractors and vendors. His work history includes the following projects:

- **Dulles Corridor Metrorail Project – Phase 2, Design-Build** (May 2014 -- Present), Metropolitan Washington Airports Authority, Washington, DC, Segment Manager B,\$1.2B
- **C.W. Bill Young Reservoir Project Tampa Bay Water** (April 2013 – February 2014), Hillsborough County, FL, Construction Manager \$127M
- **South Florida Office, Sunrise, FL** (January 2012 – April 2013), Lead Estimator
- **2011 Maintenance Repair** (May 2011 – January 2012), City of Atlanta Hartsfield-Jackson Atlanta International Airport, Atlanta, GA, Project Manager, \$4.2M
- **Mid-Atlantic Estimating Office, Beltsville, MD** (November 2010 – May 2011), Lead Estimator
- **Intercounty Connector (Contract-B) Toll Road** (July 2010 – November 2010), Maryland State Highway Administration, Montgomery County, MD, Segment Manager, \$560M
- **I-95 at Telegraph Road Interchange** (April 2009 – July 2010), Virginia Department of Transportation, Alexandria, VA, Construction Manager, \$265M
- **I-95 Widening and Rehabilitation** (February 2007 – April 2009), Florida Department of Transportation, Cocoa Beach, FL, Construction Manager, \$173M
- **Western Beltway Toll Road Part C and Toll Booth Facilities** (September 2004 – February 2007), Florida's Turnpike Enterprise, Orange County, FL, Construction Manager, \$75M
- **Taxiway F&L Replacement** (March 2004 – September 2004), City of Atlanta Hartsfield-Jackson Atlanta International Airport, Atlanta, GA, Field Superintendent,\$23M
- **Fluvanna Power Plant** (June 2002 – January 2004), Tenaska Virginia Partners, LP, Fluvanna County, VA, Field Engineer, \$165M

***Prior to joining Kiewit***

(January 1999 – January 2001) City of Janesville Engineering Department, Senior Engineering Assistant

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  
**University of Wisconsin-Platteville, Platteville, WI / BS / 2002 / Civil Engineering**

f. Active Registration: Year First Registered/ Discipline/VA Registration #: Kent has started the process and will possess the required Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) before construction begins.

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

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

**(List at least three (3), but no more than five (5) relevant projects\* for which you have performed a similar function.)**

Project Name:	<b>Intercounty Connector – Contract B (ICC-B) Toll Road, Alexandria, VA</b>	Dates:	<b>July 2010 – November 2010</b>
Project Role:	<b>Segment Manager</b>	With Current Firm?	<b>Yes</b>

Kent served as Segment Manager for this \$560 million, six-mile-long contract, which the Joint Venture broke into several smaller segments of similar size to the I-64 Segment II project. His duties included managing all construction activities in his area, as well as managing the quality control process and verifying his crews only used “approved for construction” drawings. He oversaw all work relating to the relocation and installation of all utilities, including electrical power, water, sanitary sewer, and gas lines. His responsibilities for field coordination included managing the work of 20 subcontractors and third-party utilities along the project’s six-mile-long corridor, as well as coordinating closely with contractors working on adjacent projects to make sure the overall program was a success. The ICC Contract B was one project out of the five-project program to construct the 25-mile-long ICC toll road outside of Baltimore, and connect the technology corridor of I-270/370 with the commercial corridor of I-95/US-1. The ICC program included some of the largest contracts ever offered by the State of Maryland and was considered Maryland’s most important transportation priority. Contract B consisted of the construction of approximately seven miles of new six-lane toll road. The work included 2.4 million CY of excavation, 1.7 million CY of embankment, 500,000 SY of new pavement section, 20 retaining walls or 3000 LF ranging from 5 feet to 28 feet tall, more than 80,000 LF of drainage, and 15 bridges totaling more than 600,000 SF of deck over environmentally sensitive land. Kent’s attention to environmental compliance and stormwater management was instrumental to the project’s success. Kent interacted extensively with the State of Maryland Department of Environmental Protection and independent environmental consultants. The project was one of the most environmentally sensitive projects on the East Coast.

**Client/Owner: Maryland State Highway Administration (MD SHA)**

**Relevancy: Design-build project, interstate roadway construction within a right-of-way, bridge construction, managing the quality control process, traffic alternatives analysis, modeling simulations and traffic control designs, required environmental design, coordination and mitigation, and utilities relocation. He worked with Parsons, including proposed DM Josh Wade.**

Project Name:	<b>I-95 at Telegraph Road Interchange Alexandria, VA</b>	Dates:	<b>April 2009 – July 2010</b>
Project Role:	<b>Construction Manager</b>	With Current Firm?	<b>Yes</b>

Kent served as Construction Manager for this \$265 million interchange project on one of the busiest interstates on the East Coast. This project was the largest VDOT construction contract awarded at the time. The scope consisted of the reconstruction and widening of 2.5 miles of I-95, along with a new fly-over bridge at the Telegraph Road interchange. Kent managed construction and the quality control process for the grading, drainage, aggregate base, asphalt, and concrete barrier wall. He was also instrumental in the successful planning, owner coordination and execution of several, complex traffic switches that involved tight work windows and significant liquidated damages if not completed on time. The project scored 95.3 percent on VDOT’s Construction Quality Improvement Program, the highest score granted at that time. **Client/Owner: Virginia Dept. of Transportation (VDOT)**

**Relevancy: VDOT project, managing construction, managing the QC process, interstate roadway reconstruction and widening, bridge reconstruction and widening, utilities relocation, sound walls and maintenance of traffic. Proposed RCE Nick Nicholson was the Project Manager on this job.**

Project Name:	<b>I-95 Widening and Rehabilitation Cocoa Beach, FL</b>	Dates:	<b>February 2007 – April 2009</b>
Project Role:	<b>Construction Manager</b>	With Current Firm?	<b>Yes</b>

Kent served as Construction Manager responsible for managing all construction field operations and the quality control process for this 10-mile concrete widening and paving project on I-95. As it was a design-build project, Kent set up and implemented a system to verify all drawings used in the field were the current “approved for construction” set. Kiewit self-performed all PCC batch plant and placing on the project. Project elements included 375,000 SY of 13-in. concrete pavement, 50,000 LF of storm drain, and 174,000 LF of under drain. The excavation to embankment was approximately 585,000 CY. Widening occurred towards the center line of the road to protect the surrounding wetlands and road alignment concerns. Kent served as the main field contact with Florida Department of Transportation, controlled the project schedule and resources, and led Kiewit’s safety, quality and environmental compliance efforts in the field. Kiewit also added value to the project by extending the concrete paving maintenance from five to eight years.

**Client/Owner: Florida Department of Transportation (FDOT)**

**Relevancy: Design-Build project, managing construction, interstate roadway widening from four to six lanes inside, bridge reconstruction and widening, MOT planning, environmental planning, managing QC process, and utilities relocation.**

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Kent is currently serving as Segment Manager B for the Dulles Corridor Metrorail project. He will be available full-time for the VDOT I-64 Segment II project upon “Notice to Proceed.”

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title:	<b>William “Bill” Richards, P.E., Construction Engineer</b>		
b. Project Assignment:	<b>Maintenance of Traffic (MOT) Manager</b>		
c. Name of Firm with which you are now associated:	<b>Curtis Contracting, Inc.</b>		
d. Employment History: With this Firm <u>15+</u> Years With Other Firms <u>15</u> Years	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):		
Bill has more than 30 years of experience on major infrastructure projects located throughout Virginia. His experience includes airport facilities, athletic facilities, highway and bridge, environmental, and other site development projects. Clients have included VDOT, Local Municipalities, DOD, GSA and FHWA.			
<b>Construction Engineer / Construction Manager</b>			
<ul style="list-style-type: none"> <li>▪ <b>I-264 Roadway Rehabilitation Design-Build</b> (November 2013 – Present) Construction Manager responsible for managing the \$73 million fast track design build of a 12 mile pavement rehabilitation, widening and improvements to the I-264 in the City of Virginia Beach.</li> <li>▪ <b>Virginia Capital Trail Design-Build</b> (June 2011 – November 2014) Construction Manager responsible for construction management on the Curtis Contracting/Parsons Brinckerhoff Team for this \$8.7 million VDOT/Charles City County project</li> <li>▪ <b>I-295/Meadowville Road Interchange Design-Build</b> (Sept 2010 – November 2011) Construction Manager responsible for the construction management on the Curtis Contracting/Parsons Brinckerhoff Team for this \$11.7 million VDOT/Chesterfield County.</li> <li>▪ <b>Warhill Infrastructure and Roadways Design-Build</b> (April 2006 – August 2008) Construction Manager responsible for the construction management on the Curtis/Timmons Group/CHA LLP Team for this \$37.4 million James City County.</li> <li>▪ <b>US Route 199 Widening Design-Build (PPTA)</b> (May 2004 – April 2006) Construction Manager responsible for the construction management on the Jamestown 2007 Constructors, LLC/Wilber Smith &amp; Associates Team for this \$32.4 million VDOT/James City County.</li> </ul>			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>Virginia Polytechnic Institute and State University, Blacksburg, Virginia / BS / 1984 / Civil Engineering</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>1998 / Professional Engineer / VA #027950</b> <b>Virginia DCR Responsible Land Disturber Certification / #21759</b> <b>VDOT Erosion and Sediment Control Contractor Certification / #1-01053</b> <b>He is an Advanced level VDOT Work Zone Traffic Control Manager</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p>		
Project Name:	<b>I-264 Roadway Rehabilitation Design-Build Project</b>	Dates:	<b>November 2013- Present (will be</b>
Project Role:	<b>Construction Manager</b>	With Current Firm?	<b>Yes</b>
Bill is responsible for the management of construction for this \$73 million project which included managing the construction process, to include all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. The project elements include the pavement rehabilitation, widening, drainage improvements, barrier modification, guardrail and signage upgrades to current safety standards for a 12 mile segment of I-264 in Virginia Beach, VA. Project details included significant traffic control to accomplish the installation of over 130,000 tons of asphalt paving, 100,000 square yards of full depth concrete roadway replacement, four miles of roadway widening, 70,000 LF of median and shoulder barrier modification, jack & boring of drainage culverts, drainage modifications, signage and over 1,000,000 LF of pavement markings. Bill is the main point of contact for the Curtis Contracting Inc. DB team on the jobsite and is responsible for the			

communication and coordination with VDOT, City of Virginia Beach, permitting agencies and other stakeholders on the project. Bill is responsible for the day-to-day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. He was the lead in the development of the MOT plan with the designer and consultant for this complex project. He coordinated the development of multiple detour plans and ensured that the various detours would not conflict during construction. Likewise, he is responsible for coordinating with multiple other adjacent contractors to minimize/eliminate conflicts between the various projects. He routinely adjusts work zones on this project for the unique field conditions. Bill has extensive roadway design and construction experience. Using this experience, he is able to efficiently communicate field issues with design team members and help to expedite the resolve of any conflicts or improvements as they are revealed through the normal course of construction.

**Relevancy: VDOT project, design-build, interstate widening, significant MOT.**

Project Name:	Virginia Capital Trail Design-Build Project	Dates:	June 2011- September 2014
Project Role:	Construction Manager	With Current Firm?	Yes

Bill was responsible for the management of construction for this \$8.8 million project. The project elements included the construction of 12.5 miles of asphalt paved trail and structures. Bill was responsible for the day-to-day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. His duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discussed work operations and coordinated all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the Curtis/Parsons Brinckerhoff team and was responsible for the communication and coordination with VDOT's Project Representative, Charles City County, visiting permitting agencies and impacted property owners. He would coordinate the Traffic Control for both the roadway and bikeway travelers for this project. Some unique detours were used on this project when setting the prefabricated wooden bridge structures in multiple locations.

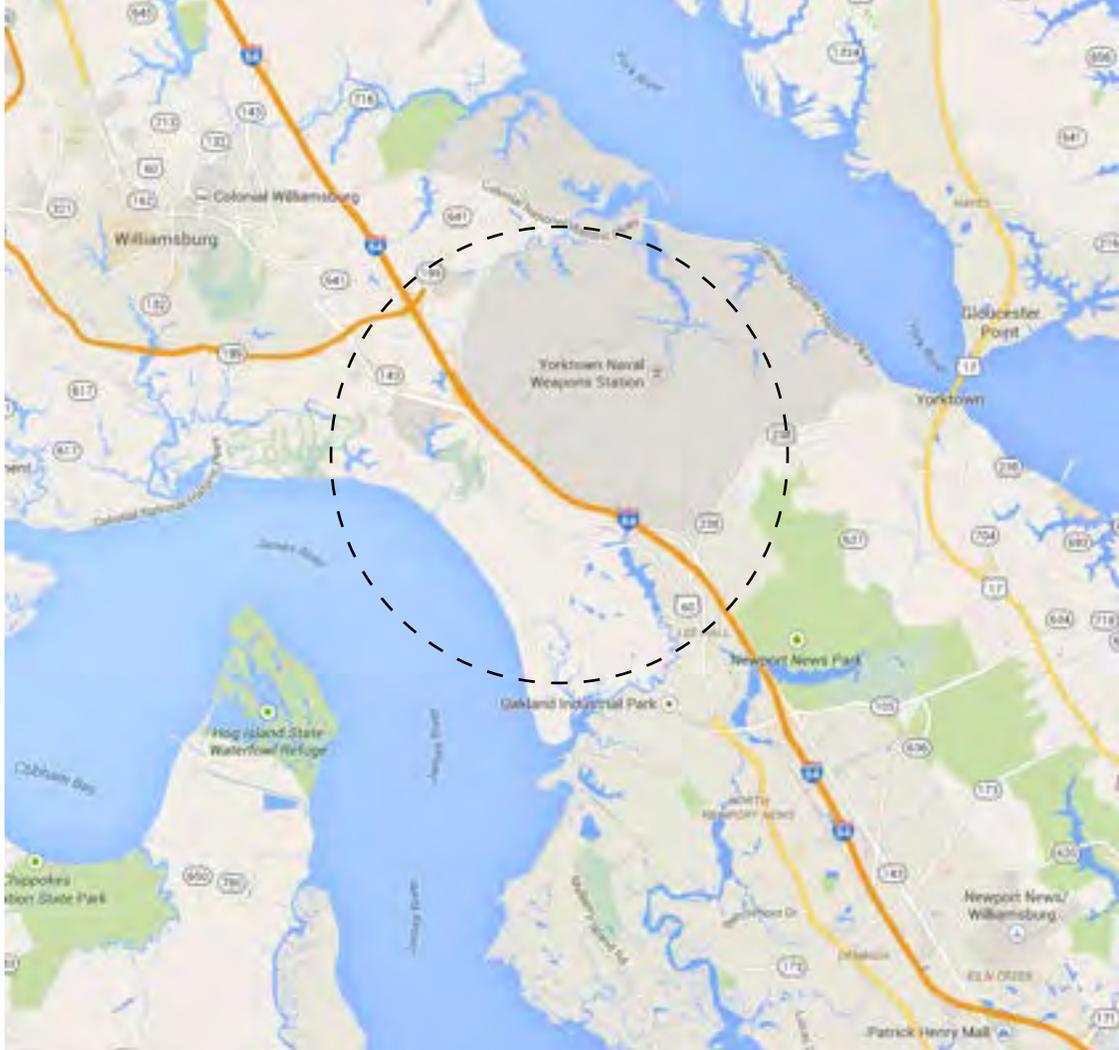
**Relevancy: VDOT project, design-build, pavement work, coordinated traffic control for roadways and bike trails.**

Project Name:	I-295/Meadowville Road Interchange Design-Build Project	Dates:	September 2010- November 2011
Project Role:	Construction Manager	With Current Firm?	Yes

Bill was responsible for the management of construction for this \$11.7 million fast-track, design-build project to include all Quality Control (QC) activities to ensure the materials used and work performed met contract requirements and the "approved for construction" plans and specifications. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included significant traffic control, construction of two signalized interchanges on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Bill was responsible for the day-to-day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. His duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the Curtis/Parsons Brinckerhoff team and was responsible for the communication and coordination with VDOT's Project Representative, Chesterfield County, visiting permitting agencies and adjacent property owners. He worked closely with necessary personnel to accomplish the new interchange ramp connections as well as the modifications occurring both on local roads and the major site developments.

**Relevancy: VDOT project, design-build, interstate widening, significant traffic control.**

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



Attachment 3.4.1(a)  
Lead Contractor Work History  
Form

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>I-95 Widening &amp; Rehabilitation Design-Build Project</b>  <b>Brevard County, Cocoa Beach, FL</b>	HNTB Corporation	Name of Client/ Owner: <b>Florida Department of Transportation (FDOT) District 5</b> Project Manager: <b>Frank O'Dea or Jennifer Vreeland</b> Phone: <b>386-943-5476</b> Email: <b>frank.odea@dot.state.fl.us</b> <b>jennifer.vreeland@dot.state.fl.us</b>	01/2010	07/2009	\$148,000	\$172,707 (increase due to contractual escalation index)	\$172,707

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

**PROJECT FEATURES**

The Florida Department of Transportation (FDOT) selected our innovative design and construction approach as the **“Best Value” to the State of Florida**. The approach switched the widening from the outside to inside median, resulting in a schedule that was a year faster than the closest competitor. **We delivered on value by saving extensive wetlands with an innovative approach, extending the concrete paving maintenance from five to eight years, adding concrete safety barriers to protect Florida motorists in the future, and finishing the project SIX MONTHS AHEAD of schedule.**

Built in several concurrent headings, **the project required an MOT plan with more than 1,500 lane closures on the mainline. I-95 was never completely closed in either direction.** Utilizing well developed planning and containment methods, two open lanes in both directions were maintained during daytime and rush hours. MOT at mainline bridge locations added a level of complexity, which required the merging of two lanes into one in each direction. Traffic was maintained on the northbound bridge while the southbound lanes were under construction, after which traffic was switched to the new southbound lanes enabling construction to proceed on the northbound bridge. With this well-orchestrated plan, traffic was also maintained on the roadways under I-95 during mainline bridge construction.

Kiewit self-produced the PCC for approximately 390,000 SY of 13-in.-deep concrete pavement, 50,000 LF of median storm drain pipe and 174,000 LF of underdrain. Overall excavation to embankment was in excess of 585,000 CY along with 435,000 SY of stabilization and 280,000 SY of optional base. **Paving, milling and earth moving equipment were operated under machine control with data provided directly from the design model in an effort to eliminate human error and deliver intelligent coordinates to the field in a timely manner.** The installation of the fiber optic and electrical line conduit required 5033 LF of 2-in. HDPE conduit and 1680 LF of 1.25-in. conduit. Jack and bore tunneling was used for drainage lines. Quantities included 98 LF of 18-in. pipe, 389 LF of 24-in. pipe and 278 LF of 30-in. pipe. We self-performed 75 percent of the work on this project.



**SCOPE AND COMPLEXITY SIMILARITIES / RELEVANCY**

- Design-Build project
- Roadway / interstate widening to the inside (from 4 to 6 lanes)
- Bridge reconstruction to the inside
- Similar project value and length
- Coordination with adjacent contractors
- Similar MOT, geotechnical (soft clay soils) and stormwater risks
- Extensive, innovative MOT design/phasing that reduced time and impacts to the public and environment
- Median drainage improvements
- Environmental planning & wetland mitigation
- Utility relocation
- **Proposed CM Kent Oberle was the CM on this job**

**AWARD:**

**FTBA's 2009 Best in Design-Build Construction Project**



*I-95 Widening & Rehabilitation Design-Build Project*

**KIEWIT'S ROLE**

Kiewit Southern Co. (the previous name of KISC) was the Prime Contractor on this design-build project, which included widening 10 miles of I-95 from a four-lane to a six-lane interstate highway in Brevard County, FL. Taking advantage of the delivery method, the team developed a concept to widen the roadway to the middle, limiting impacts to adjacent wetland areas. The four mainline bridges were widened while traffic was maintained both on top of the bridges and on the intersecting roadways below. It also included the installation of fiber optic and electrical line conduit, which required directional bore tunneling under the canal adjacent to the southbound lanes.

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Intercounty Connector (ICC) Contract B  Montgomery County, MD	Parsons Transportation Group	Maryland State Highway Administration Mark Coblentz Phone Number: 301-586-9267 Email address: mcoblentz@sha.state.md.us	02/2012 (original substantial completion)	11/2011 (actual substantial completion)	\$545,092	\$560,754 (increase due to client-added scope)	\$560,754

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



*Intercounty Connector Contract B*

**KIEWIT'S ROLE**

KISC was the lead contractor for this joint venture between Kiewit and Corman Construction Inc. called MD 200 Constructors, a Joint Venture. We self-performed 60 percent of the work. The Intercounty Connector program's purpose (Contracts A-E) was to construct a 25-mile-long toll road outside of Baltimore, connecting the technology corridor with the commercial corridor. This program included some of the largest contracts ever offered by Maryland.

**TEAM EXPERIENCE**

One of many successful collaborations with Parsons, ICC-B is an example of innovation in overall design and environmental mitigation solutions. During two years, **1.3 million man hours were worked without a recordable incident.** The project also **exceeded its DBE participation goals.**

**PROJECT FEATURES/NARRATIVE**

Completed in March of 2013, the ICC-B was a \$560M design-build, lump-sum project consisting of the design and construction of a segment of the ICC program. It extended from approximately 1,600 ft. east of MD 97 to approximately 2,000 ft. west of US 29 in Montgomery County, MD. Kiewit partnered with Corman Construction, Inc., and Parsons Transportation Group, Inc., to design and build the seven miles of six-lane divided highway within a right-of-way that included some of the most environmentally sensitive and heavily populated areas in the Baltimore/Washington corridor. Construction of the roadway began in January of 2009, and was open to traffic in November 2011.

**Overall Excellence Rating, Scope**

*Kiewit was proud to receive an "A" (Excellent) rating from the Maryland Department of the Environment.*

Protecting the diverse and sensitive natural environment traversed by the ICC required extraordinary care, focus, and coordination.

Key elements of the project included a diamond interchange at MD 182, a single point urban interchange at MD 650, and 10 new bridges. Additional project features included ITS and ETC systems, traffic signals, signing and pavement marking, more than 80 acres of reforestation, 12,938 LF of hiker and biker trails, and the relocation of six side roads. The ICC-B project had no live traffic before completion, but it intersected five major roadways that could not be closed during construction. The team cleared more than 325 acres, constructed eight, large stormwater management ponds and two large, underground stormwater containment structures, moved more than 2.4 million CY of earth, constructed more than 54,000 LF of drainage systems, placed more than 500,000 tons of new asphalt pavement, and built more than 65,000 SF of MSE retaining walls.

**Minimizing Environmental Impacts:** To fully address potential impacts and protect the environment to the fullest extent during the proposal and construction phases, our environmental and design teams worked closely to design Contract B with a comprehensive set of avoidance, minimization and mitigation measures. (Detailed on the right.)

**Historic Weather Events:** Southern Maryland experienced historic weather events during multiple seasons of the project. The team developed innovative ways to account for lost construction days and jointly committed to keeping the original completion date. They partnered with the Client on requested changes in design and engineering to advance the schedule without compromising quality.

**Overcoming Community Adversity:** The project was constructed in an area that had been fighting it for years. As a unified front, the public outreach liaisons from the team and the Client brought sensitivity to all issues. This seamless team managed contentious community meetings, notifications of adjacent work, and countless one-on-one visits with homeowners. They addressed concerns and made construction disruptions tolerable for residents.

**THIS PROJECT WAS COMPLETED ON TIME DESPITE A SIX-MONTH DELAY.**

**SCOPE AND COMPLEXITY SIMILARITIES / RELEVANCY**

- Design-Build project
- Bridge / roadway construction
- Traffic alternatives analysis, modeling simulations & traffic control design
- Similar geotechnical risks (soil conditions)
- Coordination with adjacent contractors
- Extensive sediment and erosion control system
- Required environmental design, coordination and mitigation with attention to stormwater runoff and erosion control
- Interstate MOT operations that involved the intersection of heavy traffic areas that could not be shut down
- Extensive public outreach program
- **Proposed CM Kent Oberle from Kiewit and Josh Wade from Parsons worked together on this project**

**AWARDS – PURSUE OVERREACH**

- ENR's Northeast Region Best Project of 2011
- ARTBA's 2012 GLOBE Award for Major Highway, Project Greater than \$100 Million
- Maryland Quality Initiative Silver Partnering Award
- 2012 National Design-Build Award, Transportation

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-264 Pavement Rehabilitation Design-Build  Virginia Beach, VA	GAI Consultants	Virginia Department of Transportation Vasilios Andreou, Project Manager (757) 925-2500 Vasilios.andreou@vdot.virginia.gov	November 2015	November 2015	\$60,950	\$73,200 (increase due to contractual escalation index)	\$73,200

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



**PROJECT FEATURES/NARRATIVE**

This fast-track project consists of the overall design-build process, including public relations, design, permitting, utility coordination, quality assurance and quality control, environmental protection, safety, schedule and construction. The project elements include pavement rehabilitation, drainage and safety improvements for a 12 mile section of Interstate 264 in the City of Virginia Beach. The scope includes the installation of over 210,000 tons of asphalt, 120,000 SY of full-depth pavement replacement, 70,000 LF of shoulder and median barrier modification, over 400 nightly MOT/lane closures, 5,000 LF of trench drain, jack and boring of drainage pipe, 130 storm drain structure modifications, 70,000 LF of guardrail upgrades, signage and millions of LF of pavement markings. Curtis is responsible for the communication and coordination with VDOT, City of Virginia Beach, regulatory agencies and other stakeholders. The Curtis team was instrumental in expediting the schedule to advance design, permitting and construction of all work within a 22-month period. Using the unique flexibility allowed only with the Design-Build method, we developed phased design submissions to allow for work to begin within two months of project award and then obtained all approvals in order to ensure *work will be completed on time per the schedule. This includes incorporating over \$10 million in added scope without changing the project completion date.* Our team's focus on safety and accident prevention has resulted, to date, in over 200,000 man hours without a single recordable injury for this project. Curtis is salvaging the existing concrete material within the I-264 full-depth pavement repairs and will recycle over 60,000 tons of material in an environmentally positive way. **CCI is able to control the project schedule with its unique ability to self perform all project management, MOT, full-depth roadway pavement replacement, roadway widening, barrier modifications, guardrail installations, erosion and sediment controls, and survey.**

**SCOPE AND COMPLEXITY SIMILARITIES**

- Rehabilitation of a major interstate under live traffic conditions
- VDOT design-build project within the Hampton Roads District
- Public outreach efforts with local business and communities
- Fast track design and construction
- Significant concrete repairs and asphalt overlays
- Extensive, innovative MOT design/phasing, which was managed by Bill Richards
- Extensive stormwater and drainage improvements

**CURTIS CONTRACTING INC.'S ROLE**

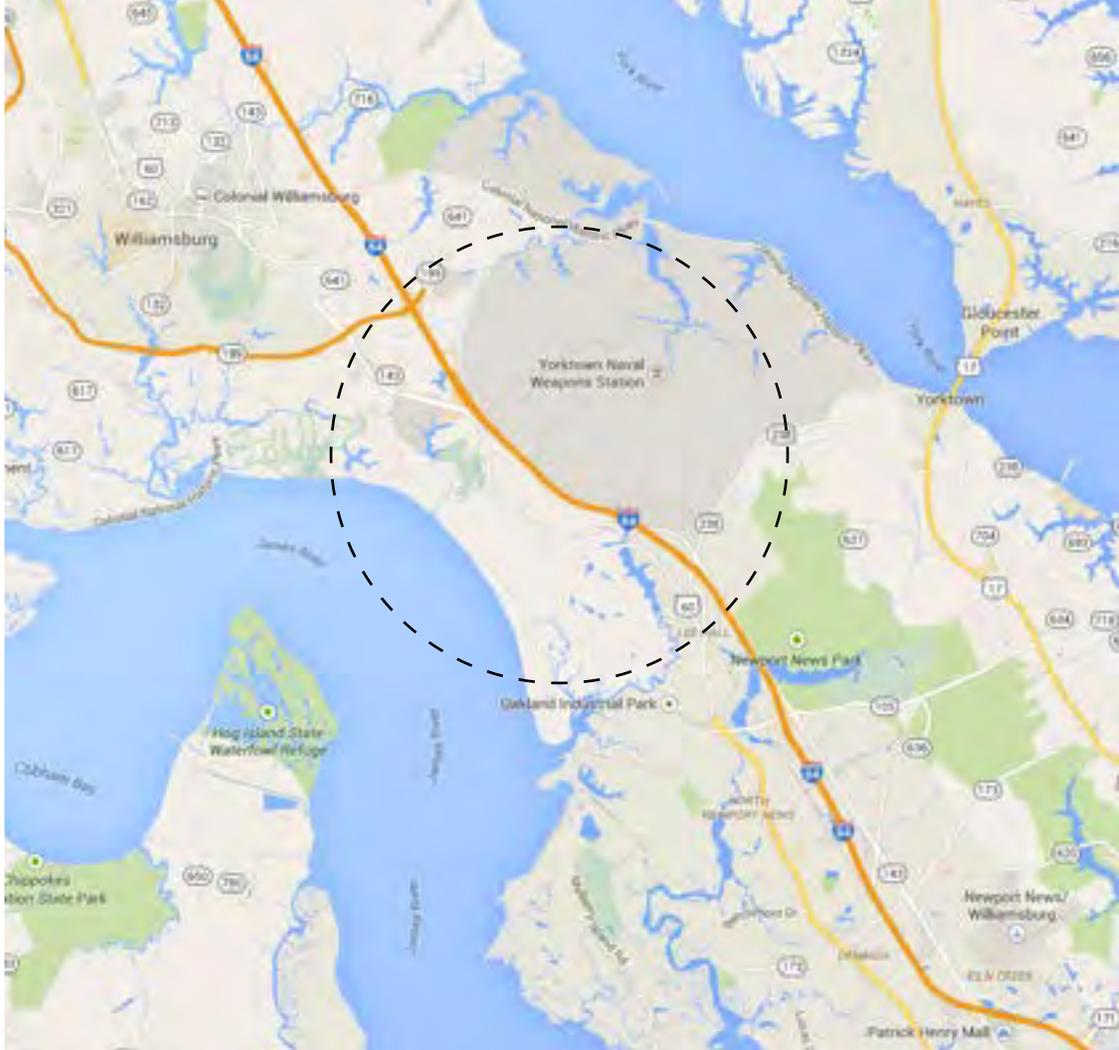
Curtis Contracting as the Design Builder, is responsible for all aspects of design and construction, including roadway, drainage improvements, MOT, barrier and guardrail modifications, signage, environmental protection, public relations, coordination with adjacent contracts and VDOT TOC. Project required extensive coordination with adjacent and overlapping projects which is handled by Curtis in conjunction with VDOT's GEC. Daily coordination occurs onsite and weekly meetings are held at Curtis offices to discuss work plans, schedule, public relations information and traffic control.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

This project has an aggressive 22 month schedule. Weekly design and construction progress meetings are held with the owner, as well as meetings dealing with MOT, scheduling and lane closures, to discuss coordination with the other ongoing projects. We also coordinate the work with the local city, police, fire and other emergency responders, and the traveling public. **Despite the addition of more than \$10,000,000 of added scope on the critical path, Curtis Contracting developed a plan and provided all necessary resources to mitigate any schedule impact on the original contract completion date. Curtis took an innovative approach to the work zone safety risks. At their own expense, they installed an electronic traffic speed sign trailer in each lane closure to bring to the attention of the traveling motorist their speed, and monitor peak hours of speed violations. This encouraged motorists to slow down when entering a work zone, and allowed Curtis to coordinate with law enforcement on the necessary peak periods for their presence. Curtis also implemented a "Orange Cones, No Phones" campaign to bring motorist awareness to the workzone and in a direct effort to reduce the number of distracted drivers.**

**LESSONS LEARNED**

1. Since effective coordination among all stakeholders, VDOT, utility owners and business was paramount, weekly coordination and job progress meetings were held to discuss issues/solutions, scheduling, partnering, safety, MOT, etc., which mitigated conflicts and ease the flow of for the project.
2. Due to potential traffic congestion and emergency vehicle response impacts, Curtis proposed an extensive Public Relations outreach and communication program that consists of website, one on one contact and information distribution to all localities and emergency response divisions along this high volume traffic corridor. These processes were implemented with VDOT's approval resulting in improved public travel and allowed for continuous/uninterrupted access for emergency response vehicles.
3. The project schedule required all design, permitting and construction to be completed within an aggressive 22 months of NTP. The Curtis team developed a phased design approach that allowed for construction to commence within the first three months from Award.



Attachment 3.4.1(b)  
Lead Designer Work History  
Form

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Interstate 15 Widening 500 North to Interstate 215 (Beck Street) Design-Build  Salt Lake City, UT	Kiewit/Clyde JV	Utah Department of Transportation (UDOT) 4501 South 2700 West Salt Lake City, Utah 84114 (801) 965-4000 Attn: Richard Manser	11/2008	07/01/2010	\$115,400	\$123,800 (increase due to owner requested scope increase)	\$9,516

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



*Interstate 15 Widening in Utah*

**PARSONS'S ROLE**

Parsons led the design and engineering support effort during construction for the I-15 Widening, 500 North to I-215 (Beck Street) Design-Build project, which involved the design, reconstruction, and widening of the mainline highway to include an express lane and three general-purpose lanes in each direction. **Kiewit served as the lead contractor for the project.** The project featured the total reconstruction of mainline I-15 from 500 North in Salt Lake City to the Beck Street overpass, with Portland cement concrete pavement overlaying the existing pavement section. The project also included the mill, overlay, and widening of the existing asphaltic concrete section from the Beck Street overpass to I-215.

**PROJECT FEATURES/NARRATIVE**

Structural Elements - Structural work included the replacement of three bridges: US 89 over I-15, I-15 over Beck Street and Union Pacific Railroad (UPRR), and the 800/1000 North over I-15. With prestressed concrete girders at 197 feet in length, this project featured the longest Type IV girders set in the United States. Several structural innovations were included in this project, such as 9-foot-diameter drilled shafts and tip grouting of the drilled shaft to increase vertical capacity. I-15 over Beck Street and UPRR was the first Utah Department of Transportation operational seismic bridge design.

Additional project components included accelerated bridge construction using self-propelled modular transporters, earthwork, retaining walls, storm drainage, signing, lighting, barriers, and the reconstruction of intelligent transportation systems infrastructure. Parsons, as lead designer, performed approximately 72 percent of the civil and structural design.

Site Conditions - Parsons addressed the project's geotechnical concerns, which included settlement mitigation for constructed work and existing utilities/structures, liquefiable soils, and seismic stability, by employing solutions to address settlement, including wick drains, surcharge and preloads, and two-stage mechanically stabilized earth walls. To address stability, deep-soil-mixed columns and timber pinch piles were used.

Maintenance of Traffic - Minimizing construction impacts to traffic on I-15 required extensive maintenance of traffic. A movable zipper barrier (a first in Utah) was used to provide full lane configurations in the direction of peak-hour traffic. This innovation reduced costs to the project by eliminating the need to acquire additional right-of-way for temporary roadway while also maintaining required lanes for peak traffic flows. The maintenance-of-traffic team also used speed radar trailers to reduce traffic speeds through the construction site.

Third-Party and Utility Coordination - The project had several utility conflicts to manage. With multiple oil refineries adjacent to the project, many of the utilities carried gas, oil, or hydrogen. Most of these lines could be protected in place, saving costs and allowing more budget for freeway improvements. A major concern was Linde's 8-inch hydrogen line that was less than 2 feet from a new 9-foot drilled shaft. The line was protected in place and monitored throughout construction to ensure it stayed in service and was not damaged.

Innovation - As part of the Beck Street project, Parsons' personnel used the latest in accelerated bridge construction techniques. During nighttime closures, two spans were placed for the I-15-US 89 Bridge (Beck Street project) on the weekend nights of October 25 and 30 in 2009. This helped the project achieve completion 60 days ahead of schedule.

**AWARDS:**

- 2011 Silver Winner from American Concrete Pavement Association (ACPA)
- 2010 Excellence in Paving from American Concrete Pavement Association (ACPA), Utah Chapter
- 2010 Grand Award Winner, structural systems category from American Council of Engineering Companies
- 2010 Best Portland Cement Concrete Pavement Urban Divided Highway Project from American Concrete Pavement Association (ACPA) and the Utah Department of Transportation (UDOT)
- 2011 National Award for Excellence in Concrete Paving, Silver Award; Divided Highways-Urban from American Concrete Pavement Association (ACPA)
- 2010 Top 10 Road Project - No. 10 from Roads & Bridges
- 2010 Urban Project of the Year from Utah Department of Transportation (UDOT)
- 2010 Highway Project of the Year (\$10 million or more) from Associated

**SCOPE AND COMPLEXITY SIMILARITIES/RELEVANCY**

- Parsons/Kiewit design-build collaboration
- Interstate roadway widening with significant ADT
- Bridge replacement and widening
- Mitigation of complex geotechnical issues
- Similar final constructed value
- Stormwater management system designed to handle increased volume
- MOT used movable zipper barrier and other innovative methods to improve traffic flow and safety
- Railroad design and construction coordination required
- Interchange modifications required

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
kcICON Design-Build  Kansas City, MO	Paseo Corridor Constructors, a joint venture (Kiewit – major participant)	Missouri Department of Transportation (MoDOT) 105 West Capitol Avenue Jefferson City, Missouri 65102 (314) 524-9253	4/2008	12/2010	\$232,000	\$232,000	\$23,242

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

**PROJECT FEATURES/NARRATIVE**

The kcICON Design-Build project included the reconstruction of approximately 4 miles of Interstate 29/35 in Kansas City and North Kansas City, Missouri, along with a bridge over the Missouri River. The project included improvements to traffic operations, geometrics, and safety, along with increased mainline capacity. The corridor design scope included the reconstruction of five interchanges, including a half diamond with a left exit and right entrance, a single-point urban interchange (SPUI), two half diamonds connected by a collector-distributor road, a half diamond and a partial cloverleaf; pavement replacement and widening; the widening of two 1,440-foot-long viaducts over railroad yards; the reconstruction of four bridges; retaining and sound walls; landscaping and aesthetic amenities; and grading, drainage, and utility relocation.

**Key Issue - Maintenance of Traffic (MOT)**

Parsons applied a strategy of maintaining existing traffic during peak periods to reduce the impact on the traveling public during construction. Parsons designed a construction phasing plan that allowed the contractor to build a majority of the project parallel to existing I-29/35, while maintaining the existing lanes during the morning and evening peak travel periods (with annual average daily traffic of 102,000). Single lane closures were employed during non-peak periods to allow for construction to be completed. Short time frame (15 minutes) night closures were employed during utility crossings and were performed in the early morning on weekends to least impact motorists. Detours were used during ramp closures, allowing traffic to and from the interstate and neighborhoods.

Our proposal included closure of the Front Street interchange. I-29/35 traffic was to follow a temporary road around the new bridge to be constructed at the interchange. After contract award, MoDOT requested a change order that we provided temporary ramps to access the businesses along Front Street. Parsons incorporated the temporary ramps into the construction phasing.

The project was successful, being perceived by the public as having little impact to their commute. This was a collective effort of providing information from the Public Information team and our strategy of maintaining all lanes during peak periods of the day.

**SCOPE AND COMPLEXITY SIMILARITIES / RELEVANCY**

- Parsons/Kiewit design-build collaboration
- Interstate roadway widening with significant ADT
- Bridge replacement and widening

- Mitigation of complex geotechnical issues
- Similar final constructed value
- Stormwater management system designed to handle increased volume
- MOT used innovative methods to improve traffic flow and safety
- Railroad design and construction coordination required
- Interchange modifications required

**AWARDS**

- 2011 Best Transportation Project from McGraw-Hill Construction & Engineering News-Record (ENR) Midwest
- 2012 Award of Merit from Illuminating Engineering Society of North America
- 2011 Honor Award from American Institute of Architects (AIA)
- 2010 Excellence in Concrete - Judges Award from Concrete Promotional Group
- 2010 Keystone Award from Clay County Economic Development Council
- 2010 Merit Award from American Society of Landscape Architects (ASLA), Central States Region
- 2009 Merit Award for Design (Unbuilt) from American Society of Landscape Architects (ASLA), Prairie Gateway Chapter
- 2008 APEX Award for Publication Excellence from Communications Concepts, Inc
- 2012 America's Transportation Awards, ahead of schedule category, large project from Mid-America Regional Council (MARC)
- 2011 Capstone Award from Kansas City Business Journal
- 2010 Top Road Project from Road & Bridges magazine
- 2011 Outstanding Project Award, Special Recognition from Deep Foundations Institute (DFI)



*Widening of Interstate 29/35*

**PARSONS'S ROLE**

Parsons was the lead (prime) design engineer working for Paseo Corridor Constructors, a joint venture of Clarkson Construction, Massman Construction, and Kiewit. Parsons' responsibilities included design and construction services; engineer-of-record for bridges, roadway, drainage, noise, maintenance of traffic, signage, and intelligent transportation services (ITS). Parsons role included furnishing all professional/technical and supervisory personnel, services, equipment, materials, and supplies necessary to prepare and provide a best value solution for the design concept, design, and plans and specifications, including all related work necessary to enable the construction of the project.

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
I-15 Pioneer Crossing East/West Connector Design-Build  American Fork, UT	Kiewit/Clyde JV	Utah Department of Transportation (UDOT) Project Development, 4501 South 2700 West, 4th Floor, Box 148380 Salt Lake City, Utah 84114-1200 (801) 965-4000	12/2008	8/2010	\$149,500	\$194,000 (increase due to owner initiated scope increases)	\$13,609

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

**PROJECT FEATURES/NARRATIVE**

This roadway serves a significantly growing community within the cities of American Fork, Lehi, and Saratoga Springs. The jewel of this new connector is its interchange with I-15, which was the third DDI in the United States, but the first as a new fully constructed interchange. The interchange structure was built using ABC methods by constructing off site and moving into position over a weekend closure.

The project features major elements of work including the following:

- Maintaining traffic during construction
- Providing positive drainage via accepted methods (e.g., ditches, culverts, and detention ponds)
- Coordinating with third-parties and adjacent projects
- Obtaining necessary environmental permits and authorizations
- Providing quality management (an independent quality firm was required for this project)
- Maintaining the roadway during construction

The Pioneer Crossing project is located between Redwood Road in Saratoga Springs and State Street in American Fork. The existing I-15 mainline was widened and reconstructed through the limits of the interchange ramps, and included five general-purpose lanes and one express lane in each direction. The project provides dedicated right- and left-turn lanes at all signalized intersections. At-grade signalized intersections with north-south cross streets are located at Redwood Road in Saratoga Springs, 1700 West and Mill Pond Road in Lehi, at I-15 Ramps, and Kawakami Drive and State Street in American Fork. Access is limited to these locations. At-grade school crossings are provided. The project also includes bridge structures spanning the Jordan River, Lehi Trail, Union Pacific Railroad (UPRR), and I-15. In addition, a culvert for Dry Creek and culverts for ditches and drainage canals were provided. Standard street lighting was provided at intersections and through-portions of the corridor. Landscaping was provided in the median and park strips. The design and construction of a 60-inch water line within the project right-of-way was also included in the project.

**Innovation:**

During nighttime closures, bridge spans of the Pioneer Crossing eastbound structure over I-15 that were constructed off-site were moved into place. The Pioneer Crossing project now holds the record for the longest and heaviest concrete girder spans moved in the United States using self-propelled modular transporters (SPMTs).

The Pioneer Crossing interchange was originally conceived by the Utah Department of Transportation (UDOT) as a single point urban interchange, or SPUI. The DDI concept was developed by the Parsons team as a solution that would increase capacity and enhance safety at the interchange by eliminating signalized left-turning movements at the interchange ramp access points. The DDI also allowed the interchange to be placed on a skew which resulted in reduced right-of-way and fill heights. Traffic signals were also streamlined to provide for more efficient traffic flow. In all, the DDI solution provided the owner with nearly \$20 million in cost savings over the SPUI option.

**SCOPE AND COMPLEXITY SIMILARITIES/RELEVANCY**

- Parsons/Kiewit Design/Build collaboration
- Interstate roadway widening with significant ADT
- Bridge replacement and widening
- Similar final constructed value
- Stormwater management system designed to handle increased volume
- MOT used innovative methods to improve traffic flow and safety
- Innovative interchange modifications required
- Extensive public involvement

**AWARDS**

- 2010 Grand Award Winner, transportation category from American Council of Engineering Companies (ACEC)
- 2010 Transportation Project of the Year from the AGC of Utah
- 2010 Top 10 Road Project - No. 9 from Roads & Bridges magazine



*I-15 Pioneer Crossing Interstate Widening Design-Build*

**PARSONS'S ROLE**

Parsons was subconsultant and lead designer to the Kiewit/WW Clyde joint venture for the Utah I-15 Pioneer Crossing East/West Connector Design-Build. The project generally comprised the design and construction of about 6 miles of a five-lane urban arterial on a new alignment through American Fork, Lehi, and Saratoga Springs, in northern Utah County.

Main Street was realigned to cross over I-15 and be aligned north of the railroad, then cross over to south of the railroad at Mill Pond. The \$190 million project included 6 miles of a new arterial connection between two major development centers in Utah County and one mile of reconstruction of I-15, just south of Salt Lake City.