

January 29, 2015

Brenda L. Williams
Commonwealth of Virginia
Virginia Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 East Broad Street
Richmond, Virginia 23219

Re: STATEMENT OF QUALIFICATIONS
Design-Build Project
Military Highway Continuous Flow Intersection, Norfolk VA
From: 0.23 Miles South of Lowery Road
To: 0.230 Miles North of Interstate 64
State Project No.:0165-122-V04 | Federal Project No.: STP-5403
Contract ID Number: C00001765DB81

Dear Ms. Williams:

Curtis Contracting Inc. (CCI) is pleased to submit our qualifications for the Military Highway Continuous Flow Intersection Design-Build project. As requested by the Department's RFQ, our submission includes:

- One (1) original paper version of our Statement of Qualifications (SOQ)
- Ten (10) abbreviated copies of the original paper version
- One (1) CD-ROM containing the entire original in a single PDF file

CCI has thoroughly reviewed the Department's RFQ, including RFQ Q&A (01/13/14). Following are responses to information and/or attachments requested in RFQ section 3.2.

3.2.2 Official Representative and Point of Contact: Andrew R. Curtis, Jr., President of Curtis Contracting, Inc. will serve as the Point of Contact for the Offeror.

Address: 7481 Theron Road, West Point, VA 23181 | PO Box 769, West Point VA 23181
Phone: (804) 843-4633 | **Fax:** (804) 843-2545 | **E-mail:** a.curtis@curtiscontracting.net

3.2.3 Principal Officer Information: Andrew R. Curtis, Chief Executive Officer of Curtis Contracting, Inc. will serve as the Principal Officer for the Offeror.

Address: 7481 Theron Road, West Point, VA 23181 | PO Box 769, West Point VA 23181
Phone: (804) 843-4633 | **Fax:** (804) 843-2545 | **E-mail:** m.curtis@curtiscontracting.net



3.2.4 Corporate Structure: CCI is the sole proposer/entity with whom VDOT would directly contract for this project. CCI will undertake the financial responsibility for this D-B project. CCI has no liability limitations. The corporate structure of CCI is as follows:

Andrew R. Curtis – Chief Executive Officer
Andrew R. Curtis, Jr. – President
Raymond Jarvis – Secretary

3.2.5 Lead Contractor and Lead Designer: CCI is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. A. Morton Thomas and Associates, Inc. (AMT) will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

3.2.6 Affiliated/Subsidiary Companies: CCI's affiliated companies are reported on Attachment 3.2.6 provided in the Appendix. AMT has no affiliated or subsidiary companies to report.

3.2.7 Debarment Forms: Certification Regarding Debarment Forms for both Primary Covered Transactions [Attachment 3.2.7(a)] and Lower Tier Covered Transactions [Attachment 3.2.7(b)] have been signed and are included in the Appendix.

3.2.8 VDOT Prequalification Evidence: CCI is pre-qualified to bid on the project as outlined in VDOT's Rules Governing Prequalification Privileges (prequalification number C333, with an active status) A copy of the company's VDOT prequalification certificate is included in the Attachments to the Letter of Submittal.

3.2.9 Evidence of Bonding: A surety letter stating that CCI is capable of obtaining a performance and payment bond based on the current estimated contract value, along with which bonds will cover the project and any warranty periods, is provided as Attachment 3.2.9 in the Appendix.

3.2.10 DPOR Licenses and SCC Registrations: The required license and registration information is shown as Attachment 3.2.10 in the Appendix and includes supporting documentation.

3.2.11 DBE Requirements: CCI is committed to achieving the DBE participation goal of 12 percent for this project.

The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal. The Curtis Contracting D-B Team is enthusiastic about the opportunity to participate in the D-B process for the Military Highway Continuous Flow Intersection project, and we are confident that our team will complete this project on time and within your budget.

Sincerely,

CURTIS CONTRACTING, INC.

A handwritten signature in black ink, appearing to read 'A.R. Curtis Jr.', is written over a horizontal line.

Andrew R. Curtis Jr.
President



CURTIS CONTRACTING, INC.

Construction & Project Management

A. MORTON THOMAS & ASSOCIATES, INC.

Lead Designer & QA/QC

A. Morton Thomas & Associates, Inc.

Roadway/Hydraulics/SWM/ Structures/TCD & Operations/ TMP/ TTCP/ Surveys/Landscape/Wet Utilities/Quality Assurance

Sabra, Wang & Associates, Inc.

ITS Devices/Systems & Lighting

G E T Solutions, Inc.

Geotechnical Engineering & QA Lab

KDR Real Estate Services

Right of Way Acquisition

Kerr Environmental Services, Corp.

Environmental Permitting & Coordination

Utility Professional Services, Inc.

Utility Coordination & Dry Utility Design

Seventh Point Transportation PR

Public Relations & Management

3.3 TEAM STRUCTURE

Curtis Contracting, Inc. (CCI) is pleased to respond to the Military Highway Continuous Flow Intersection (CFI) Design-Build Project. With our Lead Designer, A. Morton Thomas & Associates, Inc. (AMT), we provide extensive design-build transportation expertise, as well as specific Virginia Department of Transportation (VDOT) experience, which we will employ to successfully complete these critically important improvements. The CCI Design –Build (DB) team assures you will get the following:

- ▶ A proven heavy-highway contractor with decades of highway construction experience.
- ▶ A proven design partner that excels in design-build project delivery with several recent successes to our credit.
- ▶ A Design-Builder that recognizes and welcomes stakeholder involvement.
- ▶ A Design-Build Project Manager with the organizational authority to back our commitment to you.

Curtis Contracting, Inc. (CCI) has the expertise, personnel, equipment, and fiscal strength to successfully manage and construct the Military Highway CFI Design-Build Project. Of key significance and value for the Department is the partnering approach utilized by CCI. The CCI D-B team adopts a positive, all inclusive team approach on all of our projects we undertake. We are accustomed to an “open book” operating standard that fosters respect, honesty, 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 your satisfaction upon completion of project delivery.

For over 59 years, A. Morton Thomas & Associates, Inc. (AMT) has been a respected provider of transportation design expertise in Virginia and Maryland, including Design-Build and PPTA projects. Their key personnel have delivered design services on Virginia’s busiest roadways for dozens of projects over the past five years. AMT has demonstrated success on highway widening and innovative intersection projects for capacity and safety improvements, including major state highways and local roads. AMT has also designed maintenance of traffic (MOT) phasing and temporary traffic controls for the highest level of service throughout construction.

In addition to AMT, and as shown to the left, we have included subconsultants with specialized expertise in utility relocation, public relations, ITS systems, geotechnical engineering, ROW acquisition, environmental permitting, and quality assurance testing.

3.3.1 Design-Build Team

CCI has assembled highly-qualified and experienced individuals and structured the Team for optimal performance. Our key staff and design firms come together with a shared history of successful projects and established working relationships. These strengths will minimize VDOT’s risks and staffing requirements on this project. Though our task leaders and technical staff are responsible for items, such as design, public involvement and/or construction, everyone plays a role in the total success of the project.

The following table introduces our Key Personnel with resumes in Appendix 3.3.1.

Design Build Project Manager (DBPM)	Steve Ordnung – CCI
Quality Assurance Manager (QAM)	Mike Davis, PE – AMT
Design Manager (DM)	Laura Mehiel, PE – AMT
Construction Manager (CM)	Robert Ackley, Jr. – CCI
Traffic Operations Design & Manager (TM)	T. Alex Meitzler, PE, PTOE – CCI
Lead Utility Coordination Manager	Keith Sinclair, PE – AMT

3.3.2 Organization Chart

The CCI D-B team organization chart on the following page illustrates our reporting and functional structure and notes the Key Personnel team members. Functional relationships are indicated by the solid gray lines, identifying reporting relationships of our team members in managing, designing and constructing the project. They illustrate reporting lines from the Design-Build Project Manager (DBPM) to the design and construction teams. Dashed orange lines represent primary coordination activities and obligations to the owner and/or corporate management. The organization chart also identifies that the Construction Quality Control function is clearly separate from the Quality Assurance team, with the dashed line indicating that QA and QC will interface regularly, though their functions are independent. Additional ways in which the Team will coordinate include:

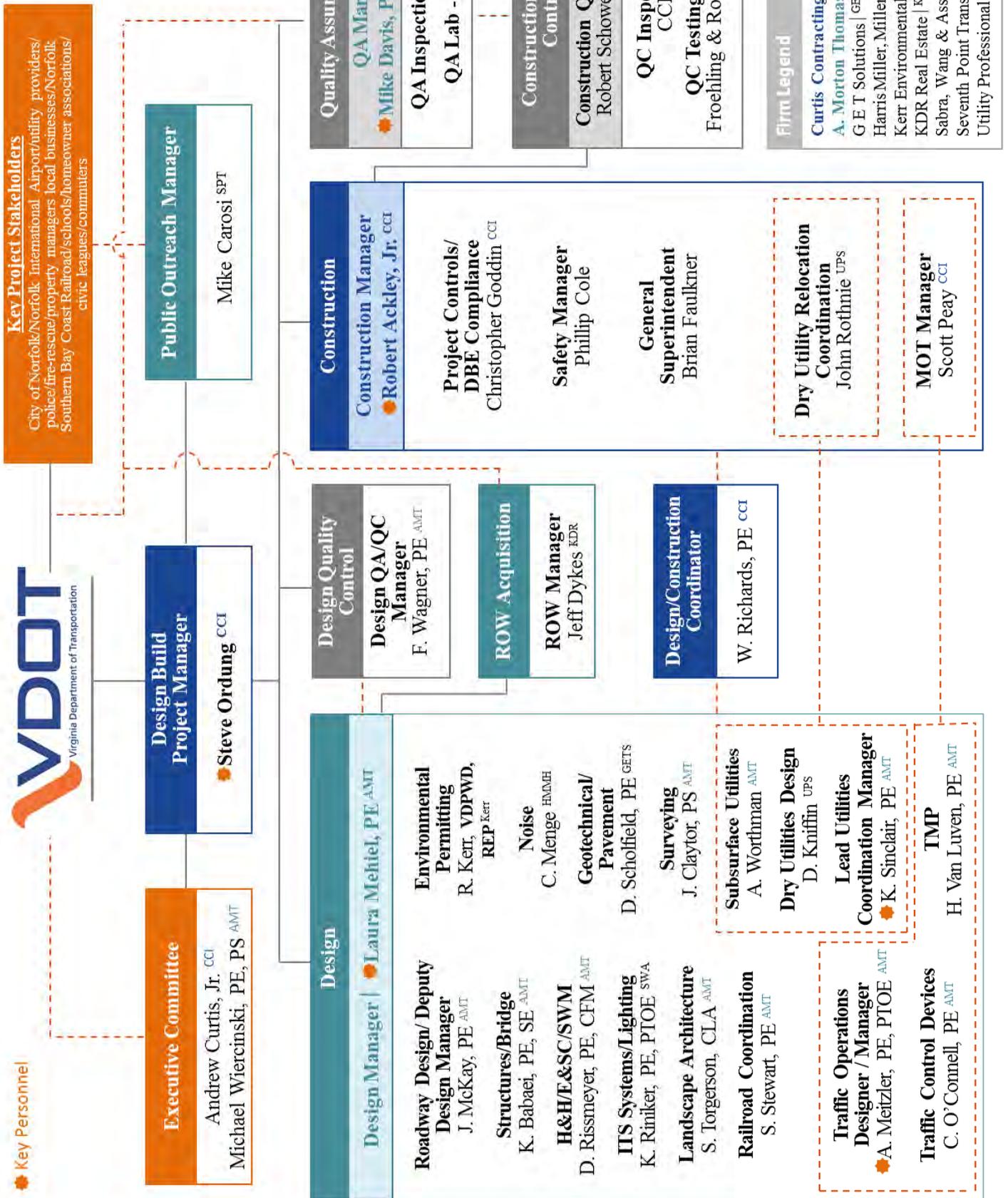
- ▶ Inter-disciplinary Design Reviews prior to milestones to ensure design disciplines are coordinated.
- ▶ CCI constructability reviews of design, especially for MOT, E/S Control, and Bridge Plans.
- ▶ Morning huddles with the crews to set the safety and production goals for the day.
- ▶ Weekly or bi-weekly progress meetings with the owner to discuss submittals, progress payments, etc.

Functional Relationships and Team Communications

The key to project success is communication and coordination between the many parties involved: CCI’s D-B team, VDOT, review agencies and stakeholders. Success is reliant upon open and honest communication, frequent meetings and updates. The CCI D-B team will have internal weekly meetings during design, with key construction and design staff present. Tracking sheets will monitor progress of utilities, ROW, and design discipline efforts, as well as environmental and design approvals. Once construction starts, design participants will continue to be involved. As the construction begins, superintendents, field surveyors, the MOT Manager, and Construction Quality Assurance Manager (QAM) will also attend weekly meetings. Key stakeholder representatives, including utility companies, EMS responders, etc. will also be invited. Monthly meetings will also be held with the CCI D-B team, VDOT, QAM, stakeholders and others to enhance partnering and resolve any pertinent issues quickly and efficiently.

Quality Assurance (QA) will be coordinated with, but will be independent of, the daily QC and construction efforts. The QAM will be given timely notice of all construction activities so his QA staff can be on site to document compliance. He will have access to all meetings and records he feels are required to provide independent assurance that the construction complies with contractual and design requirements. The QAM will report to the Design-Build Project Manager (DBPM) and provide VDOT and the Executive Committee with the reports and assurances required. He will have unrestricted access to the construction and fabricator sites/facilities. The DBPM will maintain constant contact with QAM, to ensure that the project remains in compliance.

Design-build unites the contractor and designer more than just contractually. It integrates innovative design and construction techniques that benefit schedule and cost which ultimately deliver projects meeting or exceeding the owner’s needs. William Richards, PE, will serve as liaison between construction and design, providing a vital interface between CCI’s field crews and the designer. Having a dedicated Design/Construction Coordinator work on the project during the early design stages presents subsequent delays or rework, streamlines reviews, and eliminates potential field issues, thereby fostering a high quality project on time and on budget.



3.3.3 Construction and Design Support Staff

In addition to the key personnel listed on page 4 and resumes included in Appendix 3.3.1, the CCI D-B team includes the following value-added staff to complete our team and ensure all project needs are proactively addressed. A **DB** symbol represents individuals with design-build experience:

Andrew R. Curtis, Jr.

Executive Committee

DB Andy will commit and provide corporate support to enable the project to obtain any resources necessary to design and construct the project in a manner which would exceed the project delivery requirements. This includes the financial support to obtain any equipment, material or manpower required. Mr. Curtis will also provide executive leadership and mentoring for the Project team that is consistent with the Company's founded principles of honesty, integrity, respect and partnership. Andy has over 30 years of experience working as a manager and owner of CCI. He has served as a principal managing member in various design-build projects for over 15 years. Andy's management traits were critical in the success of the \$40 Million Route 199 Jamestown Corridor Improvement project in James City County, VA. This project was a fast track design-build PPTA. The PPTA project was one of the first of its kind in the State of Virginia after the design-build approach was introduced into State transportation projects. Andy also provided leadership in the award winning design-build Route 295/Meadowville Road interchange project, as well as various other complex design-build projects that his firm has successfully completed.

Michael Wiercinski, PE, PS

Executive Committee

DB Mike has been involved with design-build projects in the Mid-Atlantic region since 1988. He has been a project Design Executive on over \$1.2 Billion worth of design-build projects including the VDOT 460 Connector in south west Virginia, the FHWA/VDOT Rte. 1 Widening in Fairfax County and the Rt. 200 ICC for MDTA (Phases A and B) to name a few. He has successfully developed strategies and implemented approaches for successful delivery of the projects and many of the MEGA projects in NOVA.

Mike Carosi

Public Relations & Management

DB Mike will report to the Construction Manager. Mike will manage public and community relations, collaborating with VDOT. Mike will be responsible for identifying stakeholders, engaging the public and maintaining clear, two-way communications between the contractor, the City of Norfolk, VDOT and the public. He will lead the PR strategy, messaging, public outreach and creative development of project communications materials and education programs. Mike has more than 20 years of experience in all areas of public affairs, community outreach, marketing, advertising and strategic public communications. Mike has direct relationships with the Hampton Roads VDOT communications office and project managers. He currently works with CCI and AMT on the VDOT I-264 Pavement Rehabilitation Project.

Frederick Wagner, PE

Design QA/QC Manager

DB Fred will report to the Design Manager. He will verify that checks and reviews are made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews by CCI. He will arrange design quality control procedures per the Quality Control Plan. Fred has over 34 years of experience in transportation design projects, including design and traffic engineering elements, and knows VDOT's design manuals, IIMs, design standards, and criteria. Fred has been involved in innovative interchange design projects including continuous flow and divergent diamonds as well as with roundabout projects in Virginia and Maryland as a designer and QA/QC Manager and is currently serving that role for the design-build Route 1 project in Ft. Belvoir, the Route 460/Southgate project, and the 460 P3 from Richmond to Norfolk.

Robert Schowengerdt

Quality Control Manager

DB Robert will report directly to the Construction Manager and will remain on the project site for the duration of the construction operations and will be responsible for managing the Quality Control Process, inspection and testing. Including all preparatory meetings, construction quality control activities, to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He will be responsible for maintaining all project material logs and as-built files in accordance with the requirements of the Quality Control Plan. Robert has over 8 years of

experience working as a QCM and inspector on roadway construction projects in Virginia. Robert most recently served as Quality Control Manager for the I-295/Meadowville Road Interchange Improvements and the Virginia Capital Trail project and is currently serving as the Quality Control Manager for the I-264 Pavement Rehabilitation in Virginia Beach—all of which he served as a part of the CCI D-B team.

William Richards, PE

Design/Construction Coordinator

DB Bill will be on the project site for the duration of the project. Bill will be responsible for coordinating and managing the design submittal process, to include a thorough constructability review of each design document produced. He will communicate with both the Design and the Construction teams to insure that schedules are kept and information is collaborated to support the Team’s needs. Bill has over 25 years of experience working on roadway construction projects in Virginia. He recently served as CM for the Route 199 PPTA project, the I-295/Meadowville Road Interchange Improvements project and Virginia Capital Trail project. Bill is currently serving as the CM for the I-264 Pavement Rehabilitation in Virginia Beach.

Jeff McKay, PE

Roadway Design & Deputy Design Manager

DB Jeff will report to the Design Manager, and will be the backup point of contact for design. He has 21 years of experience in the design and management of significant highway improvement projects for VDOT and Virginia localities, including Route 123 Widening in Tyson’s Corner, Route 460/Southgate Drive DDI in Blacksburg, Northampton Blvd./I-64 Ramp Improvements at Lake Wright East, Route 288 Improvements in Chesterfield County, Route 28/625 Interchange in Loudoun County and the I-95 Bridges Rehabilitation project in Richmond where he recently served as the Roadway Design Manager.

Charlie O’Connell, PE

Traffic Control Engineer

DB Charlie will report to the Design Manager and collaborate with the Traffic Operations Designer, and Manager and the Transportation Management Planning staff along with the Construction MOT Manager. He will be responsible for Traffic Control Devices to include signals, signs and pavement markings, along with temporary Maintenance of Traffic (MOT) plans for the various phases of construction. Charlie offers over 29 years of experience in roadway design and traffic engineering, 11 of which were with VDOT. Mr. O’Connell has been responsible for the operations, maintenance and construction of the signals in the Northern Virginia district.

Khossrow Babaei, PE, SE

Structural Design Engineer

DB Khossrow will report to the Design Manager and will be in charge of structural engineering, including bridge demolition, designing retaining wall, and foundations. He is responsible for any other miscellaneous structural designs. He will lead production for structural engineering including plans, estimates, and specifications. Khossrow has over 35 years of hands-on bridge design experience, including five (5) years with VDOT performing as consultant manager with an emphasis on bridge replacement. Khossrow is fully familiar with VDOT requirements and procedures. Khossrow is working on design-build Route 1 project in Ft. Belvoir and Route 460/Southgate with Laura Meheil.

Don Rissmeyer, PE, CFM

Hydraulics/SWM and E&S Control Design Engineer

DB Don will report to the Design Manager. He will provide drainage design, stormwater management and erosion/sediment control plans for this project. He has over 24 years of experience in roadway drainage design, stormwater management, floodplain studies, and river mechanic studies including utilizing the VDOT drainage manual and preferred design software. His experience includes I-64 HOV Widening in Chesapeake/Virginia Beach, the Oak Grove Connector and projects on Church Street, Waterside Drive, Hampton Boulevard, and Kempsville Road in Southside Hampton Roads. He is also currently working on Southgate Drive and the U.S. Route 1 design-build projects with Laura Meheil, providing similar services to VDOT.

Keith Riniker, PE, PTOE**ITS Device/Systems & Lighting Engineer**

DB Keith will report directly to the Design Manager and be responsible for the design of traffic signals, transportation management plan, ITS architecture, system engineering and design, devices/systems acceptance tests, and preparation of working drawings and specifications. Keith has 39 years of experience in utility designs/relocations in Virginia. He knows the importance of early coordination with both wet and dry (electric, telephone, gas, cable TV and fiber optic communications) utility agencies and is familiar with VDOT's Utility Manual of Instructions and is conversant in their current policies and procedures for utility relocations. His current design-build projects include the Southgate Drive / US 460 Bypass Interchange in Blacksburg, the Route 1 project in Ft. Belvoir. Keith also works closely with Laura Mehiel on these projects.

Robert Kerr, VDPWD, REP**Environmental Specialist**

DB Robert will report to the Design Manager and will provide the following services: wetland and stream delineation, protected species investigations, coordination of cultural resources. Robert has 29 years of specialized experience with transportation and infrastructure projects throughout Hampton Roads and Virginia. Robert managed the permitting and mitigation for the Hillsville By-Pass on Route 58, and LAP approvals for Witchduck Road Phase II and the Continuous Flow Intersection at Kempsville and Indian River Roads, both in Virginia Beach

Christopher Menge**Noise Analysis & Barrier Design**

DB Christopher will report to the Design Manager with responsibility for the acoustical design of noise barrier walls and other noise tasks. Christopher's career has focused on highway noise assessment and control. For over 40 years, Chris has managed many noise assessments for environmental documents requiring state-specific impact analyses and preliminary noise abatement design. He has also directed the acoustical design and community-relations portions of many detailed noise barrier design studies. Chris has worked with departments of transportation for much of his career on all aspects of noise barrier implementation including noise reduction, final barrier placement, barrier materials, installation requirements, costs, aesthetics, community presentations and additional surveys.

D. Mark Scholfield, PE**Geotechnical Engineer/Pavement Designer**

DB Mark will report to the Design Manager and will provide subsurface soils investigation and consultation with AMT to provide soils analysis for the design of pavement within the project limits. His 19 years of experience includes subsurface investigations and geotechnical engineering analysis for industrial commercial and residential structures, pump stations, roadways, high-rise buildings, radio towers, pipelines, and storage tanks. Mark's Construction Materials Testing experience includes field and laboratory testing of soil and concrete, lime stabilization of subgrades, subgrade improvements, soil resistivity testing, permeability testing, inspection of tilt-up paneling, subgrade and foundation soil inspection, and monitoring of test pile installation (PDA certified) and load testing. Mark is the Point of Contact for our current VDOT Annual Services Contract for Soil Survey and Foundation Exploration.

John Rothnie – Utility Pros**Dry Utility Coordinator**

DB John will report to the Construction Manager and interact with the Design/Construction Coordinator and the Lead Utility Coordination Manager. He will be responsible for the coordination of all dry utility company relocations, working closely with the Lead Utility Coordinator. John has 42 years of experience in utility designs/relocations, nearly all within Virginia. He knows the importance of early coordination with utility agencies and is conversant in VDOT's current policies and procedures for utility relocations. In addition to his expertise in electrical utility relocations, he has experience with natural gas and communications utilities as well. His projects include the Fall Hill Avenue and Mary Washington Boulevard Extension in Fredericksburg, VA, Route 3 Road Improvements in Spotsylvania County, Virginia, and several other privately funded utility relocation projects. John's 36 year career with Dominion Virginia Power prior to joining UtilityPros uniquely qualifies him to lead this very important task for the CCI D-B team.

Heidi Van Luven, PE

Transportation Management Plan Engineering

DB Heidi will report to the Design Manager and serve as the lead traffic engineer responsible for developing the transportation management plan. Heidi has over 25 years of experience in traffic analysis and engineering for major highway and interchange projects in the metropolitan Washington region, including for VDOT, DDOT and MDOT. Recent project experience includes the Southgate Drive/US 460 Bypass Interchange in Blacksburg (IJR, TMP, MOT), the US 1 \$70m design-build project in Fort Belvoir (TMP, Public Outreach) and the US Route 460 Corridor \$90m D/B project in southeast VA (TMP).

Jeff Dykes, SR/WA, R/W-EC

ROW Manager

DB Jeff will play an integral role in pre-construction by leading the ROW acquisition for the CCI D-B team and subsequently the Commonwealth of Virginia. Balancing pre-construction activities, such as clearing title on impacted properties where right-of-way and/or easements are needed, is an important step in maintaining the project schedule. Jeff will manage ROW activities for our Team including: (1) title research (2) appraisals, (3) independent appraisal reviews, (4) approved just compensation / offer, (5) negotiations, (6) relocation assistance, and (7) settlement and recordation. Jeff will work closely with those responsible for the relocation of existing utility lines, a process that often delays the initial phases of the project including the completion of the appraisals. Jeff has been with KDR for over seven years as the Director of Project Management and has been involved in that capacity in over 40 property acquisition projects, six of which have been design-build contracts recently including; Fall Hill Avenue and Mary Washington Boulevard, City of Fredericksburg (43 parcels); Virginia Capital Trail – New Market Phase, Charles City and Henrico Counties (28 parcels); Virginia Capital Trail – Varina Phase, Henrico County (117 parcels).

3.4 TEAM EXPERIENCE

CCI and AMT have successfully partnered together along with the Department on many transportation projects in multiple VDOT Districts. The diversity of the projects include fast track design-build projects such as the \$72M, I-264 Pavement Rehabilitation in the Hampton Roads District, Gwynn's Island swing span structural repairs in the Fredericksburg District, and the District Pipe Rehabilitation project in the Richmond District. This work history will enhance the CCI D-B team's ability to identify, openly discuss and resolve issues as they arise. CCI D-B team members already know each other, and time will not be required to build trust and effective working relationships. The key team members include:



CURTIS CONTRACTING, INC. is certified by the Commonwealth of Virginia as a Small Business with over 200 employees, including project managers, project engineers, superintendents, professional engineers, foremen, operators, truck drivers, and laborers. CCI maintains an equipment fleet valued in excess of \$15 Million and has completed over \$250 million in federal, state, county, and local construction projects in the past 29 years. CCI focuses on design-build construction and general contracting for building, highway, and infrastructure improvements for federal, state, and local jurisdictions.

CCI is an experienced general contractor in the disciplines of major roadway, site development and vertical construction projects. A unique benefit that separates CCI from our competition is that we maintain the capability and experience to self-perform, and therefore control, a much larger percentage of the work with our own labor and equipment. Specifically, relative to all the necessary roadway construction, paving, demolition, clearing, mass excavation, grading, site utilities, structures and concrete work that are included in the large scale project development. CCI also has extensive design-build experience on projects of similar magnitude.

AMT **A. MORTON THOMAS & ASSOCIATES, INC. (AMT)**, an *Engineering News Record* Top 250 Design Firm, has been providing consulting engineering services to public and private clients since 1955. Services include transportation design; utility design; traffic engineering; boundary and topographic surveying; stormwater management; landscape architecture; structural design and construction administration and inspection. With over 420 employees, and operating from six office in Virginia (including Suffolk) AMT's focus has been on the Mid-Atlantic Region for over 50 years. Their experience on projects,

such as VDOT's Southgate Drive/US 460 Mainline Improvements in Blacksburg, design-build US 460 Connector Phase I in the Bristol District, design-build Route 1 in Fairfax and VDOT MEGA Projects in NOVA equips our Team with the know-how to deliver the Military Highway Continuous Flow Intersection design on time and on budget.

AMT has successfully delivered over \$1.2 billion of design-build, roadway and bridge projects, many of similar scope and complexity to this project including those for VDOT, DDOT and MDOT.

AMT has consistently earned outstanding performance scores due to dedicated and skilled professionals. In a recent annual review, VDOT's Hampton Roads District staff commented: "*AMT provides highly qualified and experienced personnel contributing significantly to the construction program*".

Additional evidence of AMT's qualifications is contained in the designer work history forms for the following projects: D-B US Route 1 Improvements at Fort Belvoir, Route 4 / Suitland Parkway and New Interchange / Roadway Improvements at Southgate Drive and 460 Bypass.

Design-Build and Teaming Experience

The members of our Team are proponents of the design-build model of project delivery. Not only do the designers and contractors benefit from creating greater understanding and working relationships, projects benefit from the efficiencies inherent in the process. The integration allows us to interact and partner with VDOT and other stakeholders, streamline the review process, eliminate possible field problems during construction, and deliver the project safely, and as early as possible.

3.5 PROJECT RISKS

The CCI D-B team is prepared to address project risks by using a formal risk management approach endorsed by the Construction Management Association of America (CMAA). Through this process, the Team is able to identify risks, potential impacts to the project, and mitigation strategies for each issue. This "Risk Register" includes the following five steps:

- 1) **Identify Risks** {name risks, cause and effect, possible consequences and responses}
- 2) **Qualitative Risk Analysis** {assign probability of occurrence, rank priority/severity, categorize}
- 3) **Quantitative Risk Analysis** {quantify risk severity, determine risk exposure, establish tolerance, probability of achieve time/cost objectives}
- 4) **Plan Risk Responses** {define response plans and actions, establish risk ownership, manage response}
- 5) **Monitor/Control Risks** {monitor and update, assess outcomes/trends, close risks no longer applicable}

Having reviewed available project information and visited the project site, our design and construction team members discussed the project risks and offer identification and strategies for mitigation herein.

Risk 1 Loss of Public Support / Satisfaction

Why Critical: In the pre-construction phase, lack of awareness and understanding of impacts, benefits and right-of-way issues may cause negative perception. During construction, the project will create traffic disruptions and potential safety hazards for motorists, public transportation, emergency responders, professional truckers, adjacent businesses, residential communities, and others. After completion, the unfamiliar CFI configuration has potential to confuse motorists.

Well-planned community outreach and education before, during and after construction is key to the project's success. A strategic communications plan with defined goals, objectives and key messaging will be essential to raise awareness, understanding, develop support and ensure safety for motorists and Project crews, as well as cyclists and pedestrians.

Risk Impact: The Project priorities include safety, congestion relief, and on-time delivery. Public engagement and communications will minimize the effects of negative opinion, media coverage, safety issues, and other areas of concern that can distract Project priorities. Specific public affairs risks are listed below:

- ▶ Construction will result in significant changes to traffic patterns, motorist delays and detours. This can create safety issues and negative perceptions among motorists who are unaware and experience disrupted access to businesses, retail and neighborhoods.
- ▶ Right-of-way issues for property owners in the Project zone have potential to generate complaints, delays and legal proceedings..
- ▶ Motorists from out of the region, and unfamiliar with the Project, may create safety hazards..
- ▶ With less than 20 CFIs in the nation, lack of awareness and education of the new traffic pattern can create confusion and lead to safety issues.

Risk Mitigation: After careful consideration, we propose several actions to mitigate risks. Our public affairs Team includes skilled and experienced practitioners with established relationships in the local community, the news media, City of Norfolk and VDOT. We will use the following approach to mitigate risks:

- ▶ Develop a communications plan that identifies stakeholders, raises awareness and provides education. Our plan will include strategy, tactics and outreach using specific, VDOT-approved messaging and communication channels including traffic and media advisories. Messaging will focus on project awareness, safety and benefits. Our Team will develop cohesive communications materials with a Project brand, and utilize direct key stakeholder engagements, transparent communications, meetings with business and civic associations, advertising, Project newsletters, email updates, direct mail, website, video and social media. The plan will be developed in collaboration with VDOT and the City of Norfolk.
- ▶ Establish a dedicated Project public information officer (PIO) to manage public affairs in collaboration with VDOT and the City of Norfolk.
- ▶ Identify key stakeholders and engage them. We will raise awareness to mitigate impact on motorists, residents and business. Stakeholders will include, but are not limited to: VDOT, City of Norfolk, HRTPO, emergency responders, motorists, trucking associations, surrounding businesses, retail, residents, Norfolk Southern/Bay Coastal railroads, Hampton Roads Transit (HRT), car rental agencies, Norfolk International Airport, public schools, Sentara Leigh Memorial Hospital, office parks, UPS, FedEx, and others.
- ▶ Through our project experience on the I-264 Pavement Rehab Project, the CCI team demonstrates an understanding of VDOT operations and the importance of public communications. We will utilize proven PR practices that inform and engage, collaborating with VDOT public affairs and project managers to deliver awareness and minimize impact.
- ▶ We recognize that effective communications with VDOT’s Transportation Operations Center (TOC) will be essential to mitigate risks associated with region-wide traffic flow during construction. CCI and AMT have an established relationship with the TOC staff, collaborating daily for Maintenance of Traffic (MOT) in and around construction zones, and to keep the public relations team informed of potential issues.
- ▶ Specific communications, outreach and direct engagement with businesses and property owners experiencing right-of-way impact can benefit the project. Our team will remain aware and engaged in right-of-way impacts, manage messaging, and look for opportunities to share successful resolution or relocation stories. This can demonstrate goodwill and reinforce positive perception of VDOT and the Project.
- ▶ We have studied the nation’s existing CFIs and identified best practices for public relations and education associated with CFI construction and installation. We will adapt and implement those best practices to work effectively here in Hampton Roads.

Role of VDOT and Other Agencies: Partner, collaboratively develop and approve communications and public outreach.

Risk 2 Delays Resulting from Utility Relocations

Several buried and overhead public and private utilities are located within the project limits, both under existing pavement and in areas of proposed roadway widening. The project will require significant utility design and relocation efforts by private utility owners such as Dominion Virginia Power, Verizon Virginia and Virginia Natural Gas. Although wet utility design reviews and approvals will be required from the City of Norfolk and the Hampton Roads Sanitation District (HRSD) prior to the commencement of construction, we do not deem this external review a risk to the extent of the dry utilities, which are to be both designed and relocated by an outside entity, not the CCI team.

Why this Risk is Critical: The design and relocation of private utilities impacted by the major roadway widening associated with Military Highway, Northampton Blvd., Princess Anne Road, Robin Hood Road, and other connecting streets are critical path tasks on the project schedule. **Private utility relocations will be a very significant part of this project of which the Design-Builder will not have authority over from a contractual standpoint.** VDOT and D-B teams have experienced delayed responses and delivery times for private utility relocations on past projects, often resulting in a direct impact to the project schedule and D-B team, costing time and money. This risk is deemed critical due to the high volume of anticipated impacts, complexity and phasing of construction, and the aggressive 26 month project completion schedule.

Risk Impact: Delays resulting from the late delivery of private utility providers' designs, easement requests and field relocations will likely have an adverse effect on the CCI D-B team's design and construction schedules. Utilities cannot be relocated until the easements have been secured. Roadway widening construction cannot take place until the dry utilities are relocated. The risk impact becomes much greater for a project like this, where major widening activities are proposed on both sides of Military Highway and the intersecting roadways. There are very few locations on this project where the Design-Builder could work without having relocated existing utilities first.

Design reviews and approvals by public utility providers can also affect the schedule during the design phase. While the Design-Builder will be responsible for the design and construction of the wet utilities, reviews and approvals by the City of Norfolk and HRSD will be required prior to utility plan approval and construction. Delays associated with the review/approval process could have a direct impact to the overall project schedule, since several large diameter water mains and sanitary sewer mains exist within the project limits both under the existing pavement and in areas of proposed widening.

Risk Mitigation Strategy: To minimize the risk associated with the design and relocation of private utilities, the CCI D-B team intends to utilize the experience, expertise and proven capabilities of a third party dry utility engineering firm to prepare advanced utility design plans, coordinate directly with providers and manage the overall project utility relocation program. This unified approach to utility relocation management will help to avoid design and construction conflicts that often result from multiple utility providers preparing their own stand-alone designs without the benefit of a third party coordinator to oversee the process.

Utility Professional Services, Inc. (UtilityPros) is a vital component of the CCI D-B team and brings an unmatched level of experience in the private sector to dry utility relocation design, coordination and construction. The CCI D-B team has selected **John Rothnie, Director of Electrical Engineering** at UtilityPros to serve as the lead for dry utility coordination for the Military Highway CFI project. John's 36 year career with Dominion Virginia Power prior to joining UtilityPros uniquely qualifies him to lead this very important task for the CCI D-B team. John and his team will report to the Construction Manager, and will coordinate daily with the Lead Utility Coordination Manager Keith Sinclair, PE, who will oversee, coordinate and manage the entire utility relocation program for both wet and dry utilities.

The CCI D-B team has assessed the potential impact of each component of this risk and developed an approach for mitigation. Our Team consists of several experienced individuals who have spent the majority of their careers with private utility providers and know how to successfully navigate provider processes, design relocations to provider standards and work proactively to quickly resolve/avoid issues. To mitigate this risk, our Team will utilize the following approach:

1. Advance Identification of Common and Shared Easement (CSE) corridors for all dry utility relocations is the most efficient method of relocating utilities in a highly urbanized corridor with right-of-way restrictions, like Military Highway. It is evident from the RFQ plans that some of this coordination and CSE identification has already taken place. **The first step in the utility coordination process that John Rothnie and the CCI D-B team will undertake is to confirm the preliminary utility engineering work performed and CSE corridors identified for this project.**
2. Initiate overhead/underground Dry Utility Design. Upon formal acceptance of the proposed CSE corridors by all affected utility providers, the CCI D-B team will initiate advance design engineering for all facilities required to support the dry utility relocation effort. Conflict avoidance reviews at this stage serve to ensure that all proposed utility relocations have been designed and reviewed to prevent construction related issues/conflicts with the roadway wet utility (storm, water and sanitary) designs. Advanced conflict mitigation prevents construction related field changes, additional costs, and delays based on the nature of the design-build process. Conducting the advanced design process under the umbrella of a single entity such as UtilityPros is a significant benefit to the utility providers, CCI D-B team and VDOT.
3. Submit Facility Design Packages to the utility owners for review and comment or approval. The formal approval of the submitted advance design package is the beginning of the final dry utility design and cost estimate deliverable phase. Once the relocations are designed and approved by the provider and easements have been secured, materials and equipment required to support the relocations can be ordered. The project then enters the utility relocation construction phase with the Lead Utility Coordination Manager, Keith Sinclair, overseeing and tracking the utility providers' schedules in conjunction with the D-B Team's project schedule and coordinating potential issues between the D-B team, utility providers and VDOT.

In addition to our approach described above, the CCI D-B team will also employ utility risk mitigation techniques that have proven to be successful on previous projects, including:

- ▶ Prepare for, schedule and facilitate the UFI meeting as early as possible to involve the utility owners in the project and begin the UT-9 process and subsequent entry into RUMS.
- ▶ Utilize D-B team members' experience with similar situations/utility providers and "lessons learned" from previous projects.
- ▶ Identify which utilities will most likely be impacted during the RFP stage of the procurement process. Include tasks with sufficient durations for utility designs/reviews in the baseline schedule for each utility provider.
- ▶ Identify utility test holes that will be required and include this task as early as possible in the schedule. Engage utility providers as early as possible.
- ▶ Minimize or eliminate potential utility relocations by adjusting the roadway or storm drainage design.
- ▶ Proactively partner with utility providers to facilitate their reviews and offer recommendations where appropriate.
- ▶ Partner with the City of Norfolk, HRSD and utility owners during the design phase by setting up regular bi-weekly utility task force meetings. This provides the D-B team constant awareness of utility company/reviewer schedules, potential issues that could result in project delays and the need for additional information/clarification to complete their designs/reviews and remain on schedule.

Role of VDOT and other Agencies: The CCI D-B team fully expects to manage the risks associated with utility relocations. No role is anticipated from VDOT or any other state agency other than standard oversight and plan reviews.

Risk 3 Driver Confusion, Safety and Access During Construction

The proposed continuous flow intersection (CFI) design will result in major changes to the traffic pattern for Military Highway at the Northampton Blvd. / Princess Anne Road intersection and the approaches. The proposed improvements replace a traditional signalized intersection in an already congested section of corridor

with additional through lanes and a CFI. These improvements will require major roadway widening, changes to the horizontal alignment; supplemental traffic signals north and south of the intersection to regulate the CFI left-turn crossovers, raised medians to channelize turning movements and control access, significant utility relocations, and access changes to business and residential properties. These planned improvements will require temporary travel lanes and signalization, multiple lane shifts, signage, and restricted traffic movements during construction and will create an entirely new traffic pattern in the long-term.

Why this Risk is Critical: These changes will require advance notice to local residents, businesses, police/fire/EMS, major stakeholders, and motorists to avoid unexpected traffic pattern changes. Changes in travel ways and access can be confusing, which increases the probability of accidents on roadways under construction. Given the high traffic volumes and new traffic patterns resulting from the CFI, this could hold especially true along the congested Military Highway corridor. The traffic shifts required accommodating construction on Military Highway and the intersecting roadways could present significant challenges and confusion to motorists, particularly those unfamiliar with current traffic patterns or who may not drive the corridor regularly. Travelers to and from the Norfolk International Airport and tourists are good examples of motorists who may not be familiar with the Military Highway corridor or the CFI construction project. These traffic pattern changes pose a significant safety concern that must be mitigated to the extent possible.

Risk Impact:

- ▶ **Safety** – Vehicles being led into or through an active work zone must be protected from one another and from construction activities. Temporary traffic controls and protection measures must be in place to avoid accidents and impacts throughout construction. Residents living along the corridor will experience unavoidable safety and accessibility concerns during construction. Although pedestrian and bicycle traffic is not currently significant through this section of the Military Highway corridor, safe passage must still be taken into account when developing the Transportation Management Plan (TMP).
- ▶ **Public Relations** – Residents and businesses along the corridor will be a main focus when developing the TMP and communication plan to ensure that the CCI D-B team and the project meet the needs of the Norfolk community, major stakeholders, and motorists during construction. Public support is very important to the overall success of the project throughout the entire construction process.

Risk Mitigation Strategy: The risk can be effectively managed by first developing a detailed TMP. The CCI D-B team will develop a detailed Temporary Traffic Control (TTC) and Sequence of Construction (SOC) plan with a major focus on the safe passage of vehicular, pedestrian, and bicycle traffic while maintaining access for residents and businesses during each phase of construction. Traffic signal coordination with the City of Norfolk will be an important aspect of the TTC plan to ensure that existing, proposed and temporary traffic signals within and adjacent to the project limits are properly timed and synchronized. Major construction activities that have a direct effect on the TTC plan, such as the replacement of the Broad Creek box culvert, will be identified early in the design process and incorporated into the TTC plan. SOC phasing will be structured so that traffic pattern changes will be minimized during construction. Adequate lighting will be provided for night work to maintain a safe working environment for CCI and subcontractor personnel as well as assist motorists as they navigate through the work zone. Storm drainage systems will be evaluated to ensure that storm water runoff during each phase of construction is adequately captured, treated and discharged. Temporary drainage pipes and structures if required will be shown on the TTC and SOC plans.

Close coordination with Bay Coast Railroad and Norfolk Southern must begin early and continue to be a focus throughout the entire project to keep traffic safely moving across the tracks during construction. The signal preemption for potential queues at Lake Wright Drive identified in the Value Engineering Study will be coordinated with the Railroad and the City of Norfolk. The CCI D-B team has selected Stephen Stewart, PE, as the Railroad Coordinator for this project. Stephen has been involved with multiple rail projects throughout his career and will serve as the single point of contact for Norfolk Southern and Bay Coast Railroad.

The CCI D-B team emphasizes public involvement when developing the TMP and will develop a defined program for public outreach, as detailed in Risk No. 1. Additionally, we will systematically implement the TTC & SOC plans, clearly defining each traffic movement and construction phase within the Military Highway, Northampton Boulevard and Princess Anne Road corridors, for side streets and entrances, and for the tie-ins at the project limits. Below are examples of implementing an effective TMP:

- ▶ Access To Destination Points, such as Norfolk International Airport, Lake Wright Executive Center and J.A.N.A.F. Shopping Yard; major roadways and interstates, such as Virginia Beach Boulevard, I-64 and I-264; and schools, residential neighborhoods and businesses along the Military Highway corridor and within the project area will be affected during construction of the proposed improvements. With the CFI construction and widening taking place in multiple phases, the TMP must outline the steps in providing continuous traffic flow throughout the corridor during construction. Scott Peay (MOT Manager), Heidi Van Luven, PE (TMP Manager), Alex Meitzler, PE, PTOE (Traffic Operations Manager) and Mike Carosi (Public Relations Manager) are the CCI D-B team leaders who will work together to ensure that the thousands of affected motorists are made aware of the impending changes and duration of impacts likely to be faced.
- ▶ TMP Stakeholder Input: The Team's mitigation strategy includes developing the TMP early in the design phase and will include a detailed public outreach campaign to lay the ground work for communicating traffic pattern and access changes. We envision partnering with VDOT, City of Norfolk, Hampton Roads Chamber of Commerce, Norfolk International Airport, civic leagues, property managers, businesses and homeowner associations to get input on access, construction sequencing, TTC alternatives and the most effective means of communicating proposed improvements and interim traffic patterns.
- ▶ Temporary wayfinding signs will also be an important part of ensuring that access to businesses within the work zone is clear and defined. Wayfinding signs during construction in highly urbanized areas are proven methods for helping motorists find their way through construction zones.
- ▶ Temporary travel ways and certain turning movements will need to be designed using a WB-67 design vehicle to accommodate truck traffic arriving from/destined for the I-64 and I-264 interchanges north, south and east of the project. Temporary guide signs, including Variable Message Signs, and pavement markings will be provided along the temporary travel ways and checked frequently for effectiveness and proper placement/maintenance.
- ▶ TTC Monitoring: The CCI D-B team will place temporary traffic controls to guide motorists through the construction zone and will evaluate each construction phase against the TTC plan to determine if any adjustments are needed. Temporary traffic signalization and queue analyses will be evaluated for each major change in traffic patterns during construction. MOT Manager Scott Peay will be responsible for driving the project multiple times daily to ensure that temporary measures are in place and functioning as designed. Scott will have the authority to make changes in the field as necessary to accommodate unforeseen traffic conditions or unexpected situations.
- ▶ Pardon Our Dust Meetings: Raising public awareness of traffic pattern changes during construction will occur throughout the project. An excellent tool for this communication is the pardon our dust meeting. These meetings can be conducted with the general public or, with local stakeholders including homeowners/ condominium associations, civic groups, and are generally scheduled to occur a few weeks prior to a major traffic switch.

Role of VDOT and other Agencies: The CCI D-B team anticipates that VDOT and the City of Norfolk will be engaged in the TMP and TTCP review and approval process. No other role is anticipated from VDOT or any other agency other than standard oversight.

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	A1-A3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A4
Letter of Submittal (on Offeror's letterhead)				1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	A5
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	A6-A14
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	A15
Evidence of obtaining bonding	NA	Section 3.2.9	no	A16

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	A17-A19
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	A20-A35
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	A36-A47
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	A48-A61
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				4-9
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A62
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A64
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A66
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A68
Key Personnel Resume – Traffic Operations Designer and Manager	Attachment 3.3.1	Section 3.3.1.6	no	A70
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.7	no	A72

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	4
Experience of Offeror's Team				A74-A79
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	A74-A76
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	A77-A79
Project Risk				10-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C0001765DB81
PROJECT NO.: 0165-122-V04

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 12/12/2014
(Date)
- 2. Cover letter of RFQ Q&A 01/13/14
(Date)
- 3. Cover letter of _____
(Date)



 SIGNATURE

1.19.15

 DATE

Andrew R. Curtis, Jr

 PRINTED NAME

PRESIDENT

 TITLE

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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.

	<u>1.19.15</u>	<u>PRESIDENT</u>
Signature	Date	Title
<hr/>		
<u>Curtis Contracting Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

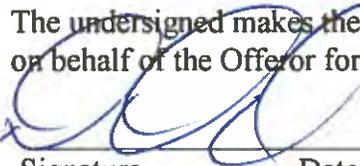
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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.

	1/29/15	Principal
Signature	Date	Title
D. Mark Scholefield, P.E.		
GET Solutions, Inc.		
Name of Firm		

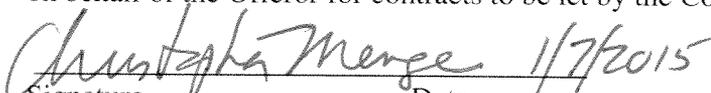
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 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 1/7/2015

Senior Vice President
Title _____

Harris Miller Miller & Hanson Inc.
Name of Firm _____

ATTACHMENT NO. 3.2.7(b)

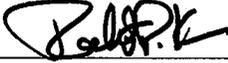
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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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.

<u></u>	<u>1/9/15</u>	<u>Resident</u>
Signature	Date	Title
<u>Kerr Environmental Services</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

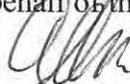
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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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.

	January 15, 2015	President
Signature	Date	Title

KDR Real Estate Services, Inc.

Name of Firm

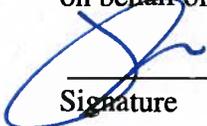
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 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>1/8/2015</u> _____ Date	<u>Principal</u> _____ Title
<u>Sabra Wang & Associates, LLC</u> _____ Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 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.

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Signature

01.13.15

Date

Vice President Public Affairs
Transportation Project Manager

Title

Seventh Point Transportation PR

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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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.

Carya A. Howe 1/14/15 President
Signature Date Title

Utility Professional Services, Inc.
Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

CURTIS CONTRACTING, INC.

Vendor Number: C333

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

PREQUALIFIED

Your firm specializes in the noted Classification(s):

GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; TEMPORARY TRAFFIC MANAGEMENT

Issue Date: March 31, 2014

This Rating and Classification will Expire: March 31, 2015

Suzanne FR Lucas
Suzanne FR Lucas, State Prequalification Officer

Don E. Silies
Don E. Silies, State Contract Officer

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.



Cindy O'Bryan
Travelers Bond & Financial
Products
9954 Mayland Drive, Suite 6100
Richmond, VA 23233
Phone: (804) 965-9277
E-mail: COBRYAN@Travelers.com

January 21, 2015

Virginia Department of Transportation

RE: **Curtis Contracting, Inc.**
Virginia Department of Transportation
REQUEST FOR QUALIFICATIONS
A DESIGN-BUILD PROJECT
Military Highway Continuous Flow Intersection
From: 0.023 Miles South of Lowery Rd.
To: 0.230 Miles North of Interstate 64
Norfolk, Virginia
State Project No.: 0165-122-V04
Federal Project No.: STP-5403
Contract ID Number: C00001765DB81

To Whom It May Concern:

Travelers Casualty and Surety Company of America has the privilege of providing surety bonds for Curtis Contracting, Inc. Our A.M. Best Financial Strength Rating is A++ and Financial Size Category is XV.

Curtis Contracting, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be successful bidder and enter into a contract for this Project.

If you have any questions or need further information concerning this contractor, please contact me.

Sincerely,

Cindy O'Bryan

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.

Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Curtis Contracting, Inc.	02733335	Corporation	Active	PO Box 769 West Point, VA 23181	ASB BLD H/H LSC	2701 031525	03/31/2016
A. Morton Thomas and Associates, Inc.	F049431-2	Corporation	Active	1520 Breezeport Way Suite 500 Suffolk, VA 23435	ENG	0407 003077	12/31/2015
				800 King Farm Boulevard, 4th Floor Rockville, MD 20850	ENG LA LS	0407 003077	12/31/2015
				100 Gateway Centre Parkway, Suite 200 Richmond, VA 23235	ENG LS	0411 000587	02/29/2016
				14900 Conference Center Drive, Suite 180 Chantilly, VA 20151	ENG LS	0411 000586	02/29/2016
Geotechnical Environmental Solutions, Inc.	05418470	Corporation	Active	One Jadip Lane, Suite 111 Fredericksburg, VA 22405	ENG	0411 000758	02-28-2014
				204 B. Grayson Road Virginia Beach, VA 23462	ENG	0407 004018	12/31/2015
KDR Real Estate Services, Inc.	0571210-4	Corporation	Active	2500 Grenoble Road Richmond VA 23294	Real Estate Broker	0225 108043	03/31/2015
				2500 Grenoble Road Richmond VA 23294	Real Estate Corporation	0226 007129	12/31/2016
				2500 Grenoble Road Richmond VA 23294	Appraiser	4001 000562	11/30/2015
Harris Miller Miller & Hanson, Inc.	F1451857	Foreign Corporation	Active	N/A for service type			
Kerr Environmental Services, Corp.	05782354	Corporation	Active	1008 Old Virginia Beach Suite 200 Virginia Beach 23451	ENG	0407 005065	12/31/2015

Utility Professional Services, Inc.	05889878	Corporation	Active	PO Box 923 Colonial Beach, VA 23451	ENG	0407 005942	12/31/2015
Sabra, Wang & Associates, Inc.	F1343203	Foreign Corporation	Active	101 West Broad St. Suite 301	ENG	0407 005636	12/31/2015
				Falls Church, VA 22046 7055 Samuel Morse Drive, Suite 100	ENG	0411 000839	02/29/2016
Seventh Point, Inc.	02675411	Corporation	Active	Columbia, MD 21046	N/A for service type		

DPOR INFORMATION FOR INDIVIDUALS (REQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Registered Key Personnel DPOR					
A. Morton Thomas and Associates, Inc.	Laura Meheil	Chantilly, VA	ENG	0402 034707	04/30/2015
A. Morton Thomas and Associates, Inc.	Thomas Alex Meitzler	Rockville, MD	ENG	0402 040367	10/31/2015
A. Morton Thomas and Associates, Inc.	Mike Davis	Suffolk, VA	ENG	0402 028305	07/31/2016

Registered Support Personnel DPOR

A. Morton Thomas and Associates, Inc.	Khossrow Babaei	Chantilly, VA	ENG	0402 025896	02/28/2015
A. Morton Thomas and Associates, Inc.	Michael Wiercinski	Rockville, MD	ENG	0402 016426	05/31/2016
A. Morton Thomas and Associates, Inc.	Frederick Wagner	Rockville, MD	ENG	0402 050917	09/30/2016
A. Morton Thomas and Associates, Inc.	Jeff McKay	Richmond, VA	ENG	0402 034639	06/30/2016

A. Morton Thomas and Associates, Inc.	Charlie O'Connell	Chantilly, VA	12977 Hampton Forest Ct. Fairfax, VA 22030	ENG	0402 024735	02/29/2019
A. Morton Thomas and Associates, Inc.	Donald Rissmeyer	Richmond, VA	10710 Midlothian Turnpike, Richmond, VA 23235	ENG	0402 026104	06/30/2015
A. Morton Thomas and Associates, Inc.	Stephen Stewart, PE	Suffolk, VA	2204 Cancun Court Virginia Beach, VA 23456	ENG	0402 040298	12/30/2016
A. Morton Thomas and Associates, Inc.	John Claytor, PS	Chantilly, VA	9409 Derbyshire Road Richmond, VA 23229	LS	0403 002288	01/31/2016
A. Morton Thomas and Associates, Inc.	J. Keith Sinclair, Jr.	Chantilly, VA	1009 Tyler Street Herndon, VA 20170	ENG	0402 011195	09/30/2016
A. Morton Thomas and Associates, Inc.	Heidi Van Luven	Rockville, MD	2417 Autumn View Way Parkville, MD 21234	ENG	0402 040445	10/31/2016
Geotechnical Environmental Solutions, Inc.	David Mark Scholfield	Virginia Beach, VA	204 Greyson Road Virginia Beach, VA 23462	ENG	0402 033932	04/30/2016

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General

SCC ID: 02733335
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 7/15/1985
 Status: Active
 Shares Authorized: 1000

Select an action

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

7481 THERON RD
 PO BOX 769
 WEST POINT VA23181

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Registered Agent/Registered Office

JOSEPH H KASIMER
 Rees Broome, P.C.
 1900 Gallows Road, Suite 700
 TYSONS CORNER VA 22182
 FAIRFAX COUNTY 129
 Status: Active
 Effective Date: 1/2/2013

Screen ID: e1000

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Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

CURTIS CONTRACTING, INC. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is July 15, 1985.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
October 12, 2010*

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

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A. MORTON THOMAS & ASSOCIATES, INC.

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General

SCC ID: F0494312
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 11/26/1997
 Status: Active
 Shares Authorized: 52000

Select an action

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Principal Office

800 KING FARM BOULEVARD 4TH FL
ROCKVILLE MD20850

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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Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That A. MORTON THOMAS & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, 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 November 26, 1997; 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:

September 26, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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General

SCC ID: 05418470
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 6/16/2000
 Status: Active
 Shares Authorized: 5000

Select an action

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Principal Office

204 GRAYSON ROAD
 VIRGINIA BEACH VA23462

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Registered Agent/Registered Office

TERENCE MURPHY
 KAUFMAN & CANOLES PC
 150 W MAIN ST STE 2100
 NORFOLK VA 23510
 NORFOLK CITY 212
 Status: Active
 Effective Date: 7/17/2002

Screen ID: e1000

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Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Geotechnical Environmental and Testing Solutions, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is June 16, 2000;

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:
June 7, 2013*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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KDR Real Estate Services, Inc.

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General

SCC ID: 05712104
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 1/30/2002
 Status: Active
 Shares Authorized: 100

Select an action

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Principal Office

2500 GRENABLE RD
 RICHMOND VA23294

Registered Agent/Registered Office

ALLEN G DORIN JR
 2500 GRENABLE RD
 RICHMOND VA 23294
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 7/9/2003

Screen ID: e1000

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General

SCC ID: F1451857
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MA
 Date of Formation/Registration: 12/6/2000
 Status: Active
 Shares Authorized: 300000

Select an action

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Principal Office

77 SOUTH BEDFORD ST
 BURLINGTON MA01803

Registered Agent/Registered Office

NATIONAL CORPORATE RESEARCH, LTD.
 250 BROWNS HILL COURT
 MIDLOTHIAN VA 23114
 CHESTERFIELD COUNTY 120
 Status: Active
 Effective Date: 9/18/2013

Screen ID: e1000

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 6, 2000

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

Harris Miller Miller & Hanson Inc.

a corporation organized under the laws of MASSACHUSETTS 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. Peck

Clerk of the Commission

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KERR ENVIRONMENTAL SERVICES CORP.

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General

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

Select an action

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Principal Office

1008 OLD VIRGINIA BEACH RD
 SUITE 200
 VA BEACH VA23451

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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

Screen ID: e1000

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Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That KERR ENVIRONMENTAL SERVICES CORP. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is May 28, 2002;

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:
July 26, 2013*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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Utility Professional Services, Inc.

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General

SCC ID: 05889878
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 12/31/2002
 Status: Active
 Shares Authorized: 100

Select an action

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Principal Office

390 SHORE DRIVE
 PO BOX 923
 COLONIAL BEACH VA22443

Registered Agent/Registered Office

FREDERIC N HOWE III
 390 SHORE DRIVE
 P.O. BOX 923
 COLONIAL BEACH VA 22443
 WESTMORELAND COUNTY 196
 Status: Active
 Effective Date: 7/16/2013

Screen ID: e1000

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 31, 2002

This is to certify that the certificate of incorporation of

Utility Professional Services, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: December 31, 2002



State Corporation Commission

Attest:

Joel H. Beck

Clerk of the Commission

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General

SCC ID: F1343203
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 6/30/1998
 Status: Active
 Shares Authorized: 5000

Select an action

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Principal Office

101 WEST BROAD STREET
 SUITE 301
 FALLS CHURCH VA22046

Registered Agent/Registered Office

RAYMOND H SUTTLE JR
 701 TOWN CENTER DRIVE
 SUITE 800
 NEWPORT NEWS VA 23606
 NEWPORT NEWS CITY 211
 Status: Active
 Effective Date: 4/14/2011

Screen ID: e1000

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Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That SABRA, WANG & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, 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 30, 1998; 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:

June 6, 2012

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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UCC or Tax Liens

Court Services

Additional Services

Seventh Point, Inc.

General

SCC ID: 02675411
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 3/4/1985
 Status: Active
 Shares Authorized: 3000

Select an action

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Principal Office

4752 EUCLID ROAD
 VIRGINIA BEACH VA23462

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Registered Agent/Registered Office

ALBERT H POOLE
 4705 COLUMBUS ST
 VIRGINIA BEACH VA 23462
 VIRGINIA BEACH CITY 228
 Status: Active
 Effective Date: 3/24/1998

Screen ID: e1000

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

EXPIRES ON
03-31-2016

NUMBER
2701031525

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

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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COMMONWEALTH OF VIRGINIA**

EXPIRES ON
02-28-2014

NUMBER
0411000693

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

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

PROFESSIONS: ENG

A MORTON THOMAS AND ASSOCIATES INC
1530 BREEZEPORT WAY, BUILDING 4
SUITE 300
SUFFOLK, VA 23435



Gordon N. Dixon
Gordon N. Dixon, Director

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**EXPIRES ON
12-31-2013**

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

**NUMBER
0407003077**

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AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION**

PROFESSIONS: ENG, LS, LA

**A MORTON THOMAS AND ASSOCIATES INC
12750 TWINBROOK PARKWAY
ROCKVILLE, MD 20852**



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER

0411000586

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: LS, ENG

A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON
02-28-2014

NUMBER

0411000587

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

PROFESSIONS: ENG, LS

A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
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EXPIRES ON

02-29-2016

NUMBER

0411000758

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

PROFESSIONS: ENG

A MORTON THOMAS AND ASSOCIATES INC
ONE JADIP LANE
SUITE 111
FREDERICKSBURG, VA 22405



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000758 EXPIRES: 02-29-2016
PROFESSIONS: ENG
A MORTON THOMAS AND ASSOCIATES, INC
ONE JADIP LANE
SUITE 111
FREDERICKSBURG, VA 22405



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COMMONWEALTH OF VIRGINIA**

EXPIRES ON

12-31-2015

NUMBER

0407004018

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

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

PROFESSIONS: ENG

**GEOTECHNICAL ENVIRONMENTAL & TESTING
SOLUTIONS INC
204-B GRAYSON ROAD
VIRGINIA BEACH, VA 23462**



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004018 EXPIRES: 12-31-2015
PROFESSIONS: ENG
GEOTECHNICAL ENVIRONMENTAL & TESTING SOLUTIONS INC
204-B GRAYSON ROAD
VIRGINIA BEACH, VA 23462**



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

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

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

EXPIRES ON
12-31-2015

NUMBER

0407005065

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

PROFESSIONS: ENG

KERR ENVIRONMENTAL SERVICES CORP
1008 OLD VIRGINIA BEACH RD
STE 200
VIRGINIA BEACH, VA 23451



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005065 EXPIRES: 12-31-2015
PROFESSIONS: ENG
KERR ENVIRONMENTAL SERVICES CORP
1008 OLD VIRGINIA BEACH RD
STE 200
VIRGINIA BEACH, VA 23451



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

(PbL)

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

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

EXPIRES ON
12-31-2016

NUMBER
0226007129

REAL ESTATE BOARD - FIRM LICENSE
POST IN A CONSPICUOUS PLACE
THIS LICENSE TO BE IN CUSTODY AND CONTROL OF PRINCIPAL BROKER

KDR REAL ESTATE SERVICES INC
2500 GRENOBLE RD
RICHMOND, VA 23294



Jay W. DeBoer
Jay W. DeBoer, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-29-2016

NUMBER
0411000839

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

**SABRA, WANG & ASSOCIATES, INC
7055 SAMUEL MORSE DRIVE
SUITE 100
COLUMBIA, MD 21046**



Nick A. Christner
Nick A. Christner, Interim Director

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(POCKET CARD)

**COMMONWEALTH OF VIRGINIA
BOARD FOR APPLICABLE
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000839 EXPIRES: 02-29-2016
PROFESSIONS: ENG
SABRA, WANG & ASSOCIATES, INC
7055 SAMUEL MORSE DRIVE
SUITE 100
COLUMBIA, MD 21046**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

**EXPIRES ON
12-31-2015**

**NUMBER
0407005636**

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

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

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC
101 W BROAD ST
SUITE 301
FALLS CHURCH, VA 22046



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APPELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005636 EXPIRES: 12-31-2015
PROFESSIONS: ENG
SABRA, WANG & ASSOCIATES, INC
101 W BROAD ST
SUITE 301
FALLS CHURCH, VA 22046



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
8960 Mayland Dr., Suite 400, Richmond, VA 23233

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

EXPIRES ON
12-31-2015

NUMBER
0407005942

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

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

PROFESSIONS: ENG



UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443

Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON
12-31-2013

NUMBER
0407005942

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

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

PROFESSIONS: ENG



UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443

Gordon N. Dixon
Gordon N. Dixon, Director

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

EXPIRES ON
04-30-2015

NUMBER
0402034707

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

**LAURA MICHELLE MEHIEL
2 E. READ ST
4TH FLR
BALTIMORE, MD 21202**



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) **COMMONWEALTH OF VIRGINIA**

**BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402034707 EXPIRES: 04-30-2015**

**LAURA MICHELLE MEHIEL
2 E. READ ST
4TH FLR
BALTIMORE, MD 21202**



(DETACH HERE)

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

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON
10-31-2016

NUMBER
0402040367

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

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

THOMAS ALEXANDER MEITZLER
2908 VIDERE DR
WILMINGTON, DE 19808



Jay W. DeBoer
Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON
07-31-2016

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

NUMBER

0402028305

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

MICHAEL RAY DAVIS
29070 SUNBEAM ROAD
FRANKLIN, VA 23851



Jay W. DeBoer
Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON

02-28-2015

NUMBER

0402025896

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

**KHOSSROW BABAEI
12144 WESTWOOD HILLS DR
HERNDON, VA 20171**



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON

05-31-2016

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

NUMBER

0402016426

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

MICHAEL JOSEPH WIERCINSKI
2706 LUBAR DRIVE
BROOKEVILLE, MD 20833



Jay W. DeBoer
Jay W. DeBoer, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402016426 EXPIRES: 05-31-2016

MICHAEL JOSEPH WIERCINSKI
2706 LUBAR DRIVE
BROOKEVILLE, MD 20833



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COMMONWEALTH OF VIRGINIA**

EXPIRES ON

09-30-2016

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

NUMBER

0402050917

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

FREDERICK J WAGNER
104 ROSELAWN CT
BEL AIR, MD 21014



Jay W. DeBoer
Jay W. DeBoer, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402050917 EXPIRES: 09-30-2016

FREDERICK J WAGNER
104 ROSELAWN CT
BEL AIR, MD 21014



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

06-30-2016

NUMBER

0402034639

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

JEFFREY SCOTT MCKAY
11113 STERLING COVE DRIVE
CHESTERFIELD, VA 23838



Jan W. DeBoer
Jan W. DeBoer, Director

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

EXPIRES ON
02-29-2016

NUMBER
0402024735

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

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

CHARLES KENNETH O'CONNELL
12977 HAMPTON FOREST CT
FAIRFAX, VA 22030



Nick A. Christner
Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

06-30-2015

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

NUMBER

0402026104

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

DONALD J RISSMEYER
A. MORTON THOMAS & ASSOCIATES INC.
10710 MIDLOTHIAN TURNPIKE
SUITE 202
RICHMOND, VA 23235



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026104 EXPIRES: 06-30-2015

DONALD J RISSMEYER
A. MORTON THOMAS & ASSOCIATES INC.
10710 MIDLOTHIAN TURNPIKE
SUITE 202
RICHMOND, VA 23235



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(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2016

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

NUMBER
0402040298

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

STEPHEN ERIC STEWART
2204 CANCUN CT
VIRGINIA BEACH, VA 23456



Jay W. DeBoer
Jay W. DeBoer, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPEALS
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402040298 EXPIRES: 12-31-2016

STEPHEN ERIC STEWART
2204 CANCUN CT
VIRGINIA BEACH, VA 23456



(DETACH HERE)

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

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

EXPIRES ON
01-31-2016

NUMBER
0403002288

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

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

**JOHN SCOTT CLAYTOR
9409 DERBYSHIRE ROAD
RICHMOND, VA 23229**



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
LAND SURVEYOR LICENSE
NUMBER: 0403002288 EXPIRES: 01-31-2016**



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(DETACH HERE)

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

**JOHN SCOTT CLAYTOR
9409 DERBYSHIRE ROAD
RICHMOND, VA 23229**

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

**EXPIRES ON
09-30-2016**

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

**NUMBER
0402011195**

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

J K SINCLAIR JR
1009 TYLER STREET
HERNDON, VA 20170-3250



Jay W. DeBoer
Jay W. DeBoer, Director

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**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
0402040445**

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

HEIDI FARRELL VAN LUVEN
2417 AUTUMN VIEW WAY
PARKVILLE, MD 21234



Jay W. DeBoer
Jay W. DeBoer, Director

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

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

EXPIRES ON
04-30-2016

NUMBER
0402033932

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



DAVID MARK SCHOLEFIELD
204 GRAYSON ROAD
VIRGINIA BEACH, VA 23462

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Nick A. Christner
Nick A. Christner, Interim Director

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.					
a. Name & Title:	Stephen Ordnung Operations Manager				
b. Project Assignment:	Design-Build Project Manager				
c. Name of Firm with which you are now associated:	Curtis Contracting, Inc.				
d. Years experience: With this Firm <u>9</u> Years With Other Firms <u>16</u> Years	<p>2006 – Present Curtis Contracting, Inc. Design Build Project Manager/Contract Manager Design Build Project Manager/Contract Manager responsible for the construction management of multi-million dollar design build projects that include complete interchange projects, roadway widening, roadway rehabilitation, drainage, utilities, structures and significant traffic control.</p> <p>2003 – 2006 Archer Western Contractors Regional Manager Heavy Civil Regional Manager for an ENR top 20 multi-billion dollar general contractor based in Atlanta, GA. Directly responsible for the procurement and delivery of an \$80 Million/year construction program in the Mid-Atlantic region. Projects included complex roadway and bridge projects ranging from \$5M to over \$100M each. Mr. Ordnung’s responsibilities included maintaining compliance with all contract requirements relative to design, permitting, public relations and quality control for the delivery of all projects on or ahead of schedule, safely and within budget. Significant projects in Virginia included the \$104 Million Phase 6 & 7 of the Springfield Interchange, the \$39 Million I-64/Jefferson Avenue Interchange and the \$24 Million I-64/Staples Mill Interchange CSX ACCA Yard RR Bridge Widening.</p> <p>1998 – 2003 Archer Western Contractors Senior Project Manager Senior Project Manager responsible for managing all aspects of project construction and delivery to ensure that each job meets or exceeds all expectations of quality, schedule, and budget. His responsibilities included developing and managing the overall project schedule, planning and scheduling work activities, coordinating submittals, preparing pay estimates, and negotiating changes to the scope of work. Mr. Ordnung was also responsible for coordination with the owner, design consultants, private utility owners, the public and other stakeholders for his projects.</p>				
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Wentworth Institute of Technology, Boston, MA / BS / 1991 / Construction Management Worcester Industrial Technical Institute, Worcester, MA / AS / 1988 / Civil Engineering				
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	US Army Corps of Engineers CQM / Certification #CENAO-08-0387 Virginia DCR Responsible Land Disturber / Certification #32306				
g. Document the extent and depth of your experience and qualifications relevant to the Project.					
Project:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; padding: 5px;">I-264 Roadway Rehabilitation Design-Build Virginia Beach, VA</td> <td style="padding: 5px;">Start & End date: 11/2013 – 11/2015(est.)</td> </tr> <tr> <td style="padding: 5px;">Client/Owner: Virginia Department of Transportation Hampton Roads District</td> <td style="padding: 5px;">With current firm: Yes c/o CCI</td> </tr> </table>	I-264 Roadway Rehabilitation Design-Build Virginia Beach, VA	Start & End date: 11/2013 – 11/2015(est.)	Client/Owner: Virginia Department of Transportation Hampton Roads District	With current firm: Yes c/o CCI
I-264 Roadway Rehabilitation Design-Build Virginia Beach, VA	Start & End date: 11/2013 – 11/2015(est.)				
Client/Owner: Virginia Department of Transportation Hampton Roads District	With current firm: Yes c/o CCI				
<p>Design Build Project Manager. Mr. Ordnung is responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this \$72 million project. The project elements included the pavement rehabilitation, drainage and safety improvements for a 12 mile section of Interstate 264 in the City of Virginia Beach. Project scope included 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. Mr. Ordnung is the main point of contact for the Curtis/GAI Team and is responsible for the communication and coordination with VDOT, City of Virginia Beach, regulatory agencies and other stakeholders on the project. Mr. Ordnung has been instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 22 month period. Using the unique flexibility allowed only with the Design-Build process he steered the phased design submissions to allow for work to begin within 2 months of project award and then obtain all approvals in order to insure <i>work will be completed on time schedule.</i></p> <p><i>This includes incorporating over \$10 million in added scope without changing the project completion date.</i> Mr. Ordnung’s focus on safety and accident prevention results, to date, in over 200,000 man hours without a single</p>					

<p>recordable injury for this project. Mr. Ordnung was instrumental in the decision to salvage the existing concrete material within the I-264 full depth pavement repairs and recycle over 60,000 Tons of material in an environmentally positive way. He developed the original contract proposal, CPM Schedule, QA/QC Plan, maintained all project controls, and completed all significant contract negotiations for this project.</p>		
Project:	Virginia Capital Trail Design-Build, VA	Start & End date: 06/2011 – Present
Client/Owner:	Virginia Department of Transportation	With current firm: Yes c/o CCI
<p>Design Build Project Manager. Mr. Ordnung was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, right-of-way acquisition, quality assurance & quality control, environmental protection, safety, schedule and construction for this \$8.8 million project. The project elements included the construction of 12.5 miles of asphalt paved trail and structures. Mr. Ordnung was the main point of contact for the Curtis/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT, Charles City County, permitting agencies, impacted property owners and other stakeholders on the project. <i>Mr. Ordnung utilized his experience, combined with the innovative flexibility allowed with the Design-Build process, to reduce project costs by eliminating the need for 11 bridge structures, which resulted in an owner savings of more than \$1.1 million.</i> Mr. Ordnung was also instrumental in establishing the design criteria that allowed for an environmentally positive use of recycled asphalt pavement millings in the pavement base material. He developed the original contract proposal, CPM Schedule, and QA/QC Plan.</p>		
Project:	I-295/Meadowville Road Interchange Design-Build, Chesterfield County, VA	Start & End date: 09/2010 – 11/2011
Client/Owner:	Virginia Department of Transportation Richmond District	With current firm: Yes c/o CCI
<p>Design Build Project Manager. Mr. Ordnung was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this \$11.7 million project. 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 two signalized interchanges on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Mr. Ordnung was the main point of contact for the Curtis/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. Mr. Ordnung was instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. Using the unique flexibility allowed only with the Design-Build process, he steered the phased design submissions to allow for work to begin within 2 months of project Award and then obtain all approvals in order to complete all work on time and within budget. <i>Mr. Ordnung's focus on safety and accident prevention resulted in over 100,000 man hours without a single recordable injury for the entire project.</i> Mr. Ordnung was instrumental in the decision to salvage the existing concrete material within the I-295 pavement shoulders and recycle the material in an environmentally positive way to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. He developed the original contract proposal, CPM Schedule, QA/QC Plan, maintained all project controls, and completed all significant contract negotiations for this project. This project received the 2013 National Merit Award from the Design Build Institute of America for transportation design build projects.</p>		
Project:	Warhill Infrastructure and Roadways Design-Build, VA	Start & End date: 04/2006 – 08/2008
Client/Owner:	James City County General Services	With current firm: Yes c/o CCI
<p>Design Build Project Manager. Responsible for managing the Curtis/Timmons Group/CHA LLP Team for this \$37.4 million James City County project. As the Design Build Project Manager for the Curtis/Timmons Group/CHA Team, Mr. Ordnung was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, QA & QC, environmental protection, safety, schedule and construction for this \$37.4 million project. The project elements included the roadway widening of US Route 60 and widening of Centerville Road to provide increased traffic capacity and access to James City County's new 588 acre education, recreation and emergency response center development. Design and construction details also included major roadways, utilities and storm water management for the entire 588 acre. This project was a Turn-Key effort that supported the new 1,450 student high school for Williamsburg-James City County Schools, a 350,000 square foot campus site for Thomas Nelson Community College, 3,000-seat stadium and multi-use synthetic grass athletic fields venue. Work also included the reconstruction of two (2) earthen dams. CCI's continuous emphasis on environmental compliance throughout the project earned them the award by James City County Board of Supervisors for Environmental Stewardship in 2008. Mr. Ordnung was the main point of contact for the Curtis/Timmons Group/CHA Team and was responsible for the communication and coordination with James City County, VDOT, and all third party stakeholders on the project. As this project was multi-phased, Mr. Ordnung was instrumental in the coordination of design and construction for all phases in order to expedite the schedule to meet the contract completion date for all phases ahead of schedule. <i>Mr. Ordnung's focus on safety and accident prevention resulted in over 200,000 man hours without a single recordable injury for the entire project.</i></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>		
n/a		A-63

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Michael Davis, PE, CCM Associate
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now associated: A. Morton Thomas & Associates, Inc.
d.	Years experience: With this Firm <u>2</u> Years With Other Firms <u>23</u> Years
2013 – Present A. Morton Thomas & Associates, Inc. Associate Mr. Davis is an integral team member in senior management with a concentration in the management and quality assurance of complex, sizeable transportation projects. He is currently overseeing three design build projects providing oversight and inspection services to represent the District in managing the projects ensuring the Quality Assurance and Quality Control plans are followed. The projects are I-264& I-64 Pavement Rehabilitation- \$30.7 million, I-64 Pavement Rehabilitation- \$14.5 million, and I-264 Pavement Rehabilitation- \$61 million.	
2010 – 2013 Virginia Department of Transportation Assistant District Administrator – Construction Engineer Mr. Davis managed the Hampton Roads District Construction Program which included independently overseeing the Construction Unit in administering VDOT maintenance and construction contracts throughout the District. In this role, he was responsible for the delivery of quality projects through ensuring both roles of Quality Control Inspection and Quality Assurance Inspection were performed by both the Contractor and VDOT staff. In addition to the oversight, he ensured his staff members were properly trained and met performance metrics established for the District and State. He built successful working relationships with various levels of government, elected officials, the private sector, other Assistant District Administrators, and employees to better serve the public in meeting transportation needs. By 2013, the program consisted of 51 projects valued at \$460 million.	
2005 – 2010 Virginia Department of Transportation Area Construction Engineer Mr. Davis executed construction management for all construction and maintenance projects within geographic region of the District, including two of the four tunnels in the District. He successfully managed a team of inspectors and construction managers, meeting the performance metrics of on time, on budget, CQIP, and Environmental Compliance yearly. He was the responsible charge for assigned projects ensuring that VDOT's Quality Management Plan was being met. A typical construction season consisted of up to twenty contracts with a total value of approximately \$20-\$30 million.	
2003 – 2005 McLean Contracting Company Project Manager For each awarded contract, Mr. Davis established tracking methods and tracked performance. He issued subcontracts and purchase orders. He developed project schedules and ensured appropriate time tables. Mike was responsible for all project submittals and negotiated change orders. He reviewed quality control of work and materials and provided false work design calculations as needed. Provided quality control management for Navy contracts through setting up the contracts quality control plan and overseeing the plan in the field.	
1998 – 2003 McLean Contracting Company Superintendent Mr. Davis successfully completed major bridge and pier contracts in mid-Atlantic states on time and with profit. He was responsible for managing the contract and delivering quality projects at the jobsite level. He was also responsible for the scheduling of the jobsite work and maintenance of all the equipment on site. Mike oversaw the quality and production of the jobsite work and managed a variety of trade workers.	
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, VA / BS / 1989 / Civil Engineering Technology
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1998 / Professional Engineer / VA #28305 2012 / Certified Construction Manager (CCM) / #A2364 2009 / Masters Certificate for Project Management / The George Washington University
g.	Document the extent and depth of your experience and qualifications relevant to the Project.

Project:	I-64 and I-264 Paving Program	Start & End date:	2014 - Present
Client/Owner:	Virginia Department of Transportation	With current firm:	Yes c/o AMT
<p>Quality Control & Assurance Manager. Mr. Davis is currently providing oversight and inspection services for three design build projects and is representing the District by ensuring the Quality Assurance and Quality Control plans are followed. The projects are I-264& I-64 Pavement Rehabilitation- \$30.7 million, I-64 Pavement Rehabilitation- \$14.5 million, and I-264 Pavement Rehabilitation- \$61 million. Mr. Davis was responsible for developing audit documents for VDOT to perform reviews on contractors to ensure compliance with the VDOT DB Manual and specifications and assisted VDOT in performing reviews on Design submittals and Construction Documentation submittals in addition to overseeing justification for all work orders issued for all three projects.</p>			
Project:	Pavement Maintenance Program – Construction Phase	Start & End date:	2012 - 2013
Client/Owner:	Virginia Department of Transportation	With current firm:	No c/o VDOT
<p>As the District Construction Engineer for the Hampton Roads District, Mike was responsible for the Construction Phase of the overall District Maintenance Program through a staff of engineers and technicians. During his last year as the DCE, Mike oversaw 12 asphalt overlay projects located throughout the District valued at \$33 million as well as six concrete pavement repair contracts located almost exclusively on the I-64 and I-264 corridor valued at \$22.9 million. To ensure that a quality product was delivered, a team of engineers and technicians oversaw these projects which included the Quality Assurance of the material being handled by the District Materials Engineer, who reported directly to the DCE and the Responsible Charge Engineers, along with their staff of other engineers and technicians who administer the Construction Management Program, while overseeing the Quality Control of the contractors performance.</p>			
Project:	Hampton Boulevard Grade Separation	Start & End date:	2009 - 2013
Client/Owner:	Virginia Department of Transportation – Hampton Roads District	With current firm:	No c/o VDOT
<p>District Construction Engineer. This \$38 million project of grade separation on the Hampton Boulevard (Route 337) to allow traffic on Hampton Boulevard to cross under the main rail road line leading into the Port. This project spans 5 miles with work which included utilities, milling, asphalt replacement/paving, pavement marking, MOT both day and night. This project involved ensuring that subgrades, piles, and concrete structures were built in accordance with the specifications. Through the use of a staff of inspectors, engineers, and other resources, the project was built to the quality as defined in the specifications. This project also included multiple negotiations with the Navy, Railroad, FHWA, and the City of Norfolk. As the District Construction Engineer, Mr. Davis ensured that the Responsible Charge Engineer was managing the project with his team appropriately. He also was an integral part of all complex work orders and negotiations with the Contractor, to ensure the Department was well represented.</p>			
Project:	MMMBT / I-664 Fire Main System Replacement	Start & End date:	2005 - 2007
Client/Owner:	Virginia Department of Transportation – Hampton Roads District	With current firm:	No c/o VDOT
<p>Area Construction Engineer. The Monitor Merrimac Memorial Bridge Tunnel on I-664 spanning the James River. Work on this \$4.5 million project included removal of the existing fire main system throughout the tunnel and replacement of the 10-inch supply line located in the air duct under the roadway and replacement of the supply lines to the individual fire line space connections located on the roadway level above. Work included paving, concrete patching, pavement marking, and MOT at night. This included upgrading/replacing electrical equipment, circuits and pumps. The contract was issued for \$4.5 million with the final cost completing at \$5.6 million. Mr. Davis was the Responsible Charge Engineer for the project which included being responsible for the project being delivered on time, within budget, and within the scope of the project. Mr. Davis was responsible for the quality of the final product delivered by the contractor.</p>			
Project:	Blackwater River Bridge Replacement (Rte. 40)	Start & End date:	2008 - 2010
Client/Owner:	Virginia Department of Transportation – Hampton Roads District	With current firm:	No c/o VDOT
<p>Area Construction Engineer. This \$4.3 million project consisted of replacing an existing bridge and widening the roadway approaches. The total length of the project was 2500 linear feet. This was performed while keeping the roadway open to traffic. The project storm water drainage was redesigned while construction was ongoing. Mr. Davis responsibilities included of performing constructability reviews, developing construction cost estimates, creating needed time frame to construct the project and assisted in developing special provisions to the contract during the design phase of this project. He also ensured that the contractor delivered a quality project through a team of inspectors ensuring that Quality Assurance and Quality Controls were in place and monitored.</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>			
n/a			

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Laura Mehiel, PE Associate	
b. Project Assignment: Design Manager	
c. Name of Firm with which you are now associated: A. Morton Thomas & Associates, Inc.	
d. Years experience: With this Firm 4 Years With Other Firms 25 Years	
<p>2011 – Present A. Morton Thomas & Associates, Inc. Associate Senior Project Manager and associate in charge of mega projects and innovative delivery projects. Oversees highway development/design teams for transportation projects throughout Virginia and Washington DC, including QC responsibilities. DBPM for design-build and other innovative contracting techniques for the northern Virginia region.</p> <p>1998 – 2011 HNTB Corporation Sr. Project Manager/Operations Manager Senior Project Manager who oversaw highway development/design teams for transportation projects throughout VA, MD, and DC, including QC role. Engineer in Charge of the Columbia, MD office, supervising a staff of highway, hydraulics, traffic, and construction professionals. Held operational, business development, and technical oversight roles.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Delaware, Newark, DE / BCE/ 1986/ Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/ Professional Engineer / VA #347007 (also registered in MD, DC, PA, NC, DE, TN)	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
Project: US 460 Bypass at Southgate Drive Blacksburg, VA	Start & End date: 2012 - 2014 (Design Phase)
Client/Owner: Virginia Department of Transportation	With current firm: Yes c/o AMT
<p>As Design Project Manager, Laura oversaw a multi-disciplined design team for this \$44 million project. The project incorporated multiple innovative intersections including two roundabouts, and a diverging diamond interchange. Laura and her team provided extensive alternatives analyses, an “IJR”, and public hearing through 100% plans, specifications and estimates in a period of 20 months. She provided technical leadership for the design of highway, interchange, and shared-use path geometrics, roundabout design, stormwater management, and drainage facilities, and managed the production team performing traffic modeling of multiple intersection and interchange alternatives, landscape and aesthetics design, bridge and retaining wall design, geotechnical investigations, and environmental permit support. Laura organized and facilitated a stakeholder outreach plan which included alternative workshops, design charettes, graphics, simulations and renderings for the Design Public Hearing. A first for the VDOT Salem District, Laura and her team provided “turn-key” project management support as an extension of VDOT staff.</p> <p>Ranked as the #1 priority project for the Salem District, it is adjacent to Virginia Tech and will eliminate the existing signalized at-grade T-intersection to relieve a source of major congestion on US 460 Bypass. The shared use trail will be grade separated and the project includes gateway signage and aesthetic treatments on walls and abutments. Total Construction Cost (anticipated): \$44M.</p>	
Project: Route 1 Widening at Fort Belvoir Design-Build Fairfax County, VA	Start & End date: 2013 – March 2015
Client/Owner: FHWA – Eastern Federal Lands/VDOT	With current firm: Yes c/o AMT
<p>Design Manager responsible for managing a multi-disciplined team for widening 3.6 miles of Route 1 from 4 lanes undivided to a 6 lane divided facility. The project includes roadway widening, safety and capacity improvements, new trail and new sidewalk, new and modified signals, and provisions for a future transit median to relieve congestion and improve safety through the corridor. Two intersections of the project carry on average more than 62,000 vehicles per day during construction, and require dual and triple turn lanes to provide optimized traffic operations in the final condition. Pedestrian safety was a primary focus during design of signals and cross walk locations. The project also included the demolition of a railroad bridge and stage 1 design for a new replacement railroad bridge.</p> <p>Ms. Mehiel is currently managing the final phase of detailed design including geometric alignments, intersection improvements, traffic analysis, signal improvements, MOT plans with TMP, SWM design, wetland permits, topographic and utility surveys, geotechnical explorations, ROW plans and acquisition. Ran the Design Public Hearing, and</p>	

conducted stakeholder design workshops for noise walls and incorporated mitigation measures in the historic district. Total Project Cost: \$70M.		
Project:	I-495 Hot Lanes Design-Build Fairfax County, VA	Start & End date: 2007 - 2010
Client/Owner:	Virginia Department of Transportation	With current firm: No c/o HNTB
<p>As Area 1 Design Manager, Laura managed the design of \$270M construction value, and supervised the D/B team's design of I-495 mainline widening and four interchanges from south of Braddock Rd to north of US 50. She oversaw design production of over fifty staff and subconsultants in producing 55 design packages for grading/drainage, erosion control, final grading/roadway, noise and retaining walls, 13 bridges, utility relocations, and ROW plans, 80% of which was completed in a 10 month period. Included complex MOT staging requiring traffic modeling for each phase, to maintain existing interchange movements throughout construction. Provided retaining walls to mitigate impacts to Accotink Creek, and designed outfall improvements at degraded outfalls throughout Wakefield Park meeting MS-19. Ensured QC procedures and utilization of VDOT CAD Standards. Worked closely with the Contractor and GEC reviewers on a daily basis by use of over the shoulder reviews, comment resolution meetings, and discipline-specific design sessions to maintain production schedule and meet the project construction goals. Total Project Cost (Area 1 only): \$270M.</p>		
Project:	Powhite Parkway Widening and Express Toll Lanes, Richmond, VA	Start & End date: 2005 - 2008
Client/Owner:	Richmond Metropolitan Authority	With current firm: No c/o HNTB
<p>Design Project Manager/Lead Roadway Designer who prepared detailed engineering to convert toll road from standard barrier plaza to high speed electronic toll collection. The project was phased with an initial construction contract for expressway widening from 6 lanes to 8 lanes, along with advanced grading/stream relocation to provide additional capacity for interim led as project manager for the express toll lane implementation, an innovative "split plaza" that added a new toll plaza for the SB lanes, and maintains the current toll plaza for NB lanes. Toll lane and general purpose lanes were designed as barrier separated facilities with the Express Lanes in the center median and general purpose lanes to the outside.</p> <p>The most challenging aspect of the project was the construction phasing/maintenance of traffic design, which was critical to the Richmond Metropolitan Authority since user fees are their only source of income. A 4 phase, 9 stage phasing plan was developed to maintain all through aside form off-peak lane closures, and the existing toll plaza lanes were maintained at all times barring a 3 week period for demolition, to ensure safety of workers and users. Ms. Mehiel's other tasks included horizontal and vertical alignments, drainage design, gabion retaining wall design, oversight of geotechnical program, stream relocation design, wetland identification and permits, cross sections, E&S control, stormwater runoff calculations, HEC-2 analysis and FEMA updates, quantities, engineer's estimate, utility relocations, landscaping, bid-ready documents, and post-design services. Total Project Cost: \$34M.</p>		
Project:	11st Street Bridge Replacement Program Management Design Build, Washington DC	Start & End date: 2009-2011
Client/Owner:	District Department of Transportation	With current firm: No c/o HNTB
<p>Design Project Manager responsible for the Program Management team. Directed a multi-disciplined auditing team of fifteen staff to ensure design compliance for structures, highway, drainage, geotechnical exploration, MOT, signals, lighting, environmental compliance and public outreach. Oversaw preparation of two IJR Modifications and two environmental re-evaluations, including a FONSI. Prepared modification to the SWPPP and performed detailed audit of the TMP to correct non-compliances. Liaison for utility companies (PEPCO, Gas, DC Water) to coordinate impacts and relocations. Coordinated with stakeholder agencies including DDOT Bicycle Coordinator, ADA Coordinator, FHWA, CSX, Commission of Fine Arts, Fire/Police, WMATA, and NPS. Participated in civil rights compliance and public involvement activities. Interfaced with Environmental Compliance team in audits to monitor protection of Anacostia River. Total Project Cost: \$260M.</p>		
Project:	Prince William Parkway Widening Design-Build Woodbridge VA	Start & End date: 2011 - 2012
Client/Owner:	Virginia Department of Transportation	With current firm: Yes c/o AMT
<p>Design Project Manager who was responsible for managing a multi-disciplined team for widening 1.8 miles of divided principal arterial from 4 lanes to 6 lanes. Managed preliminary design including geometric alignments, intersection improvements for seven signalized intersections, traffic analysis, preliminary SWM design, wetland identification/SERP documentation, and identification of proposed ROW and easements. Oversaw Quality Level B utility designation of 60,000 LF of utilities, and topographic survey of a 2 mile corridor. Prepared Design Build RFP package for the County for use in their first ever Design-Build project for the DOT. The project included roadway widening, safety and capacity improvements, new trail and new sidewalk, additional turning lanes, modified signals and signal optimization to relieve congestion and improve safety through the corridor. Total Project Cost: \$25M.</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.		
n/a		

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Robert Ackley Construction Manager
b. Project Assignment:	Construction Manager
c. Name of Firm with which you are now associated:	Curtis Contracting, Inc.
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>22</u> Years	
<p>2013 – Present Curtis Contracting, Inc. Construction Manager Responsible for managing all aspects of his projects including construction quality control and erosion and sediment control. Mr. Ackley oversees all construction activities to ensure project delivery that meets or exceeds all expectations of quality, timeliness, and budget. His responsibilities include managing the overall project schedule, planning and scheduling work activities, coordinating submittals, preparing pay estimates, and estimating and negotiating changes to the scope of work. Mr. Ackley is also responsible for coordination with the owner, design consultants, private utility owners, and the public and other stakeholders for his projects. His experience and expertise includes projects over \$50M with extensive utility coordination, coordinating redesigns to meet field conditions, safely managing traffic control and coordinating with communities to keep them informed of construction progress.</p> <p>2003 – 2013 American Infrastructure Construction Manager Mr. Ackley’s responsibilities included managing all aspects of his projects including construction quality control and erosion and sediment control. Mr. Ackley managed all construction activities to ensure project delivery that meets or exceeds all expectations of quality, timeliness, and budget. His responsibilities included managing the overall project schedule, planning and scheduling work activities, coordinating submittals, preparing pay estimates, and estimating and negotiating changes to the scope of work. Mr. Ackley was also responsible for coordination with the owner, design consultants, private utility owners, and the public and other stakeholders for his projects. His experience and expertise includes projects over \$50M with extensive utility coordination, coordinating redesigns to meet field conditions, safely managing traffic control and coordinating with communities to keep them informed of construction progress.</p> <p>2000 – 2003 New Construction, Inc. Project Manager Mr. Ackley’s responsibilities included managing all aspects of VDOT construction projects, estimating and proposal preparation. He was responsible for construction quality control, erosion and sediment control, contract administration, planning and scheduling work activities, and coordinating with third party stakeholders as required</p> <p>1994 – 2000 Virginia Department of Transportation Engineering Technician Supervisor Mr. Ackley started with VDOT performing geological surveys, was promoted to Transportation Inspector in 1996, and became the Engineering Technician Supervisor in 1998. His responsibilities included supervising construction of roadways, drainage, box culverts, and bridges. He coordinated with local officials and stakeholders for project progress, issues, and plan changes. He oversaw subcontractors, authorized invoices, prepared monthly estimates, approved change orders, and managed plan changes. He evaluated soils for stability and recommended remediation actions for unsuitable subgrades, and performed foundation inspections. In addition, Mr. Ackley participated in value engineering reviews for all scope items on projects over \$1M as part of the review panel.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Drexel University, Philadelphia, PA / Construction Management Certificate /2012 King George High School, King George, VA / Diploma / 1989
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2014 / Erosions and Sediment Control / Contractor Certification #2-00155 (exp. 2019) 2015 / VA DCR Land Disturber / Certification #RLD00549 (exp. 2018)
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
Project:	Martin Luther King Extension Design-Build, Portsmouth, VA Start & End date: 2013 – Present
Client/Owner:	Virginia Department of Transportation With current firm: Yes c/o CCI
Construction Manager. Mr. Ackley was responsible for overall construction activities, construction quality management and contract administration for the project. Specific construction activities included construction of	

<p>widening of I-264, installation of water, sanitary, storm sewer, landscaping, construction of two multi-span bridges, widening of two bridges, construction of MSE walls, paving, signals and lighting. He managed the planning and coordination of crews, subcontractors and suppliers. Mr. Ackley managed the coordination of City of Portsmouth utility relocations, VDOT ITS relocations, extensive maintenance of traffic shifts, closures, phasing and overhead signage. Total Project Cost: \$46.2M</p>		
Project:	Elm Avenue interchange improvements-Design Build, Roanoke, VA	Start & End date: 2013 – 2013
Client/Owner:	Virginia Department of Transportation	With current firm: No c/o American Infrastructure
<p>Construction Manager. Mr. Ackley was responsible for assisting DBPM during design and overall construction activities, construction quality management and contract administration for the project. Specific construction activities included constructing two multi span bridges, installation of water, sanitary, storm sewer, construction of retaining walls, paving, signals and lighting. He managed the planning and coordination of crews, subcontractors and suppliers. Mr. Ackley managed the coordination of City of Roanoke utility relocations, VDOT ITS relocations, extensive maintenance of traffic phasing and overhead signage. He has planned work schedules for crews, subcontractors, and suppliers and responsible for construction operations 24 hours a day, with the majority of the work occurring during off-peak hours. Total Project Cost: \$20.4M</p>		
Project:	Route 60 and German School Road Richmond, VA	Start & End date: 2010 – 2013
Client/Owner:	Virginia Department of Transportation	With current firm: No c/o American Infrastructure
<p>Construction Manager. Mr. Ackley was responsible for overall construction activities, construction quality management and contract administration for the project. Specific construction activities included construction of 2.5 miles of six-lane roadway, installation of gas, water, sanitary, storm sewer, irrigation, landscaping and lighting. He managed the planning and coordination of crews, subcontractors and suppliers. Mr. Ackley managed the coordination of Verizon, Dominion Power and the City of Richmond utility relocations. He coordinated significant redesign for stormwater management due to offsite drainage and the elimination of roadside ditches. He planned work schedules for crews, subcontractors, and suppliers as they worked around the clock. He was responsible for construction operations going on 24 hours a day, with the majority of the work occurring during off-peak hours. Total Project Cost: \$45.5M</p>		
Project:	Watkins Center Parkway at Westchester Commons Project, Midlothian, VA	Start & End date: 2007 – 2009
Client/Owner:	Zaremba Group, Inc./Chesterfield County/ Virginia Department of Transportation	With current firm: No c/o American Infrastructure
<p>Mr. Ackley was responsible for overall construction activities, construction quality management, and contract administration required for the completion the project. Project scope included development of the 140-acre commercial site and nearly three miles of new roadway. The roadway improvements included widening of Route 60 from two lanes to six lanes and intersection and ramp improvements at Route 288 and Watkins Center Parkway. Mr. Ackley was responsible for utility coordination. From the start of the project throughout the duration, Mr. Ackley organized and led weekly planning meetings with the Construction Managers from all utility companies to focus on coordination. The collaboration with the utility companies allowed for the successful installation of over 30,000 lf of conduit for electric, gas, and telephone. Mr. Ackley oversaw the installation of the utility infrastructure that AI provided including duct banks, conduit installation, junction boxes, vaults, and transformer pads. Mr. Ackley also coordinated the MOT plan for this project and planned for and managed numerous traffic shifts, daily lane closures and the coordination with VDOT's smart traffic communication system. He coordinated media notifications of the traffic shifts and other pertinent information for commuters. Total Project Cost: \$50M</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>		
Assignment	Role	Duration
MLK/ I-264	Construction Manger	September 2013- July 2016/TBD subject to DB pursuits

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	T. Alex Meitzler, PE, PTOE Associate
b. Project Assignment:	Traffic Operations Designer and Manager
c. Name of Firm with which you are now associated:	A. Morton Thomas & Associates, Inc.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>21</u> Years	
2012 – Present A. Morton Thomas & Associates, Inc. Associate/Senior Traffic Engineer	Senior Transportation Engineer preparing traffic reports (IAPA, TMP, TIS) for a wide variety of projects throughout the Mid-Atlantic region, including VA, MD and DC. Responsibilities include task and subconsultant management, adherence to design standards and current industry accepted best practices regarding traffic engineering studies, temporary and permanent signal design, MOT, bicycle, pedestrian and ADA requirements.
2010 – 2012 VanDemark and Lynch, Inc. Senior Transportation Engineer	Senior Transportation Engineer responsible for the preparation of traffic studies, highway occupancy permits, and other transportation related infrastructure for private development projects. Project work included preparing traffic impact studies, including a 15 intersection study for a large hospital expansion. Other tasks included preparation of highway occupancy permits, and the design of a new at-grade railroad crossing to service a new bulk storage warehouse.
2004 – 2010 Pennoni Associates, Inc. Regional Manager/Senior Transportation Engineer	Senior Transportation Engineer responsible for managing and preparing a wide variety of reports and plans for public and private clients. Projects included on-call traffic services involving a city wide coordinated signal system, corridor analyses, traffic signal and safety improvement design, public outreach and subconsultant management. Projects included optimization of signalized corridors in Wilmington, DE and a 30 mile corridor study to program improvements on I-81 in Luzerne and Lackawanna Counties, PA.
1998 – 2004 Vollmer Associates, LLP (Now Stantec) Principal Professional/Senior Transportation Engineer	Senior Transportation Engineer responsible for managing and designing projects for public and private clients. Projects included the implementation of EZ Pass on the NJ Turnpike, Garden State Parkway and DE Turnpike (I-95), development of bridge replacement projects and intersection improvements, including the development of a roundabout, preparation of traffic studies, and participation in public outreach and presentations.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Pennsylvania State University, University Park, PA / MCE / 1992 / Civil Engineering Pennsylvania State University, University Park, PA / BS / 1990 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1997 / Professional Engineer / VA #040367 (also registered in DC, MD, DE, NJ, PA) 2005 / Professional Traffic Operations Engineer / #1416
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
Project:	Route 1 Widening at Fort Belvoir Design-Build, Fairfax County, VA
Start & End date:	2013 – 2015
Client/Owner:	FHWA – Eastern Federal Lands/VDOT
With current firm:	Yes c/o AMT
Alex is serving as the Lead Traffic Engineer for a design-build project which provides traffic relief for the ongoing BRAC consolidation occurring in the vicinity of Fort Belvoir. The improvements, for a distance of 3.68 miles, generally widen Route 1 from four to six lanes, with a 32' median for future transit. Mr. Meitzler is the lead traffic engineer for the project, coordinating the traffic analysis, signing and striping design, lighting design, and maintenance of traffic (MOT) plans. The project includes 8 signalized intersections. Tasks include the development of signal plans utilizing the VDOT MUTCD, warrant analysis, and development of MOT phasing and signal plans utilizing the VDOT Work Area Protection Manual. Signal design includes placements of new poles and pedestrian equipment, cabinets, conduit, modifications to existing signals and installations of new connections and upgrades to existing broadband communication services coordinated with NROIC and NOVA TOC. Multiple MOT signal plans were developed to account for the multi-phase construction sequence required. Multiple final intersection design alternative analyses were prepared utilizing SYNCHRO and SimTraffic. These analyses led to improvements in the proposed intersection designs due to concerns involving complex weaving maneuvers and vehicular/pedestrian conflicts. Signal design challenges have	

involved high volume conflicting turning movements and wide proposed intersections. The geometry requires additional clearance time which creates challenges regarding LOS and pedestrian movements. MOT challenges have included constrained right-of-way, lack of viable detours due to proximity to Fort Belvoir, and high peak hour traffic volumes. Mr. Meitzler is in charge of preparing the Traffic Management Plan for the project. Mr. Meitzler continually works with the contractor during construction to resolve MOT related issues in the field, and to help facilitate coordination with VDOT regarding necessary adjustments to MOT due to changing field construction. He is coordinating traffic related items between the design/build team and FHWA EFL, VDOT NOVA, Fairfax County and other key project stakeholders. Fort Belvoir is a key project stakeholder as the Army property is adjacent to most of the project corridor on both sides. The project includes roadway widening, safety and capacity improvements, new trail and new sidewalk, additional turning lanes, new and modified signals, and provisions for a future transit median to relieve congestion and improve safety. Total Project Cost: \$70M.

Project:	US 460 Bypass at Southgate Drive Blacksburg VA	Start & End date:	2013 – 2014
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Client/Owner:	Virginia Department of Transportation	With current firm:	Yes c/o AMT
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Senior Traffic Engineer who led the signing and striping design and QC services for this new interchange project. Assisted with preparation of the TMP analysis and report, including communication and incident plan and congestion management strategies during construction. This 3+ mile roadway improvement project adjacent to Virginia Tech will eliminate an existing signalized at-grade T-intersection at the heaviest used, primary entrance to the campus. The project also included the design and construction of two roundabouts. Led design of signing and striping package utilizing MUTCD and VDOT standards and technical memorandum along with close coordination with Salem District staff. Signing included overhead and ground mounted signs. The placement of signs was coordinated with the roadway design to ensure that the proper lateral offsets were available, and to eliminate installation issues during construction. Striping included markings for the new diverging diamond interchange and two roundabouts. Prepared quantities and estimates for the bid package. Providing design guidance and QC review on MOT including preparation and verification of quantities. Provided QC review of traffic signal plans and relocation of communication infrastructure to new signals at the DDI interchange. Ensured the plans met VDOT design and presentation standards. The project includes roadway widening, roadway re-alignments, a new diverging diamond interchange with two new traffic signals, two new roundabout intersections, and shared-use trail relocations. Ranked as the #1 priority project for the Salem District, it is adjacent to Virginia Tech and will eliminate the existing signalized at-grade T-intersection to relieve a source of major congestion on US 460 Bypass. The shared use trail will be grade separated and the project includes gateway signage and aesthetic treatments on walls and abutments. Total Project Cost: \$36M.

Project:	US Route 460 Connector PPTA	Start & End date:	2013 – 2014
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Client/Owner:	Virginia Department of Transportation	With current firm:	Yes c/o AMT
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Senior Traffic Engineer involved with the roadway, intersection and interchange design for 14.6 miles of a new 4-lane divided toll road including four new bridges and diamond interchanges. Traffic engineering services included signal warrant analysis and preparation of maintenance of traffic (MOT) plans. Prepared preliminary signal plans and layouts in order to identify potential roadway design, environmental and right-of-way constraints. Mr. Meitzler also assisted in the preparation of signing and striping plans. These plans included the identification of major guide signs on the new 460 mainline as well as required signage on intersecting roadways at interchanges. Structure types and sizes were determined based upon the required sign panels dimensions. Mr. Meitzler identified detour routes to be utilized during construction in order to maintain property access and traffic circulation. The MOT needs varied greatly throughout the project, varying from business commercial centers to rural settings. Mr. Meitzler utilized current MUTCD, VA MUTCD, technical memorandum and VDOT Work Area Protection Manual. Project cost: \$1+B (estimated)

Project:	US Route 1/I-695 Interchange Improvements Baltimore City, MD	Start & End date:	2013 – 2014
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Client/Owner:	Maryland State Highway Administration	With current firm:	Yes c/o AMT
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Senior Traffic Engineer providing traffic engineering and design services to improve interchange access from US Route 1 to NB I-695. Prepared IAPA for approval by FHWA, updated existing signal plans, signing/striping plans, and reviewed signal operations. Coordinated data collection and analysis for required traffic studies, roadway and signal design. Signal operation recommendations were made based on monitoring future traffic conditions. The signal operations required coordination with an adjacent fire house. Coordinated work with adjacent I-695 bridge replacement and widening project. The project is adjacent to the Amtrak Northeast Corridor tracks. Mr. Meitzler developed traffic analysis for circulation during construction and pedestrian MOT. Numerous detour routes were evaluated in order to minimize impacts to adjacent residential neighborhoods. Analyses were required using CORSIM, SYNCHRO, and HCS. The IAPA required the integration of multiple analyses to create a cohesive overview of the entire project and potential traffic impacts. Input from the public involvement process was integrated into the project design. The project required extensive coordination between multiple disciplines on the design team. Worked closely with the project manager and client to maintain accelerated design and construction schedule. Total Project Cost: \$40M

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		
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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.			
a. Name & Title:	Keith Sinclair, PE Associate		
b. Project Assignment:	Lead Utility Coordination Manager		
c. Name of Firm with which you are now associated:	A. Morton Thomas & Associates, Inc.		
d. Years experience: With this Firm 6 Years With Other Firms 34 Years			
<p>2008 – Present A. Morton Thomas & Associates, Inc. Associate Lead Engineer for VDOT Utility Relocation Coordination which included conflict verification, cost responsibilities, utility investigations, utility relocation design and/or coordination, review and approval recommendation of utility relocation plans and estimates, assurance of utility relocation and construction inspection. Mr. Sinclair has reviewed utility relocation designs by others and designed modifications as necessary to meet field conditions and construction activities.</p> <p>2003 – 2008 The BC Consultants, Inc. Sr. Project Manager/Section Manager Provided overall project management including transportation and utility projects in Northern Virginia. Included a number of VDOT projects, wet utility design and dry utility coordination.</p> <p>1998 – 2003 VIKA, Inc. Department Head / Team Leader Technical design and management for transportation and utility projects associated with public and private agencies / organizations. Led a team of engineers, designers, surveyors and environmental specialists.</p>			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Tech , Blacksburg, VA / BSCE/ 1975/ Civil Engineering		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1979/ Professional Engineer / VA # 011195 (also registered in DC, MD, WV)		
g. Document the extent and depth of your experience and qualifications relevant to the Project.			
Project:	<table style="width: 100%; border: none;"> <tr> <td style="border: none;">Route 1 Widening at Fort Belvoir Design-Build Fairfax County, VA</td> <td style="border: none; text-align: right;">Start & End date: 2013 – March 2015</td> </tr> </table>	Route 1 Widening at Fort Belvoir Design-Build Fairfax County, VA	Start & End date: 2013 – March 2015
Route 1 Widening at Fort Belvoir Design-Build Fairfax County, VA	Start & End date: 2013 – March 2015		
Client/Owner:	<table style="width: 100%; border: none;"> <tr> <td style="border: none;">FHWA – Eastern Federal Lands/VDOT</td> <td style="border: none; text-align: right;">With current firm: Yes c/o AMT</td> </tr> </table>	FHWA – Eastern Federal Lands/VDOT	With current firm: Yes c/o AMT
FHWA – Eastern Federal Lands/VDOT	With current firm: Yes c/o AMT		
<p>Lead Utility Coordination Manager responsible for this design-build project in Northern Virginia, to provide relief of traffic congestion associated with the ongoing Base Realignment and Closure (BRAC) consolidation in the vicinity of Fort Belvoir. The improvements generally widen Route 1 from four to six lanes and provide a 32-foot-wide median in order to accommodate future public transit and extend for a distance of 3.68 miles. Project is impacting Dominion Virginia Power, Verizon, Cox Cable, Comcast, American Water, Fairfax Water, Fairfax Dept. of Public Works and Environmental Sewer, AT&T, and Washington Gas.</p> <p>Keith's efforts included the identification of all potential utility conflicts within the project area and preparation of a utility matrix that identified each individual utility conflict as well as the owner of the impacted facility. Prepared UT-9 and UT-9A forms to document the party responsible for the costs of the relocation of each impacted utility. Assisted with the three separate UFI meetings (to match the project phasing developed by the contractor), providing a project overview for the owners of all the utilities within the project area and identified the specific utilities that would be impacted. Additional efforts include relocation design for wet utilities (sanitary sewer and water) disturbed by the new construction and coordination with dry utility companies (electric, telephone, cable television, communications) to integrate any new and/or relocated facilities into the overall project. Attending regularly held Utility Task Force meetings to facilitate action items follow up and progress from the utility owners. Also managing the design utility services to several properties including a church that will be impacted by the roadway construction. The project also required careful phasing of the improvements and in some cases temporary utility relocations, to ensure that critical utilities remain in service throughout the entire construction process.</p>			

Project:	US 460 Bypass at Southgate Drive Blacksburg, VA	Start & End date:	2012 - 2014
Client/Owner:	Virginia Department of Transportation	With current firm:	Yes c/o AMT
<p>Lead Utility Coordination Manager responsible for a 3+ mile roadway improvement project adjacent to Virginia Tech. This project eliminates an existing signalized at-grade T-intersection at the heaviest used, primary entrance to the campus and replaces it with a new grade-separated interchange. Utilities in the project area either avoided or requiring relocation by the project include Appalachian Power, Blacksburg Sanitation Authority, Town of Blacksburg Water and Sewer, Montgomery County Water and Sewer, Mid-Atlantic Broadband, Atmos Energy (Gas), Verizon, American Electric Power, Comcast, Citizens Telephone Co-op, and Virginia Tech Electric Services.</p> <p>Keith's efforts included the identification of all potential utility conflicts within the project area and preparation of a utility matrix that identified each individual utility conflict as well as the owner of the impacted facility. Prepared UT-9 and UT-9A forms to document cost responsibilities. Acting in a turn-key role for VDOT, Keith prepared for, and organized and conducted both the preliminary UFI (plans for which including keyed notes identifying each of the conflicts described in the utility matrix on the plans) and the UFI meeting to review this information with all affected parties. Additional efforts include relocation design for wet utilities (sanitary sewer force main, several water mains including hydrants and valves) disturbed by the new construction, submission of the plans to the utility owners (Montgomery County WSA, Town of Blacksburg) and coordination with dry utility companies (electric, telephone, cable television, communications) to integrate any new and/or relocated facilities into the overall project. This also involved coordination with Virginia Tech as well as ATMOS to integrate any new and/or relocated facilities into the project as well as phasing of the improvements necessary to ensure that critical utilities remain in service throughout the entire construction process. Finally, coordinated the relocation of emergency "blue light" phone along the Huckleberry Trail that was impacted by construction, preparing necessary detail and specifications for the relocation.</p>			
Project:	Murdock Street Extension Fairfax County, VA	Start & End date:	2010-2011
Client/Owner:	Virginia Department of Transportation	With current firm:	Yes c/o AMT
<p>Lead Utility Designer for utility extensions and relocations. This involved wet utilities design and dry utilities coordination, including electric, communication and gas utilities. The wet utilities included 8" sanitary sewer, 4" force main and 12" water distribution mains. Extensive coordination was provided with dry utility companies to establish cost responsibility, scheduling and coordination to avoid impact with the road design.</p>			
Project:	On-call Water and Sewer Design Loudoun County, VA	Start & End date:	2012 - Present
Client/Owner:	Loudoun Water	With current firm:	Yes c/o AMT
<p>Project Manager for utility relocations/extensions including the design of construction documents for 12,500 LF of 30-inch water main that will run along Willard Road and through southern portion of Dulles International Airport (DIA). Special coordination with Metropolitan Washington Airports Authority (MWAA) staff was provided to obtain access to the DIA property as well as necessary permits to do the actual construction. The design included jack and bore construction measures under the existing parkway. Also provided design coordination with dry utilities that were impacted by the pipe alignment. Other projects included design of approximately 2,960 LF of 36-inch high pressure transmission water main along Harry Byrd Highway (Route 7) between Ashburn Village Boulevard (Route 2020) and Loudoun County Parkway (Route 607). Dry utility coordination was provided.</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>			
n/a			

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-295/Meadowville Road Interchange Improvements Design-Build Chesterfield County, VA	Parsons Brinckerhoff	Virginia Department of Transportation 2430 Pine Forest Drive Colonial Heights, VA 23834 Jeff Roby (804) 674-2800 jeffrey.robby@vdot.virginia.gov	12/2011	11/2011	\$11,715	\$11,820	\$11,820

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.

Curtis Contracting Role

Curtis Contracting as the Design Builder, was responsible for all aspects of construction, including roadway, signals, drainage, MOT, environmental permits and protection, public relations, coordination with adjacent contracts, and utility protection and relocation

Project required extensive coordination with adjacent projects, local residents, and utility companies which were handled by Curtis in conjunction with VDOT's GEC. Daily coordination occurred onsite, and weekly meetings were held at Curtis offices to discuss work plans and public information.



Project Features/Narrative

This fast-track project consisted of constructing a new interchange facility at Meadowville Road and Interstate 295. The project included 1.1 miles of widening to Meadowville Road to a four lane facility from North Kingston Ave. to Meadowville Lane. The half mile section from North Kingston Avenue to the bridge over I-295 is a four-lane divided section with a raised median that is similar to the existing typical section of Military Highway. The widening of Meadowville Road also included intersection improvements to North Kingston Avenue with the addition of turn lanes to increase capacity. Two Signalized intersections were also included along Meadowville Road at the interchange ramp termini.

The improvements to Meadowville Road also required significant amounts of utility coordination and relocation, similar to that of the CFI project. Both Dominion Power and Verizon were present in the corridor and the Project required them to relocate. Dominion had an overhead high power facility that ran parallel to Meadowville Road that was in conflict with the interchange ramps. Similarly, Verizon had a fiber optic facility parallel to Meadowville Road. Both utility providers served the Top Secret facilities at Northrop Grumman, this requiring implementation of measures to insure that power and communications were not interrupted to this facility at any time. A 30-inch waterline owned by Chesterfield County also ran parallel to Meadowville Road. Redesign of the Meadowville Road improvements was necessary to mitigate relocation of this line. The only impact to the 30-inch waterline was concrete encasement due to minimum cover requirements.

Curtis and their Design Engineering Team were instrumental in developing an early construction package that included erosion and sediment control plans, the design of major drainage structures, and geotechnical investigations to advance rough grading activities. This allowed the contractor to expedite construction activities while the final design documents were completed. The early construction package was also used to coordinate with the public and private utility providers that ultimately led to undergrounding a high voltage power line and fiber optic cable, as well as the encasement of a 30" waterline. The early construction package was used to commence the permit process with the Department of Environmental Quality and the U.S. Army Corps of Engineers for the stream and wetland impacts associated with the project.

CCI was able to control the project schedule with its unique ability to self-perform all project management, mass excavation, roadway sub base, storm drainage/basin construction, pavement demolition, traffic control and guardrail installation. Major items of work include approximately 120,000 cubic yards of mass excavation, 20,000 Cubic Yards of borrow excavation, 26,000 SY of concrete pavement, 23,000 Tons of asphalt and 27,000 Tons of aggregate base material. CCI has added the resources internally to also perform all asphalt milling and paving operations which allows for us to control all these elements on the Military Highway CFI project.

Scope and Complexity Similarities

- Widening of a major commuter roadway under traffic
- Construction of signalized interchange and widening in phased stages
- Construction and relocation of utilities
- VDOT Design Build Project
- Public Relations Efforts with local business and communities
- Fast Track Design and Construction

Key Staff

- Steve Ordnung – Design Build Project Manager
- Bill Richards – Construction Manager
- Robert Schowengerdt – Q.A. Inspector

CCI Role

- Lead Contractor

Verifiable Evidence of Good Performance

This project not only received high praise and appreciation from VDOT, but has also been recognized numerous times in the transportation industry. The first opportunity was when the Governor chose the project site to sign a \$3B transportation funding package, the largest allocation to transportation in Virginia in the last 20 years. The second was when the project was selected as one of five in the Commonwealth of Virginia to be presented at the 2011 Governor's Transportation Conference for its unique influence by Chesterfield County and the successful implementation. Finally, this project was recognized with a Merit Award at the 2013 Design Build Institute of America (DBIA) National Conference.

This project had an aggressive 15 month schedule. Weekly progress meetings were 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 coordinated the work with the local city, police, fire and other emergency responders, and obtained required noise, grading and lane closure permits. The project completion milestone was completed almost a month ahead of schedule.

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 eased the flow of traffic for the project.
2. Due to potential traffic congestion and emergency vehicle response impacts, Curtis proposed an alternative construction approach and MOT revisions to open an otherwise restrictive traffic flow across the Meadowville Road overpass. These revisions 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 and aggressive 15 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(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 Inc.	Virginia Department of Transportation 1700 North Main Street Suffolk, VA 23434 Vasilios Andreou (757) 925-2500 vasilios.andreou@vdot.virginia.go	11/2015	11/2015	\$60,900	\$71,500 (overage due to additional concrete pavement replacement required by owner)	\$71,500

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.

Curtis Contracting Role

Curtis Contracting as the Design Builder, is responsible for all aspects of design and construction, including MOT, public relations, roadway, drainage improvements, barrier and guardrail modifications, signage, environmental protection, 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.

Project Features/Narrative

This fast-track project consists of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this \$72 million project. The project elements included the pavement rehabilitation, drainage and safety improvements for a 12 mile section of Interstate 264 in the City of Virginia Beach. Project scope included 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 on the project. The Curtis Team was instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 22 month period. Using the unique flexibility allowed only with the Design-Build we developed phased design submissions to allow for work to begin within 2 months of project award and then obtained all approvals in order to insure **work will be completed on schedule. This includes incorporating over \$10 million in added scope without changing the project completion date.** The Curtis Team 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, maintenance of traffic, full depth roadway pavement replacement, roadway widening, barrier modifications, guardrail installations, erosion and sediment controls, and survey.

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 over \$10,000,000 of added scope on the project critical path, Curtis Contracting developed a plan and provided all of the necessary resources to mitigate any schedule impact on the original contract completion date.

Curtis Contracting has been innovative in their 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 to monitor peak hours of speed violations. This allows for motorist to “check up” their speed when entering a work zone and also allows for 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.

Scope and Complexity Similarities

- Rehabilitation of a major commuter roadway under traffic
- VDOT Design Build Project
- Public Relations Efforts with local business and communities
- Fast Track Design and Construction
- Significant Asphalt Pavement
- Significant Traffic Control Requirements

Key Staff

- Steve Ordnung – Design Build Project Manager
- Bill Richards – Construction Manager
- Robert Schowengerdt – Q.C. Manager
- Scott Peay – MOT Coordinator

CCI Role

- Lead Contractor

Lessons Learned

1. Since effective coordination among all stakeholders, VDOT, utility owners and business was critical to project success, weekly coordination and job progress meetings were held to discuss issues/solutions, scheduling, partnering, safety, MOT, etc. These meetings mitigated conflicts and eased traffic flow.
2. Due to potential traffic congestion and emergency vehicle response impacts, Curtis proposed an extensive Public Relations outreach and communication program that consists of a project 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(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	
Martin Luther King Expressway Extension Design-Build City of Portsmouth, VA	Parsons Brinkerhoff	SKW Constructors, LLC 1500 Seaboard Avenue Portsmouth, VA 23700 Wade Watson, Project Director (757) 673-9487 wade.watson@skanska.com	10/01/2016	07/31/16	\$45,450	\$46,250	\$46,250

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.

Curtis Contracting Role

Curtis as a major contractor is responsible for all construction, including highways and structures, extensive MOT, environmental compliance and protection, coordination with adjacent contracts, utility installation and storm water management.

Project Features/Narrative

CCI is responsible for the overall environmental protection, safety, CPM schedule and construction for this \$46.2 million project. The project elements include construction of the widening of Interstate 264, on ramps and off ramps for Contract A of the I-264/MLK Extension Interchange development. Project details include construction of two new bridges, widening of two existing bridges, MSE walls, EPS, signals, lighting, overhead/roadway signage, guardrail, asphalt pavement, drainage, utility relocation, striping, clearing, mass grading, and maintenance of traffic. CCI was responsible for the communication and coordination with SKW, Design Engineer, QA/QC, VDOT, City of Portsmouth, permitting agencies and other stakeholders on the project. CCI has been able to control the project schedule with its unique ability to self-perform all project management, mass excavation, roadway sub base, storm drainage/basin construction, pavement demolition, traffic control, bridge construction and guardrail installation. Major items of work include approximately 200,000 cubic yards of mass excavation, 40,000 Cubic Yards of borrow excavation, 85,000 Tons of asphalt, 20,000 Tons of aggregate base material, 27,000 cubic yards of EPS/Geo-foam, 25,000 cubic yards of lightweight fill, construction of 46,000 square feet of MSE Wall, 4800 linear feet of barrier wall, and remove and replace a pedestrian bridge with approaches. CCI's focus on safety enabled us and our subcontractors to complete all work to date, to include over 100,000 man hours, without a single recordable injury.



CCI is able to control the project schedule with its unique ability to self-perform grading, pavement, project management, maintenance of traffic, guardrail installation, erosion and sediment controls and bridge construction

Scope and Complexity Similarities

- Widening of major roadway under traffic
- VDOT Design Build Project
- Installation of ITS communications and Signals
- Significant MOT
- Coordination with Railroad
- Coordination with many Stakeholders

Key Staff

- Steve Ordnung-Project Executive
- Robert Ackley- Construction Manager
- Brian Faulkner- Superintendent

CCI Role and Office Location

- Lead Contractor

Verifiable Evidence of Good Performance

Through detailed scheduling, coordination and communication the MLK Extension Project is well underway and ahead of schedule. Curtis Contracting has been recognized by SKW for Quality, Erosion and Sediment controls, and MOT operations.



Lessons Learned

1. Weekly coordination meetings have been key to eliminating delays, maintaining schedule, and communicating with stakeholders
2. Due to multiple contracts, MOT coordination has been key to minimizing impacts to travelling public
3. Quality Control built into work plans has been key to eliminating rework and providing a quality project.
4. Daily MOT inspections have been key to maintaining traffic flow through the project and promptly addressing issues.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Southgate Drive at US 460 Bypass; Roadway, Trail , Intersection and Interchange Improvements Blacksburg, VA	TBD – Bid due Feb 2015	Virginia Department of Transportation 731 Harrison Avenue Salem, VA 24153 Philip Hammack, PE, (540) 378-5041 Phillip.Hammack@VDOT.Virginia.gov	12/2018	12/2018 (est.)	\$43,600	\$43,600 (est.)	\$4,916

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 Description and AMT Design Role

AMT provided full design services on this critical roadway improvement project adjacent to Virginia Tech in Blacksburg. The purpose is to eliminate the existing signalized at-grade T-intersection at the heaviest used, primary entrance to Virginia Tech campus. The intersection experiences significant backups during the morning and evening peak hours as well as during major/special events and hampers through movements along the 460 Bypass.

The project will provide a grade separated diverging diamond interchange, southeast of the existing intersection to accommodate current and planned traffic movements. *Vehicles turning left onto 460 will cross conflicting traffic at signalized locations several hundred feet in advance of the bridge crossing. These left turning vehicles can then proceed without conflict onto 460. The elimination of the left turn phase improves the safety and efficiency.*

AMT provided and managed the following project elements:

- Traffic Analysis, including traffic/crash data, traffic operation analysis, no-build and build forecasts, O/D study, safety analysis, and travel time study.
- Interchange Justification Report which will include alternative grade separation/interchange configurations and assessment for each alternate of the following: meets purpose and need (functionality), geometrics, Traffic operations (LOS) and sensitivity analysis, safety, right of way impacts, environmental impacts, construction cost, utilities, and constructability.
- Roadway Design and Trail Relocation Design, for a total of 3.6 miles of roadway alignment, 1.5 miles of “off-line” trail including 2 grade separated trail crossings, and 2 reconfigured at-grade intersections.
- Hydraulic Design – drainage, erosion and sediment control, and stormwater management following the most recent DCR and VDOT requirements
- Structural Engineering for one new bridge structure, and 4000 ft. of retaining walls
- Traffic Engineering, including signing plans, signal design, lighting design, maintenance of traffic plans, Transportation Management Plan, and marking plans.
- Geotechnical Engineering to support bridge foundation design, wall design, and pavement design
- Utility subsurface exploration and utility relocation design

- Landscape Architecture/Aesthetic Design to provide consistency with local context and a gateway design for the entrance to the University
- Public and Stakeholder Outreach – AMT developed a tailored coordination/ communication plan for each stakeholder. AMT services also include full Public Hearing support including brochure, displays, simulations, and renderings to convey the project to the public.

AMT served as an extension of VDOT staff and performing many reporting and management functions that VDOT would typically self-perform.

Project Features

- Two types of innovative intersections: roundabouts and diverging diamond
- Roadway widening and realignment
- Integrated traffic signals
- Shared-use trail realignment and improvements
- New grade separation of signalized intersection
- Significant Maintenance of Traffic
- Extensive Environmental Resource Protection
- Reconstruction of existing roadways and intersections
- Stormwater management meeting the new DCR requirements
- Phased erosion/sediment control corresponding to MOT phases
- Coordination with several adjacent projects in close proximity, including airport runway extension, US 460 Connector, Huckleberry Trail project, and power station expansion
- In Plan utility relocations, and private utility owner utility relocations ((electric, gas).

AMT Team Key Staff

- Laura Mehiel – Project Manager
- Alex Meitzler – Traffic Design Manager
- Heidi Van Luven – Traffic Analysis, TMP
- Khoss Babaei – Structures Design
- Steve Torgerson, Landscape Design
- Keith Sinclair, Utility Manager
- Don Rissmeyer, H&H, SWM and E/SC Lead
- Art Worthman, Utility Locating
- Jeff McKay, Quality Control
- Steven Stewart, Project Engineer

Lessons Learned

- When addressing review comments, always consult the VDOT project manager prior to implementing changes to address the comment. This avoids re-work later if VDOT leadership determines that a comment is not relevant.
- Staff continuity is critical on fast track projects. This pertains not just to design staff, but to agency staff as well. When a new individual is assigned mid-project in a leadership or approval role, there is nearly always a delay involved in on-boarding.
- Peer reviews provide value, particularly for design features that are not common, such as roundabouts.

Scope and Complexity Similarities

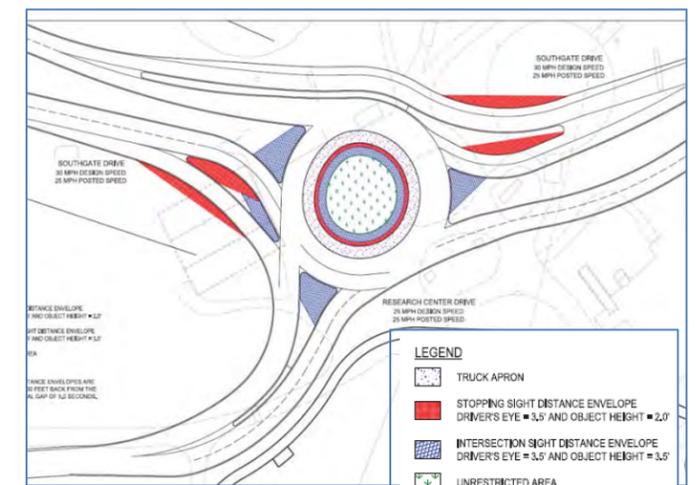
- Highly traffic/high profile project – Virginia Polytechnic and State University main entrance
- Similar sized project - \$45 million
- VDOT project
- Widening within tight ROW, including use of retaining walls to minimize impacts
- Displacement/demolition of existing business (dairy facility)
- Detailed TMP to maintain traffic during construction

AMT Role and Office Location

- Lead Designer (Prime)
- Chantilly Office supported by Suffolk, Richmond and Rockville

Verifiable Evidence of Good Performance

- Completed alternate studies, interchange justification report, P.F.I., Pre-U.F.I. and Public Hearing in 11 months
- Advanced from 0% design to PAC submittal in 19 months
- Received commendation letter from Virginia Tech for excellent collaboration



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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
US Route 1 Improvements at Fort Belvoir Design-Build, Fairfax County, VA	Corman Construction / G.A. & F.C. Wagman JV	Eastern Federal Lands Highway Division 21400 Ridgetop Circle Sterling, VA 20166 Thomas Shifflett, (703) 404-6323 Thomas.Shifflett@dot.gov	02/2016	03/2016 (est.)	\$69,391	\$69,391	\$5,876 <i>(does not include Construction QC)</i>

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 Description and AMT Design Role

AMT is the lead roadway designer for this \$69 million design-build project in northern Virginia, which provides traffic relief for the ongoing BRAC consolidation occurring in the vicinity of Fort Belvoir. The Route 1 project implements a series of enhancements and major signalized intersection improvements along Route 1 from the Telegraph Road intersection north to the new Mulligan Road/Mt Vernon Memorial Highway intersection for a distance of 3.68 miles. These improvements generally widen Route 1 from four to six lanes, improve intersection operations and capacity with new or modified traffic signals and turn lanes, reserve a 32 foot wide median for future transit, and provide parallel pedestrian and bicycle facilities for the entire 3.68 miles to be widened. AMT is providing full design services (roadway, drainage, structural, phasing/traffic control, stormwater management, erosion and sediment control, and utilities). The project also includes improvements on Telegraph Road from Route 1 to Wherside Street and to Mt Vernon Memorial Highway. In addition, this project will consist of building new bridges over Accotink Creek, several wildlife crossing structures under Route 1, as well as the removal of an existing military railroad crossing.

The project features impacted a number of business and residential properties, requiring over 100 residential displacements and 20 commercial displacements. AMT prepared right of way plans, and our specialty ROW consultant provided full right of way acquisition services including appraisals, offers, negotiations, and relocations. AMT also provided utility relocation for wet utilities, and Utility Professionals (also on the Military Highway CFI project) provided dry utility design and coordination.

The project is coordinated with several projects administered by others - Mulligan Road widening, North Post Access to Fort Belvoir. Noise barriers are included and a 3-phase, 8 stage maintenance of traffic plan was prepared. Multiple agencies provide review/comment: VDOT, FHWA, Fairfax County, and Fort Belvoir.



Advance Grading for Widening and Utility Relocations



Lane Closure Set-up and Utility Work

Project Features

- An improved 3.68-mile six-lane divided highway (US Route 1), including a widened raised median to accommodate future mass transit options, starting before Telegraph Road and end at Mount Vernon Memorial Highway.
- Design of nine (9) signalized intersections in a heavily traveled corridor of northern Virginia.
- Analysis and preliminary design of an innovative “green tee” intersection at Woodlawn Road
- Extensive TMP to provide safe traffic flow during construction.
- More than 2 miles of dry utility relocations and nearly 1 mile of wet utility relocations.
- Demolition of an existing railroad bridge, and stage 1 design of a replacement railroad bridge.
- Floodplain model and scour analysis for new bridge
- On-street bicycle lanes, shared use path, and sidewalk
- SWM ponds meeting DEQ permit; wetland permit
- Extensive public involvement and cultural resource mitigation, including a design public hearing, workshops, noise workshops, relocation of a historic house, landscape mitigation measures and gateway treatments.

Scope and Complexity Similarities

- Design-build delivery method
- Significant size project - \$70 million
- High traffic conditions - strategic maintenance of traffic / phasing
- VDOT owned and maintained
- Business Displacements/Relocations
- Railroad coordination
- Close Coordination with localities

AMT Role and Office Location

- Lead designer, Construction QC Manager
- D/B field office (Lorton VA) supported by Richmond, Fredericksburg, Chantilly, and D.C.

AMT Team Key Staff

- Laura Mehiel – Project Manager
- Alex Meitzler – Traffic Design Manager
- Dale Kniffin – Dry Utility Coordinator
- Keith Sinclair, Utility Manager
- Don Rissmeyer, H&H Lead
- Keith Riniker, Signals/ITS Design

Verifiable Evidence of Good Performance

- Progressed from NTP to Design Public Hearing in 4.5 months
- Cleared 12 properties and relocated 84 tenants less than 8 months from Notice to Commence Acquisition
- Delegate Scott Surovell praised the project team at a Pardon Our Dust Meeting on 12/10/14, remarking “This project is coming in on time and under budget”

Lessons Learned

- Segment the Design Packages to meet the construction schedule. This entailed conducting two Design Public Hearings.
- Identify a Utility Task Force to carefully track all utility issues including subsurface investigation needed to finalize road design, in-plan wet utility relocations, private utility company relocation schedules and access needs, and UFI/ UT-9 monitoring and follow up.
- When multiple entities provide comments on design (e.g. VDOT, County, FHWA), set a clear process ahead of time for compiling comments, over the shoulder reviews, comment resolution “ladder”, and governing agency with respect to conflicting comments -- and obtain owner buy-in.

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

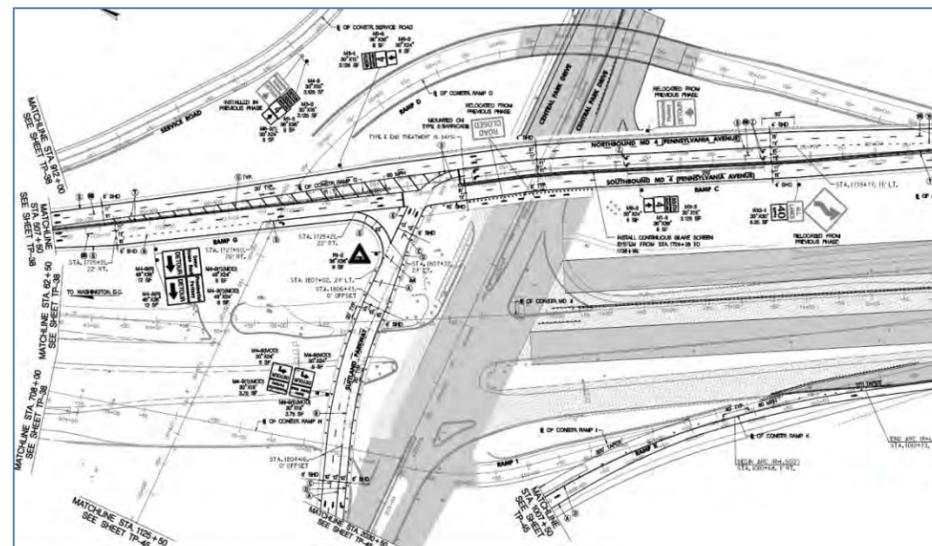
a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Route 4 / Suitland Parkway Interchange Prince George's County, MD	TBD – Advertisement Summer of 2015	MDOT - State Highway Admin. 707 North Calvert Street Baltimore, MD 21202 Moreshwar Kulkarni, (410) 545-8845 mkulkarni@sha.state.md.us	2017 (est.)	2017 (est.)	\$86,000 (est.)	\$86,000 (est.)	\$3,800

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 Description and AMT Design Role

AMT prepared full design and construction documents for the new interchange of Route 4/Suitland Parkway. The project includes design of a diamond interchange with a directional ramp and includes mainline widening, service road design, and intersection improvements. Key stakeholders in the planning and design of this project include the National Park Service, Andrews Air Force Base (AAFB), Prince George's County, and utility companies.

AMT provided roadway planning services followed by preliminary and final highway and bridge design, including environmental permits, traffic analysis, landscape architecture, TMP, and value engineering services to ultimately produce final advertised bid documents for the Route 4/Suitland Parkway Interchange. AMT provided planning, interchange and roadway design, environmental permitting, traffic analysis, landscape architecture, TMP, and value engineering services for the Route 4 corridor and Suitland Parkway Interchange project. The scope of services included a Value Engineering study of interchange design developed during the planning process, evaluation of initial traffic volumes including modification for change in forecast year, traffic LOS analysis of the Suitland Parkway Interchange under several different scenarios, including diamond interchange, flyover ramp, roundabout, and single point urban interchange. PSE plans included horizontal and vertical alignments, bridge TS&L, interchange ramps, roadway widening improvements throughout the network, access points for the industrial district, drainage and grading limits, SWM, and erosion and sediment control. Additional services by AMT included utility coordination, ROW determination, Signing and Pavement Markings, TMP and MOT plans.



Complex Phased Construction to Maintain Intersection At All Times

Project Features

- Grade separation of an existing at-grade intersection to create fully access controlled freeway
- Intersection improvements at 6 existing intersections, 3 of which are signalized
- Five new bridges for Suitland Parkway over Route 4, flyover ramps, and connector roads
- Geometric improvements to 1.2 miles of Route 4, a 4-6 lane divided highway, including incorporation of C-D roads
- Relocation and/or modification of local connector roads
- Aesthetic design features and landscaping to address viewshed from the adjacent National Park Services (NPS) parkland
- Extensive Stormwater Management facilities to treat the new impervious and address increased runoff created by the project
- Significant utility work (Electric, Telephone, Cable Providers, Gas, and Sewer)

Scope and Complexity Similarities

- Urban/commercial, high volume corridor
 - 90,000 AADT for design year (2030)
- Critical Maintenance of Traffic Needs to accommodate heavy intersection movements during major reconstruction
 - Prepared MOTAA, TMP, Incident Management Planning/Analysis, Delay Studies, intersection LOS, weaving analysis, and signal optimization modeling
- Significant utility avoidance/relocations (Electric, Telephone, Cable Providers, Gas, and Sewer)

AMT Role and Office Location

- Lead designer (prime)
- Baltimore, supported by Rockville

Key Staff

- Heidi Van Luven, PE - Project Manager
- Steve Torgerson - Landscape Architecture/Aesthetics/Environmental

Verifiable Evidence of Good Performance

- AMT, at the request of the State Highway Administration (SHA), presented our approach to the development of the TMP at the annual MDOT Quality Initiative Conference. The TMP for the MD 4 project was the largest, most complex plan prepared for an SHA project to date.

Lessons Learned

- Construction phasing required extensive analysis of MOT alternatives. Each alternative required a Synchro analysis of the entire corridor. Temporary detours were determined after extensive coordination with the County and Andrews Air Force Base (AAFB).
- Impacts to rare vegetation required a shift of the entire alignment. Design was further constrained by AAFB air clearance requirements; NPS aesthetic design requirements; drainage challenges given depression of MD 4 under Suitland Parkway; and maintaining fire/rescue and transit routes during construction. Balancing all of these factors provided invaluable experience to AMT designers.

