



STATEMENT OF QUALIFICATIONS

I-95 at Temple Avenue Interchange Improvements

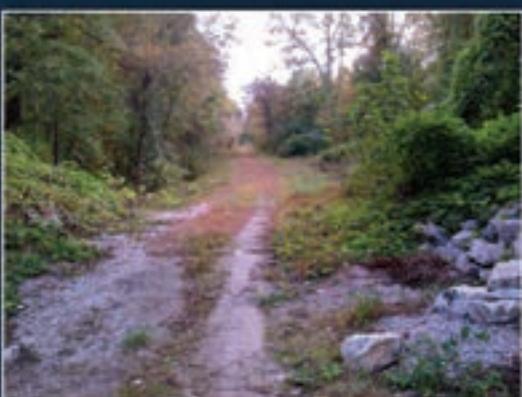
From: 0.041 Miles West of Hamilton Avenue
To: 0.069 Miles East of Existing I-95 Ramp
Colonial Heights

State Project Number: 0095-106-122
Federal Project Number: NH-095-1(328)
Contract ID Number: C00085623DB74

Submitted to:  **VDOT**
Virginia Department of Transportation

Submitted by: Curtis Contracting, Inc. 

in association with: Parsons Brinckerhoff, Inc.





Curtis Contracting, Inc.

"Proud of Our Past, Excited About Our Future"

Post Office Box 769
West Point, Virginia 23181
(804) 843-4633 / FAX: (804) 843-2545
www.curtiscontracting.net

November 25, 2013

Mr. Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, VA 23219

RE: I-95 at Temple Avenue Interchange Improvements

From: 0.041 Miles West of Hamilton Avenue To: 0.069 Miles East of Existing I-95 Ramp

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

Mr. Arel:

The Curtis Contracting, Inc./Parsons Brinckerhoff Team is pleased to submit our qualifications for the I-95 at Temple Avenue Interchange Improvements Design-Build project. Our Team has proven with our experience that we can deliver challenging design-build projects on time and within budget. The strength that our Team can bring to this project comes from experience and proven performance.

The success of this Team was proven when the I-295/Meadowville Road Interchange Project was one of three projects selected to be presented at the 2011 Governor's Transportation Conference and again in 2013 when it won the Merit Award at the DBIA National Design-Build Award Competition. The successful completion of this complex project with an aggressive schedule demonstrates that the Team thoroughly understands how to deliver a successful design-build project.

The Curtis Contracting, Inc./Parsons Brinckerhoff Team has been delivering successful design-build projects together for the last four years. Over this time, the Team has established a genuine working relationship with the same core values of honesty, trust, respect, and accountability. This Team brings over 25 years of local knowledge of this area and significant project experience with VDOT. Our client-focused delivery and knowledge of the design-build process has earned us a reputation as a highly capable, professional, and quality Design-Builder in the Commonwealth of Virginia.



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Above all, our Team has proven exceptional in the delivery of its projects with specific focus on partnering and customer satisfaction. Our Team believes in a transparent relationship that fosters the true values of honesty, trust, respect, and accountability.

The Curtis Contracting, Inc./Parsons Brinckerhoff Team offers the following information in response to your Request for Qualifications.

3.2.2 Point of Contact for the Offeror

Andrew R. Curtis, Jr. will serve as the Point of Contact for the Offeror, Curtis Contracting, Inc.

Title: President

Address: 7481 Theron Road, West Point, VA 23181

Phone: (804) 843-4633

Fax: (804) 843-2545

E-mail: a.curtis@curtiscontracting.net

3.2.3 Principal Officer of the Offeror

Andrew R. Curtis will serve as the Principal Officer of the Offeror, Curtis Contracting, Inc.

Address: 7481 Theron Road, West Point, VA 23181

Phone: (804) 843-4633

3.2.4 Offeror Structure

Curtis Contracting, Inc. is the sole proposer/entity with whom VDOT would directly contract for this project. The corporate structure of Curtis Contracting Inc. is as follows:

Mr. Andrew R. Curtis – Chairman and Owner

Mr. Andrew R. Curtis, Jr. – President

Mr. Raymond Jarvis – Secretary

Curtis Contracting, Inc. will undertake the financial responsibility for this design-build project. Curtis Contracting, Inc. has no liability limitations.

3.2.5 Full Legal Name of the Lead Contractor / Lead Designer

Lead Contractor: Curtis Contracting, Inc.

Lead Designer: Parsons Brinckerhoff, Inc.



3.2.6 Affiliated and Subsidiary Companies of the Offeror

A listing of affiliated and subsidiary companies of the Offeror (Attachment 3.2.6) is included in the Appendix.

3.2.7 Certification Regarding Debarment Forms

Certification Regarding Debarment Forms (Primary Covered Transactions and Lower Tier Covered Transactions) are included in the Appendix for the Offeror and all subconsultants included on the organizational chart.

3.2.8 VDOT Prequalification

Curtis Contracting Inc. is prequalified to bid on the project as outlined in VDOT's Rules Governing Prequalification Privileges (prequalification number: C333 / status: active). A copy of the company's VDOT prequalification certificate is included in the Appendix.

3.2.9 Letter from a Surety or Insurance Company

Curtis Contracting, Inc. is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in the RFQ, Section 2.1. These bonds will cover the Project and any warranty periods. The company's A.M. Best Financial Strength Rating is A+ and Financial Size Category is XIV. A letter from Travelers Casualty and Surety Company of America is included in the Appendix.

3.2.10 Licensing Information

Licensing information is provided in the Appendix on Attachment 3.2.10.

3.2.11 DBE Participation

Curtis Contracting, Inc. is committed to achieving a twelve percent (12%) DBE participation goal for the entire value of the contract. 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, Inc./Parsons Brinckerhoff Team is enthusiastic about the opportunity to participate in the design-build process for this project, and we are confident that our team will complete this project on time and within your budget. The team offered by Curtis Contracting, Inc. brings the leadership, skills, and shared core values that will help VDOT deliver projects to the citizens of the Commonwealth that set the standards for others to follow.

Andy R. Curtis
Chairman & Owner
Curtis Contracting, Inc.



I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

3.3 | OFFEROR'S TEAM STRUCTURE

The Curtis Contracting, Inc./Parsons Brinckerhoff Team wants to be your design-builder of choice, and we will commit all necessary personnel to ensure that you feel this way upon completion of project delivery.

Curtis Contracting, Inc. has the experience and personnel to effectively manage all of the design-build elements of the I-95 at Temple Avenue Interchange Improvements project. Of key significance and value for VDOT is our partnering approach. The Curtis Contracting, Inc./Parsons Brinckerhoff Team exemplifies a positive, all-inclusive team approach on every single project we undertake. Both companies are founded on the philosophy of partnership with our client, each other, and stakeholders. We are accustomed to an “open book” operating standard that fosters respect, honesty, trust, and accountability. We enjoy the work we do, and we take great pride in customer satisfaction.

3.3.1 | Key Personnel

As instructed in the RFQ, all Key Personnel Resumes Forms are included in the Appendices.

[**3.3.1.1 Design-Build Project Manager**] **ANDREW R. CURTIS, JR.** will be responsible for the success of the overall project, right-of-way acquisition, construction, quality management, and contract administration for the project. Andy has over 25 years of experience managing major infrastructure projects located throughout the Commonwealth of Virginia. Experience includes design-build, airport facilities, athletic facilities, highway and bridges, and other site development projects. Clients have included VDOT, James City County, USACE, US Navy, AAFES, and GSA.

[**3.3.1.2 Quality Assurance Manager (QAM)**] **JULIE PERKOSKI, PE** will be responsible for the QA inspection and testing of all materials used and work performed on the project, including monitoring of CCI's QC program. Julie's role will be independent from and have no involvement in the construction operations for the project. She will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the “approved for construction” plans and specifications. Julie has over 25 years of construction oversight experience and has provided construction management and design services for numerous roadway, airport, military, governmental, recreational, and residential facilities. She is thoroughly familiar with project controls, including document control and scheduling. Julie understands the critical role of QA in maintaining quality, safety, schedule and budget. Julie served as the QAM as part of the Curtis Contracting, Inc./Parsons Brinckerhoff Team for the I-295/Meadowville Road Interchange Improvements Project. She is currently serving as the QAM as part of the Curtis Contracting, Inc./Parsons Brinckerhoff Team for the Sherwood Forest Phase of the Virginia Capital Trail project in Charles City County, VA. **Julie is a registered, licensed Professional Engineer in the Commonwealth of Virginia.**

[**3.3.1.3 Design Manager**] **MICHELLE MARTIN, PE** has over 11 years of experience with roadway projects. Her technical specialties include interchange design, roadway design, innovative intersection design,

I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

and conventional intersections. Michelle served as the Project Manager and Civil Task Leader for the Hanbury Road/Battlefield Boulevard Interchange improvements project, Civil Task Leader for Kempsville Road/Indian River Road Innovative Intersection design, and Project Engineer for Linda Lane Extended. Michelle also served as the Design Manager for the I-295/Meadowville Road Interchange Improvements project in Chesterfield County as a part of the Curtis Contracting, Inc./Parsons Brinckerhoff Team. Most recently, Michelle served as the Project Manager for the Sherwood Forest Phase for the Virginia Capital Trail project in Charles City County, VA. **Michelle is a registered, licensed Professional Engineer in the Commonwealth of Virginia.**

[**3.3.1.4 Construction Manager**] **BILL RICHARDS, PE** will be on the project site for the duration of the construction operations and will be responsible for managing the construction process, including all construction quality control activities, and to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. He will also assist with constructability reviews. Bill has over 25 years of experience working on roadway construction projects in Virginia. Bill most recently served as Construction Manager for I-295/Meadowville Road Interchange Improvements project in Chesterfield County and is currently serving as the Construction Manager for the Virginia Capital Trail project in Charles City County—both as part of the as a part of the Curtis Contracting, Inc./Parsons Brinckerhoff Team. The timing of this project is such that it dovetails into the schedule for the I-264 project for which Bill is currently Construction Manager. I-264 is scheduled to be completed by 2015 and Temple Avenue is scheduled for completion by June of 2017. This means that as I-264 is coming to completion, Temple Avenue design will be underway, allowing Bill to fulfill his role as Construction Manager. **Bill is a registered, licensed Professional Engineer in the Commonwealth of Virginia. In addition, Bill is a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) and has VDOT Erosion and Sediment Control Contractor Certification (ESCCC).**

3.3.2 | Organizational Chart

Please refer to page 7 for our organizational chart which illustrates the Team structure. The organizational chart illustrates a clear “chain of command” to include all key personnel. Our Team is organized to provide VDOT with a single source responsible for the delivery of a quality project. We have identified the participants who are responsible for major functions to be performed and illustrated their reporting relationships in managing, designing, QA/QC, and constructing the project. We will ensure that the chain of command is followed throughout design, quality assurance, and construction using a partnering style approach where issues are resolved at the lowest possible level.

The administration of a project of this magnitude will require the shared synergy that our Team has exhibited on successfully completed projects, both together and individually. Each participant identified within our organizational chart has a specific responsibility and has a clear understanding of the requirements, details, deliverables, and the lines of communication to enable them to support the project. All participants understand that VDOT is the project owner and ultimately provides approval of the final design packages prior to construction. VDOT’s designated Design Project Manager and Construction Manager will have an open invitation to participate in all project meetings, including: project “kick off;” initial design workshops; weekly design/permitting reviews; and weekly and monthly progress meetings held at the onsite project offices. Third-

I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

party stakeholder representatives will also be invited to attend each meeting so that they are continually kept aware of the status of project progress or any items of concern. FHWA will also receive design packages for review, comment and approval in parallel with copies issued to VDOT. The Design-Build Project Manager will be the central point of contact for the Design-Builder. For efficiency, the Design-Build Project Manager will authorize direct communications between the Design Manager and VDOT's Design Project Manager for issues related to design and environmental permitting. However, the Design-Build Project Manager will retain ultimate responsibility for the Design-Builder and will be involved in any discussions or communication that would include matters of contract compliance. During the design and permitting phases, we will involve third-party stakeholders as necessary to review and approve our plan or deliverables. Third-party stakeholders include the Army Corps of Engineers, DEQ, DCR, utility owners and any others that will require input or approval of permitting, final design and/or the construction approach.

Our organization uses a team approach that fosters communication and innovative ideas. The leader of our organization is Andy Curtis, Jr., the Project Manager. The Quality Assurance Manager, Construction Manager, Design Manager, Right-of-Way Manager, and Safety Manager all report to the PM. However, cross-communication and collaboration is encouraged across the management team with the understanding that the PM is to be included in all discussions and is the ultimate decision maker. Outside of collaborative efforts described in this example, all disciplines within the design work will report to the Design Manager, and all construction personnel (to include the superintendents, traffic control supervisor, project engineers and field engineers) will report to the Construction Manager. An example of how our Team works together, during the initial decisions of the geotechnical investigation, we will hold a specific meeting with all Team members to discuss the benefits of utilizing existing soils for the roadway fills; comparing the benefits of soil manipulation or lime stabilization vs. export of the surplus unsuitable material and their replacement with suitable borrow or embankment fill. In this case, the Design-Build Manager and Geotechnical Engineer will recommend alternatives and the Construction Manager will provide input on the schedule and constructability issues involved. The QAM will provide input on the resourcing of inspection necessary to support the volumes of materials placed and testing of existing materials; the QC personnel to evaluate the resourcing for inspection and testing; the Safety Manager to consider the number of additional vehicles entering and exiting the work zone.

Quality Assurance will surround the entire project from the very beginning to the final document accounting. The QAM will be responsible for the Design and Construction QA Program. The QAM will report to the Design-Build Project Manager and also provide assurance to VDOT that the Project is compliant with the contract documents. For example, the QAM will ensure that all project documentation, delivery tickets, test reports, non-compliance resolution, etc. are in place prior to offering approval of the periodic pay estimates. The QAM will be responsible for the development of the QA Plan for the project and its implementation. The QAM will inform both VDOT and the Design-Build Project Manager of any deficiencies in the design or construction process that are being neglected by the Design and Construction Team members.

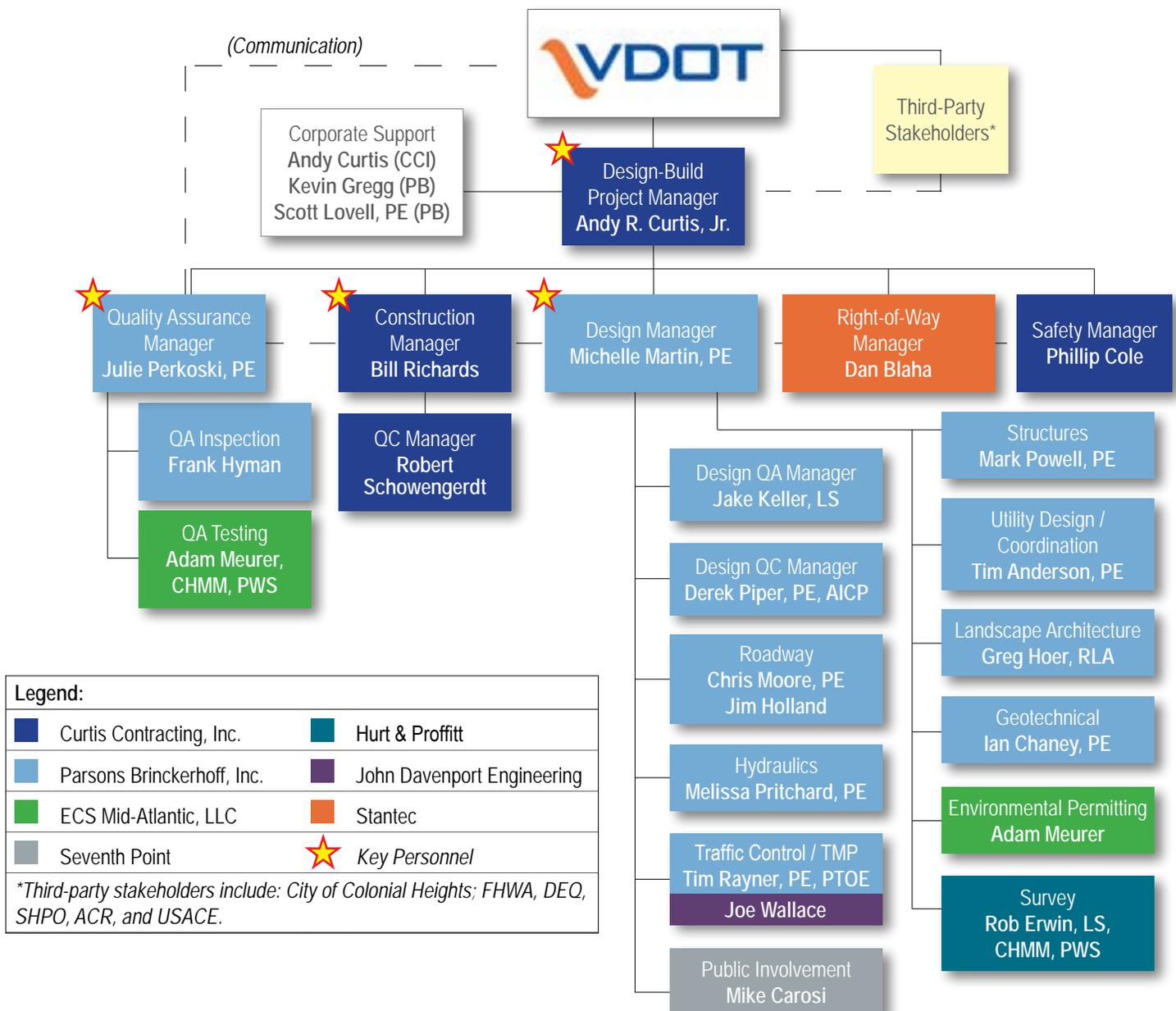
Quality Control will be independent of the Quality Assurance Program and established based on requirements in the VDOT QA/QC Manual. The Quality Control Program for design will be developed by the Design-Build Manager and implemented by the Design QC Manager. The Design-Build QA Manager will verify

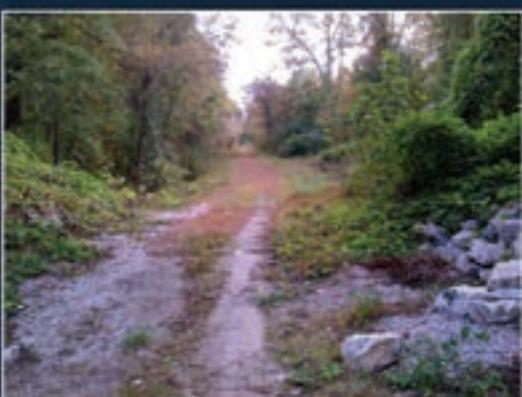
I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

periodic reviews that the QC process is compliant. Both the Design QA and QC Managers report directly to the Project Manager. The Manager shall retain ultimate responsibility for the Quality Control Program, with the Quality Control Manager as a direct report. The Quality Control Program will be developed at the beginning of construction for the project specific needs and to insure compliance with the VDOT standards for Quality Control and Inspection. Coordination of the QC Program support personnel for inspection, testing and documentation will be delegated to the Construction Manager and Design Manager for each member's scope of work.

Our organization was specifically designed to provide a clear separation between quality assurance (QA) and construction quality control (QC). Our QAM reports directly to the Design-Build Project Manager and works very closely with the VDOT Project Manager to ensure independent project quality.



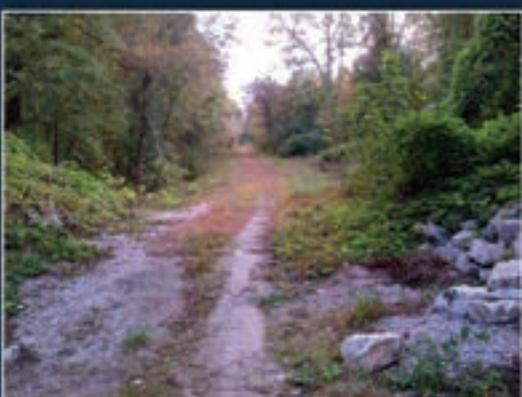


I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

3.4 | EXPERIENCE OF OFFEROR'S TEAM

As instructed in the RFQ, all Work History Forms are included in the Appendices.



I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

3.5 | PROJECT RISKS

The I-95 at Temple Avenue Interchange Project includes improvements to the existing interchange ramps, upgrades to Temple Avenue and the addition of a roundabout at the intersection of Temple Avenue and the I-95 ramps. Demonstrating our thorough understanding of this project, our team has identified three critical risks that must be properly addressed in order to successfully deliver this project. These risks are:

- *Traffic Operations*
- *Environmental Impacts*
- *Public Opposition*

The following pages describe each of these risks and identify strategies to overcome them.

[Risk #1] Traffic Operations

The risk related to traffic operations is two-fold: access to developments adjacent to the roundabout; and maintenance of traffic at this already congested I-95 interchange. Both of these elements will present a significant challenge during the design and construction of this project.

The proposed roundabout will impact access to several adjacent developments, including the proposed Kroger Development scheduled to open by Summer 2015. The current plan for this development includes a right-in/right-out entrance on Temple Avenue at the Ridge Road intersection. The relationship of the Kroger entrance to the roundabout is a critical component to the successful operation of both the entrance and the roundabout. Placing an entrance too close to the roundabout will cause an unsafe condition. The entrance should be at least 400-ft upstream of the roundabout.

During construction, traffic along Temple Avenue will be restricted to accommodate the removal of the existing bridges and construction of the roundabout. In this already congested corridor, restriction of traffic on Temple Avenue will impact the operation of the interchange. Increased congestion in this area has the potential to compromise safety through the corridor—both for the travelling public as well as for any workers in the area.

Mitigation Strategies

To mitigate the risk of poor traffic operations, the team will work collaboratively with the City of Colonial Heights, a key stakeholder, to ensure their inclusion in the design process. Keeping the City involved during the design will facilitate their support and buy-in for the project. As a key stakeholder also for the Kroger Development project, the City could serve as a liaison and may be inclined to coordinate between the two projects such that an alternative for entrance locations could be developed that satisfies both projects.

To mitigate the impacts to traffic operations during construction, a robust sequence of construction (SOC) plan will be developed to construct this project in phases while maintaining effective traffic operation for the existing

I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

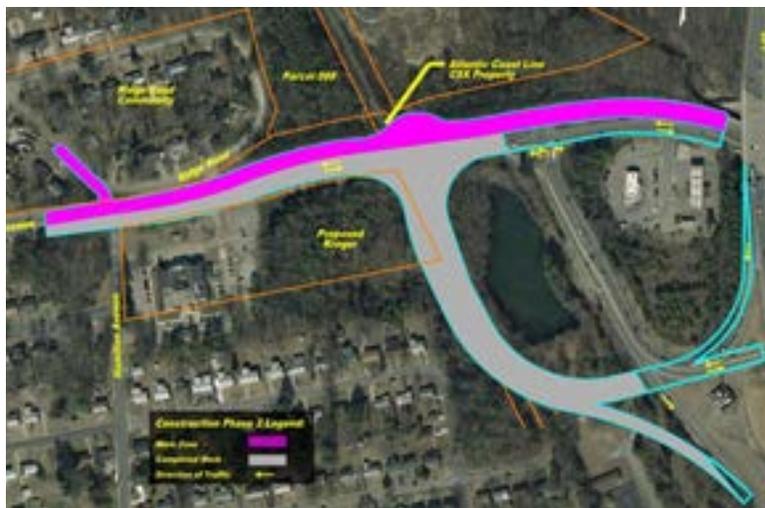
interchange. For each phase of construction, the maintenance of traffic plan will be modeled based on the lane configurations of that phase. The model will be incorporated into the Traffic Management Plan (TMP) to identify the impacts to traffic on I-95, the interchange ramps and Temple Avenue. The exhibits presented below represent proposed sequence of construction phases:

Phase One will take advantage of the proposed shift in the I-95 Ramp/Temple Avenue intersection and construct the majority of the new ramps offline without impacts to the existing ramps. When construction begins on Temple Avenue, traffic will be shifted to a single lane in each direction on the north side of the road. This will allow the new eastbound lanes of Temple Avenue to be constructed.



SOC Phase 1

In Phase Two, traffic along Temple Avenue will be shifted onto the new eastbound lanes, allowing the new westbound lanes to be constructed. The existing interchange ramps will remain in service as will the existing intersection with Temple Avenue.



SOC Phase 2

I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

During Phase Three, the existing southbound I-95 ramp will be widening to the outside to maintain traffic. The ramps for northbound I-95 will be constructed as a mill and overlay operation, avoiding significant grade changes in this area and minimizing impacts to the operation of the interchange. Traffic on Temple Avenue will be shifted to two lanes in each direction.



SOC Phase 3

For the final phase, traffic will be shifted to the new interchange ramps and the new Temple Avenue intersection. Traffic will be maintained on two lanes in each direction on Temple Avenue with temporary lane closures to allow for construction of the raised medians in the roundabout. East of the intersection, traffic will be shifted to a single lane in each direction to allow the final section of Temple Avenue to be constructed.



SOC Phase 4

I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

VDOT or Other Agency Efforts in Mitigation

Mitigation of this risk will require involvement from VDOT Right-of-Way, VDOT Public Relations, and VDOT Traffic Operations. VDOT approval will be required to verify the team's plans for right-of-way acquisition, public involvement, and traffic operations appropriately represent the Department's desires prior to implementation. Our mitigation strategies will also require involvement from the City of Colonial Heights for design development and public involvement, and FHWA for plan approvals.

[Risk #2] Environmental Impacts

There are two key environmental risks associated with this project:

- 1) the project will impact wetlands at a level estimated to require an Individual Permit from the U.S. Army Corps of Engineers (USACE) and/or the Department of Environmental Quality (DEQ); and,
- 2) the Atlantic Coastline Railroad (ACR) Corridor has been determined to be eligible for listing in the National Register of Historic Places (NRHP). The State Historic Preservation Officer (SHPO) has determined that the project will have an adverse effect on the ACR.



The wetland impacts associated with the project will require an Individual Permit from the USACE prior to the start of construction. To obtain this permit, our team must provide analysis of the alignment and construction techniques to assure regulators that impacts have been avoided or mitigated to the extent practicable. This analysis could potentially impact the project schedule if a redesign is required by the permit agencies.

I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

Because the ACR Corridor has been determined to be eligible for listing in the NRHP, adequate mitigation measures will be required before the issuance of the Individual Permit from the USACE. It will be important for the Design-Build team to verify that the mitigation measures have been implemented prior to submitting the permit application. The primary method for mitigation will be to nominate the resource for listing in the NRHP, which was stipulated in a Memorandum of Agreement (MOA) issued for the project. Mitigation measures could result in additional signage, increased public awareness of the presence of the ACR or other scenarios yet to be determined. According to the MOA, additional archaeological survey of the impacted area will also be required, introducing the potential for unidentified archaeological artifacts to be discovered. Should an artifact be discovered during the course of the project, construction will stop, and a design change may be required. This scenario could also have adverse impacts on the schedule.

Mitigation Strategies

To avoid the potential schedule delay associated with the environmental risks on this project, the team will employ the following strategies:

1. Collect field data to establish accurate wetland boundaries. Establishing accurate boundaries will likely result in reduced wetland area designations, as the previous boundaries were established using aerial mapping.
2. Demonstrate that the preferred project alternative minimizes wetland impacts to the extent possible by using the alternatives analysis developed as part of the Interchange Modification Report (IMR).
3. In preparing the permit application, focus on the project purpose, and demonstrate that the wetland impacts are unavoidable.
4. Submit a complete and accurate permit application to the permitting agencies to avoid schedule delays associated with requests for additional information.
5. Verify that the mitigation strategies listed in the MOA for the ACR have been implemented. Any mitigation strategy listed in the MOA that is not implemented will delay the USACE in approving the wetland permit until the obligation is fulfilled.
6. Minimize the amount of cut in this historical area in order to avoid disturbing unidentified historical artifacts along the ACR.

VDOT or Other Agency Efforts in Mitigation

Mitigation of this risk will require involvement from the VDOT Environmental Division to conduct additional archaeological research in the ACR area, as stipulated in the MOA. Our team will work collaboratively with VDOT to verify that all the stipulations of the MOA have been implemented prior to the submittal of the Individual Permit to the USACE. Our mitigation strategies will also require involvement from the USACE and/or DEQ to issue permits which will allow for construction to move forward notwithstanding the impact to the wetlands.

I-95 at Temple Avenue Interchange Improvements

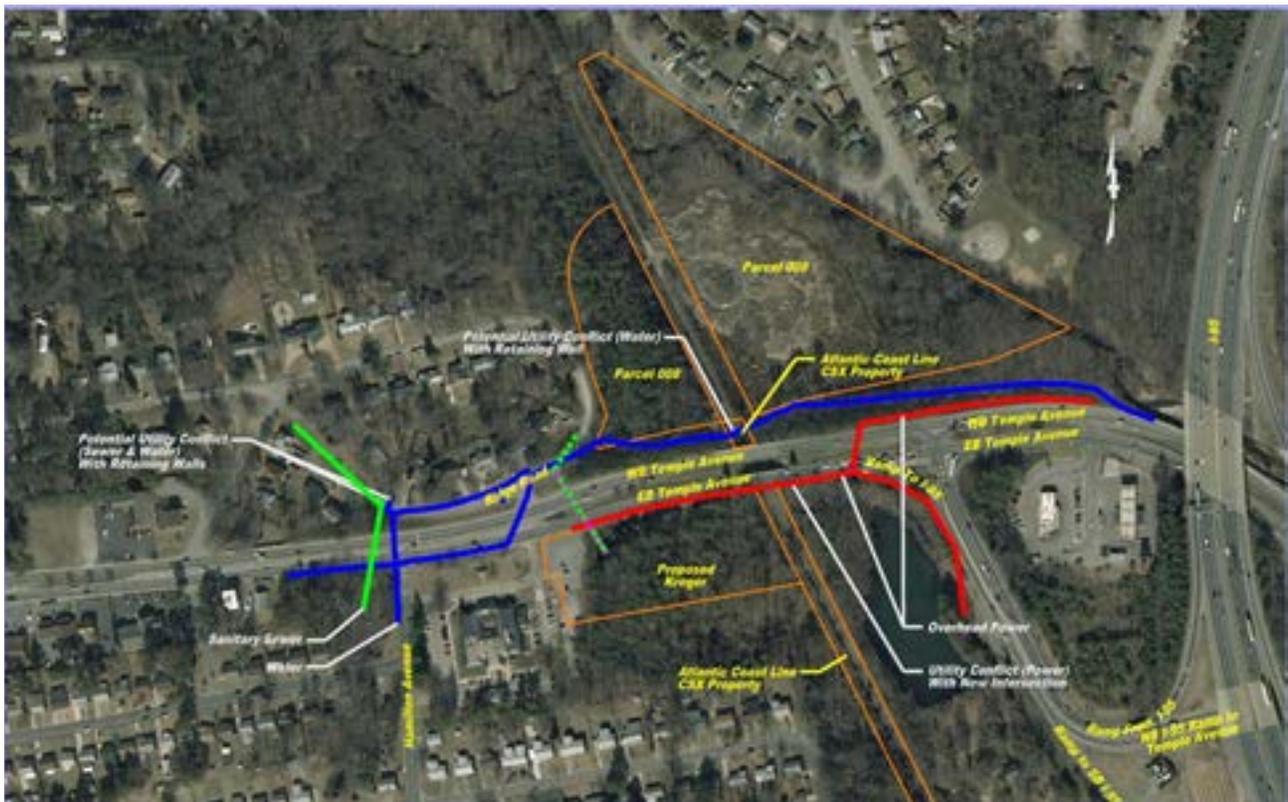
State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

[Risk #3] Public Opposition

Experience from past projects has proven that public buy-in and support is critical in order to avoid costly schedule delays resulting from public/political opposition. Projects using innovative approaches to solve traffic congestion are particularly challenging. Innovative intersections, including roundabouts, are typically not popular within communities during the development phase because drivers are unfamiliar with the traffic pattern. Public opposition—and the resulting political pressures—has the potential to stop construction and impose costly redesigns, impacting both the project schedule and budget.

Public utility relocations are often one aspect of a project which can lead to public opposition. For this project, the relocation of the public sewer and water lines is not particularly complex; however, should the City receive public opposition to the project, they could delay construction by denying the approval of public utility plans or preventing the use of City forces for utility tie-ins.

The graphic below represents the utilities within the project area that may be impacted.



I-95 at Temple Avenue Interchange Improvements

State Project No.: 0095-106-122 | Federal Project No.: NH-095-1(328) | Contract ID No.: C00085623DB74

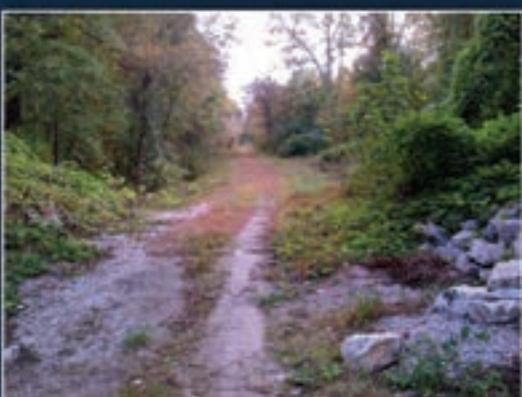
Right-of-way acquisition, which is very likely necessary for this project, can also lead to public opposition. The roundabout at I-95 and Temple Avenue will impact several adjacent developments, including the Ridge Road Community, the Kroger Development and the Kalyan Hospitality Property (Parcel 008). For example, the Ridge Road Community currently has full access to Temple Avenue at the unsignalized intersection of Temple Avenue and Ridge Road. The proposed location of the roundabout requires this intersection to be relocated to become the fourth leg of the Temple Avenue/ Hamilton Avenue Intersection, causing a significant grade differential (approximately 15 feet) between Temple Avenue and Ridge Road. The relocation of this intersection and the consequent grade differential will require that several residential properties be acquired. The relocation of this entrance will impact the Ridge Road Community. If the residents do not fully understand the implications associated with relocating this entrance, this could stop construction of the entrance and cause opposition by unhappy citizens.

Mitigation Strategy

To reduce the risk of public opposition, our team includes a public involvement firm with a proven record of obtaining support from impacted communities and stakeholders for highly-visible projects. Seventh Point, a VDOT-certified small business, has an established working relationship with Curtis Contracting, Inc., Parsons Brinckerhoff and VDOT. Together with VDOT, Seventh Point will develop a program to provide information to the impacted public. Seventh Point will work with stakeholders to address their concerns, where possible. The team will also work collaboratively with the City of Colonial Heights, a key stakeholder, to ensure they are included in the design process. Keeping the City involved during the design will facilitate their support and buy-in for the project.

VDOT or Other Agency Efforts in Mitigation

Mitigation of this risk will require involvement from VDOT Right-of-Way and VDOT Public Relations. VDOT approval will be required to verify the Team's plans for right-of-way acquisition and public involvement appropriately represent the Department's concerns prior to implementation. Our mitigation strategies will also require involvement from the City of Colonial Heights for design development and public involvement.





ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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	Appendix/Tab
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix/Tab
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	3
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix/Tab
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix/Tab
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix/Tab
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix/Tab

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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	Appendix/Tab
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix/Tab
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix/Tab
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix/Tab
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix/Tab
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	3
Offeror's Team Structure				
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	Appendix/Tab
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix/Tab
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix/Tab
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix/Tab
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	5
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix/Tab

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix/Tab
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00085623DB74
PROJECT NO.: 0095-106-122

ACKNOWLEDGEMENT OF RFO, 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 10/15/2013
(Date)
2. Cover letter of Addendum #1 11/12/2013
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

11-25-13

DATE



ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Joint ForcesConstruction, LLC	202 Babbitt Road Yorktown, VA 23690
Parent	Parsons Brinckerhoff Group Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	Parsons Brinckerhoff-FG, Inc.	506 Carnegie Center Blvd., 2nd Floor Princeton, NH 08540
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	PB Constructors, Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	PB Services Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	Parsons Brinckerhoff Advisory Services, Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	Parsons Brinckerhoff Group Administration, Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	ALLTECH, Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	PB Energy Storage Services Inc.	16285 Park Ten Place, Suite 400 Houston, TX 77084
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	Parsons Brinckerhoff International Inc.	One Penn Plaza New York, NY 10119
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	Parsons Brinckerhoff Michigan, Inc.	500 Griswold Street Detroit, MI 48226

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	Parsons Brinckerhoff Ohio, Inc.	6235 Enterprise Court Dublin, OH 43016
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	PB Transit & Rail Systems, Inc.	Two Gateway Plaza Newark, NJ 07102
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	PB Booker Associates Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	PB Facilities Inc.	One Penn Plaza New York, NY 10119
Affiliate (owned by Parsons Brinckerhoff Group Inc.)	PB Power, Inc.	One Penn Plaza New York, NY 10119
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	PB Architecture, Inc.	One Penn Plaza New York, NY 10119
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	Associated Engineers, Inc.	3311 E. Shelby St. Ontario, CA 91764
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	Keystone Environmental Planning, Inc.	One Penn Plaza New York, NY 10119
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	PB Panama, S.A.	One Penn Plaza New York, NY 10119
Subsidiary (owned by Parsons Brinckerhoff Group Inc.)	Avid Engineering, Inc.	One Penn Plaza New York, NY 10119
Joint Venture (JV)	CTA/PB	One Penn Plaza New York, NY 10119
Joint Venture (JV)	BAY AREA TRANS CONSLT	One Penn Plaza New York, NY 10119
Joint Venture (JV)	B/PB CENTRAL ARTERY	One Penn Plaza New York, NY 10119
Joint Venture (JV)	CDM GROUP	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/HIROTA	One Penn Plaza New York, NY 10119

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

Joint Venture (JV)	DI DOMENICO/PB	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/METCALF & EDDY	One Penn Plaza New York, NY 10119
Joint Venture (JV)	POTOMAC CROSSING CONSULTANTS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PBQD & AMMANN&WHITNEY	One Penn Plaza New York, NY 10119
Joint Venture (JV)	MISSION VALLEY DESIGNERS,PB/PTG JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/DEWBERRY	One Penn Plaza New York, NY 10119
Joint Venture (JV)	TRANSIT LINK CONSULTANTS,AJOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	EASTSIDE LRT PRTS,A BP/JGM/PB JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB-HARRIS-A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/STONE&WEBSTER,A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/WONG	One Penn Plaza New York, NY 10119
Joint Venture (JV)	LOUISIANA TIMED MANAGERS (LTM)	One Penn Plaza New York, NY 10119
Joint Venture (JV)	STV/PB JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PARSONS BRINCKERHOFF/CHAS H SELLS, A JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	CHAS H SELLS/PARSONS BRINCKERHOFF	One Penn Plaza New York, NY 10119

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

Joint Venture (JV)	STV/PARSONS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PARSONS BRINCKERHOFF QUADE&DOUGLAS AND PARSONS TRANSPORTATION GROUP,JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	BOVIS LEND LEASE LMB INC./PARSONS BRINCKERHOFF QUADE & DOUGLAS INC., A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	WONG/PB JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	THE LOUIS BERGER GROUP INC/PBQ&D JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	GENERAL ENGINEERING CONSULTANTS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	URBITRAN/PARSONS BRINCKERHOFF JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	THE DEA/PB JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	RK&K/URS/PBQ&D JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	STV/WSA/PBQD JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PARSONS BRINCKERHOFF/WEIDLINGER ASSOC. INC, A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	P2D	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/AZ&B, A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	CENTURY/PBQD JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PARSONS BRINCKERHOFF/ AMMANN&WHITNEY, A JOINT VENTURE	One Penn Plaza New York, NY 10119

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

Joint Venture (JV)	TRANS HUDSON EXPRESS PARTNERSHIP	One Penn Plaza New York, NY 10119
Joint Venture (JV)	RK&K/PBQD JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	WHITMAN,REQUARDT&ASSOC./PB AMERICAS/WALLACE MONTGOMERY&ASSOC. JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	EK-PB JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	ARUP PB JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	GF/PB JV 5	One Penn Plaza New York, NY 10119
Joint Venture (JV)	McCORMICK TAYLOR INC/PB AMERICAS INC. JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	STV INCORPORATED/PB AMERICAS INC. JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/WBCM A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB AMERICAS/CHAS H SELLS-A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	ROCHE-PARSONS BRINCKERHOFF JOINT VENTRE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	DMJM HARRIS/GPI/PB AMERICAS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	TIC/PB 12-PACK JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	SAND HILL ENERGY PARTNERS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	TOLLWAY TRANSPORTATION TEAM	One Penn Plaza New York, NY 10119

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

Joint Venture (JV)	PB AMERICAS-WHITMAN REQUARDT & ASSOC. JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PADUCAH POWER PARTNERS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	STV/PB Americas II Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	DULLES RAIL CONSULTANTS	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/TELAMON Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	CENTRAL SUBWAY DESIGN GROUP	One Penn Plaza New York, NY 10119
Joint Venture (JV)	NORTH CORRIDOR TRANSIT PARTNERS LLC	One Penn Plaza New York, NY 10119
Joint Venture (JV)	GANNET FLEMING/PB AMERICAS, INC/WRA, LLP	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB AMERICAS,INC./RUMMEL, KLEPPER & KAHL, LLP.	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB/H&A JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB Americas, Inc/ Wallace Montgomery & Assoc./ Whitman, Requart & Assoc. -A Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	LiRo Engineers, Inc./PB Americas, JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	Connector Partnership, a JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB Americas, Inc./McCormick Taylor, Inc. Joint Venture II	One Penn Plaza New York, NY 10119
Joint Venture (JV)	ConnectLAX, a Joint Venture	One Penn Plaza New York, NY 10119

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

Joint Venture (JV)	Sunnyside Yard Partnership, a Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	HDR - PB A Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	Balfour Beatty Parsons Brinckerhoff FAA Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB-Wong Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB-PME JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB-AECOM Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	STV/PB Americas III Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	Parsons Brinckerhoff Inc and Wallace Montgomery & Associates LLP Joint Venture	One Penn Plaza New York, NY 10119
Joint Venture (JV)	Weidlinger Associates Inc - Parsons Brinckerhoff	One Penn Plaza New York, NY 10119
Joint Venture (JV)	Gateway Trans Hudson Partnership	One Penn Plaza New York, NY 10119
Joint Venture (JV)	HAKS-PB JV	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PMC	One Penn Plaza New York, NY 10119
Joint Venture (JV)	URS CORP NEVADA/PBCS JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	PB-URS, A JOINT VENTURE	One Penn Plaza New York, NY 10119
Joint Venture (JV)	FTS-MK/ALLTECH (OOCEA)	One Penn Plaza New York, NY 10119



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-106-122

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.

	11.25.13	PRESIDENT
Signature	Date	Title
		
Name of Firm		

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-106-122

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.

 November 5, 2013 Senior Vice President

Signature Date Title

Parsons Brinckerhoff, Inc.

Name of Firm

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a Sub-consultant)

Project: I-95 at Temple Avenue Interchange Improvements State Project #0095.106-122

- 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 proposal.

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.

J. Randy Wirt
Signature

11/7/2013
Date

Vice President / Principal Engineer
Title

ECS Mid-Atlantic, LLC
Name of Firm

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

(To be completed by a Sub-consultant)

Project: 0095-106-122

- 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 proposal.

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

11-11-13
Date

Vice President
Title

Hurt & Proffitt, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

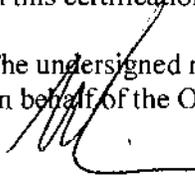
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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.

	11.13.13	VP, Public Affairs
Signature	Date	Title

Seventh Point Transportation PR
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

<u>Joseph B Copeland Jr</u>	<u>11/18/2013</u>	<u>Senior Associate</u>
Signature	Date	Title

Stantec Consulting Services, Inc.

Name of Firm



TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 05/31/2013

05/31/2013
2:20 PM
PAGE 116

- C -

C333
CURTIS CONTRACTING, INC.
PREQ. EXP : 03/31/2014

---PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 769	002 - GRADING
WEST POINT, VA 23181-0769	003 - MAJOR STRUCTURES
PHONE : 804-843-4633	007 - MINOR STRUCTURES
FAX : 804-843-2545	078 - TEMPORARY TRAFFIC MANAGEMENT

BUSINESS CONTACT: CURTIS, JR., ANDREW ROWLAND
EMAIL: A.CURTIS@CURTISCONTRACTING.NET

-----DBE INFORMATION-----

DBE TYPE : WBE
DBE CONTACT: N/A





Cynthia D. O'Bryan
Travelers Bond & Financial
Products
300 Arboretum Place, #390
Richmond, VA 23236
Phone: (804) 330-6874
Fax: (804) 330-6880
E-mail: COBRYAN@Travelers.com

November 14, 2013

Virginia Department of Transportation

RE: Curtis Contracting, Inc.
Request for Qualifications – A Design-Build Project
I-95 at Temple Avenue Interchange Improvements
From: 0.041 Mi. West of Hamilton Avenue
To: 0.069 Miles East of Existing I-95 Ramp, Colonial Heights, Virginia
State Project No.: 0095-106-122
Federal Project No.: NH-095-1(328)
Contract ID Number: C00085623DB74

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 (\$2 billion or more).

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

We have the utmost confidence in the ability of our client and are prepared to favorably consider providing performance and payment bonds on projects for your firm provided they accept the award of your contract and make application to us on or about the time the work is to commence, and we are satisfied with prevailing underwriting conditions, including but not limited to acceptable contract terms and job specifications, acceptable bond form, and confirmation of full financing. We assume no liability to third parties or to you if for any reason we do not execute said bonds.

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

Sincerely,

Cynthia D. O'Bryan



ATTACHMENT 3.2.10

State Project No. 0095-106-122

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
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.	0273333	Corporation	Active	PO Box 769 West Point, VA 23181	ASB BLD H/H LSC	2701031525	03.31.2014
Parsons Brinckerhoff, Inc.	F050160	Foreign Corporation	Active	277 Bendix Road Suite 300 Virginia Beach, VA 23452	ENG, ARC	0411000137	02.28.2014
ECS Mid-Atlantic, LLC	S120821	Limited Liability Company	Active	2119-D North Hamilton Street Richmond, VA 23230	ENG	0411000384	02.28.2014
Hurt & Proffitt, Inc.	0142895	Corporation	Active	6330 North Center Drive Suite 141 Norfolk, VA 23502	LS, ENG	0411000308	02.28.2014
John Davenport Engineering, Incorporated	F171912	Corporation	Active	P.O. Box 4131 Winston Salem, NC 27115	ENG	0405001646	12.31.2013
Seventh Point, Inc.	0267541	Corporation	Active	N/A	N/A	N/A	N/A
Stantec Consulting Services Inc.	F149319	Corporation	Active	10800 Midlothian Turnpike Suite 310 Richmond, VA 23235	ENG	0411000981	02.28.2014
					RE	4008001770	03.31.2015



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

Please note: The SCC website will be unavailable Thursday, November 21, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.



Commonwealth of Virginia
State Corporation Commission

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Virginia.gov

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Clerk's
Information
System

CISM0180

CORPORATE DATA INQUIRY

11/21/13

15:22:07

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CORP ID: 0273333 - 5 STATUS: 00 ACTIVE STATUS DATE: 07/12/85

CORP NAME: CURTIS CONTRACTING, INC.

DATE OF CERTIFICATE: 07/15/1985 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: JOSEPH H KASINER

STREET: Rees Broome, P.C.

AR RIN MAIL:

1900 Gallows Road, Suite 700

CITY: TYSONS CORNER STATE : VA ZIP: 22182

R/A STATUS: 4 ATTORNEY EFF. DATE: 01/02/13 LOC : 129

ACCEPTED AR#: 213 09 1606 DATE: 05/29/13 FAIRFAX COUNTY

CURRENT AR#: 213 09 1606 DATE: 05/29/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					1,000

CIS has changed to enhance its navigation.

Click on menu items or buttons to select and perform functions. You may also use function keys as labeled. Function key usage varies depending on the Application Screen.

Please refer to [Function Key Documentation](#) for details.

(Screen Id:Corp_Data_Inquiry)

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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 Parsons Brinckerhoff, Inc., a corporation incorporated under the law of New York, 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 February 11, 1986; 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:

November 9, 2011

A handwritten signature in cursive script that reads 'Joel H. Peck'.

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

**Engineering Consulting Services - Mid-Atlantic,
LLC**

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 16, 2004



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, AUGUST 5, 2004

The State Corporation Commission has found the accompanying articles submitted on behalf of

ECS - Mid-Atlantic, LLC
(formerly known as Engineering Consulting Services - Mid-Atlantic, LLC)

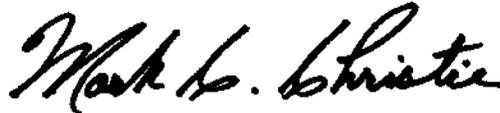
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective August 5, 2004.

STATE CORPORATION COMMISSION

By



Commissioner



Commonwealth of Virginia State Corporation Commission



12/27/11

LLCM3220

LLC DATA INQUIRY

15:38:49

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04

LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

11

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That HURT & PROFFITT, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is January 9, 1973;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 5, 2012*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That John Davenport Engineering, Incorporated, a corporation incorporated under the law of North Carolina, 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 August 23, 2007; 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 17, 2013*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



Commonwealth of Virginia
State Corporation Commission



**SCC
 Clerk's
 Information
 System**

CISM0180 CORPORATE DATA INQUIRY 11/15/13
 16:28:45

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

CORP ID: F171912 - 1 STATUS: 00 ACTIVE STATUS DATE: 12/14/09
 CORP NAME: Davenport Engineering, Incorporated, John
 DATE OF CERTIFICATE: 08/23/2007 PERIOD OF DURATION: INDUSTRY CODE: 70
 STATE OF INCORPORATION: NC NORTH CAROLINA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: BUSINESS FILINGS INCORPORATED



STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:
 CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 213 53 3659 DATE: 07/22/13 HENRICO COUNTY
 CURRENT AR#: 213 53 3659 DATE: 07/22/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	670.00					100,000

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, March 4, 1935

This is to Certify that the certificate of incorporation of
HAMBRIGHT, CALCAGNO & DOWNING, 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 the laws of the State applicable to the
corporation and its business.*



State Corporation Commission

George W. Bennett,
Clerk of the Commission

**ARTICLES OF AMENDMENT
FOR THE ARTICLES OF INCORPORATION OF
HAMBRIGHT, CALCAGNO & DOWNING, INC.**

I.

The name of the corporation is Hambright, Calcagno & Downing, Inc.

II.

The Amendment adopted is to change Article I of the Articles of Incorporation to change the corporation's name such that Article I, as amended, will read that: The name of the corporation is Seventh Point, Inc.

III.

The foregoing amendment was adopted on January 24, 2008.

IV.

The amendment was adopted by the unanimous consent of the shareholders and directors.

V.

This Certificate of Amendment shall become effective at the time such Certificate is issued by the State Corporation Commission.

The undersigned President declares that the facts herein stated are true as of the 24th day of January, 2008.

HAMBRIGHT, CALCAGNO & DOWNING, INC.

By: _____

Christopher A. Calcagno, President

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, FEBRUARY 1, 2008

The State Corporation Commission has found the accompanying articles submitted on behalf of
Seventh Point, Inc. (formerly HAMBRIGHT, CALCAGNO & DOWNING,
INC.)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it
is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the
Commission, effective February 1, 2008.

The corporation is granted the authority conferred on it by law in accordance with the articles,
subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By



Commissioner



Commonwealth of Virginia State Corporation Commission



SCC Clerk's Information System

CISM0180

CORPORATE DATA INQUIRY

11/22/13

10:59:54

[Help](#)

CORP ID: 0267541 - 1 STATUS: 00 ACTIVE STATUS DATE: 04/17/06
CORP NAME: Seventh Point, Inc.

[Print](#)

[Signoff](#)

DATE OF CERTIFICATE: 03/04/1985 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: ALBERT H POOLE

STREET: 4705 COLUMBUS ST AR RTN MAIL:

CITY: VIRGINIA BEACH STATE : VA ZIP: 23462 6749

R/A STATUS: 4 ATTORNEY EFF. DATE: 03/24/98 LOC : 228

ACCEPTED AR#: 213 04 0605 DATE: 02/19/13 VIRGINIA BEACH

CURRENT AR#: 213 04 0605 DATE: 02/19/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					3,000



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COMMONWEALTH OF VIRGINIA



CLINTON MILLER
CHAIRMAN

MARK C. CHRISTIE
COMMISSIONER

THEODORE V. MORRISON, JR.
COMMISSIONER

JOEL H. PECK
CLERK OF THE COMMISSION
P.O. BOX 1197
RICHMOND, VIRGINIA 23218-1197

STATE CORPORATION COMMISSION Office of the Clerk

April 15, 2005

BETH EPSTEIN
UCC RETRIEVALS
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RE: Stantec Consulting Services Inc.
ID: F149319 - 8
DCN: 05-04-13-0109

Dear Customer:

This is your receipt for \$25.00, covering the fees for filing a duly authenticated copy of articles of merger with this office.

The document was filed on April 15, 2005.

Each non-surviving entity:

Stantec Consulting Services Inc.

is merged into Stantec Consulting Services Inc. (formerly STANTEC CONSULTING GROUP INC.).

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, 1-866-722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

MERGRcpt
MERGRcpt
CIS0375



SCC760/922
(10/01)

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

APPLICATION FOR AN AMENDED CERTIFICATE
OF AUTHORITY TO TRANSACT BUSINESS IN VIRGINIA

This application of a foreign corporation authorized to transact business in Virginia for an amended certificate of authority sets forth:

The former name of the corporation was STANTEC CONSULTING GROUP INC.

The present name of the corporation is STANTEC CONSULTING SERVICES INC.

If the corporation is a stock corporation and the present name of the corporation does not contain the word "corporation," "company," "incorporated" or "limited," or an abbreviation of one of such words, or if the corporation's present name is not available for use in Virginia, the name of the corporation with the word or abbreviation which it has elected to add thereto for use in Virginia, or the name designated by the corporation for use in Virginia, is _____.

The name of the state or country under whose law the corporation is presently incorporated is New York.

The name of the state or country under whose law the corporation was formerly incorporated (if changed by the enclosed amendment) is _____.

The undersigned chairman or vice-chairman of the board of directors, president, or any other of its officers authorized to act on behalf of the corporation, declares that the facts herein stated are true as of March 29/05.

STANTEC CONSULTING SERVICES INC.

(Present name of corporation)

By: Michael J. Slocombe
(Signature)

Michael J. Slocombe, Secretary
(Printed name and corporate title)

See instructions on the reverse.

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

The foregoing is a true copy of an application for an amended certificate of authority to transact business in Virginia filed in this office by Stantec Consulting Services Inc.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 19, 2005*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



Commonwealth of Virginia State Corporation Commission



Virginia.gov

SCC Clerk's Information System

CISM0180

CORPORATE DATA INQUIRY

11/15/13

16:35:40

[Help](#)

[Print](#)

[Signoff](#)

CORP ID: - 8 STATUS: 00 ACTIVE STATUS DATE: 02/19/08
CORP NAME:

DATE OF CERTIFICATE: 12/04/2001 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:
1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 212 54 6780 DATE: 12/04/12 RICHMOND CITY

CURRENT AR#: 212 54 6780 DATE: 12/04/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,700.00				1,700.00	3,250,000

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2014

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

NUMBER
2701031525

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

CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181



Gerden X. Dams
Gerden X. Dams, Director

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SECRET CASE:

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS ASB BLD H/H LSC
NUMBER: 2701031525 EXPIRES: 03-31-2014

CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181



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
02-28-2014**

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

**NUMBER
0411000137**

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

PROFESSIONS: ENG, ARC

**PARSONS BRINCKERHOFF INC
277 BENDIX ROAD
SUITE 300
VIRGINIA BEACH, VA 23452**



Gordon N. Dixie
Gordon N. Dixie, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-28-2014

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

NUMBER

0411000384

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

PROFESSIONS: ENG

ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000384 EXPIRES: 02-28-2014
PROFESSIONS: ENG
ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230



(front)

(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

02-28-2014

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

NUMBER

0411000308

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

PROFESSIONS: LS, ENG

HURT & PROFFITT INC
6330 NORTH CENTER DR.
SUITE 141
NORFOLK, VA 23502



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0405001646

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

PROFESSIONS: ENG

JOHN DAVENPORT ENGINEERING INC
P.O. BOX 4131
WINSTON-SALEM, NC 27115



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405001646 EXPIRES: 12-31-2013
PROFESSIONS: ENG
JOHN DAVENPORT ENGINEERING INC
P.O. BOX 4131
WINSTON-SALEM, NC 27115



(FOLD)

(DETACH HERE)

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

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

Telephone: (804) 367-8500

EXPIRES ON

03-31-2015

NUMBER

4008 001770

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

STANTEC CONSULTING SERVICES INC
10800 MIDLOTHIAN TURNPIKE SUITE 310
NORTH CHESTERFIELD VA 23235



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION
NUMBER: 4008 001770 EXPIRES: 03-31-2015
STANTEC CONSULTING SERVICES INC

10800 MIDLOTHIAN TURNPIKE SUITE 310

NORTH CHESTERFIELD VA 23235



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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

EXPIRES ON
02-28-2014

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

NUMBER
0411000981

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

PROFESSIONS: ENG

STANTEC CONSULTING SERVICES INC
10800 MIDLOTHIAN TURNPIKE
SUITE 310
NORTH CHESTERFIELD, VA 23235-4725



Gordon N. Dixon
Gordon N. Dixon, Director

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(DETACH HERE)

COMMONWEALTH OF VIRGINIA
BOARD FOR APPLSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000981 EXPIRES: 02-28-2014
PROFESSIONS: ENG
STANTEC CONSULTING SERVICES INC
10800 MIDLOTHIAN TURNPIKE
SUITE 310
NORTH CHESTERFIELD, VA 23235-4725



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

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APELSCIDLA Individual License

APELSCIDLA Individual License

NAME:	RICHARDS, WILLIAM EVANS
CITY, STATE:	RICHMOND, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	027950
INITIAL CERTIFICATION DATE:	JANUARY 27, 1998
EXPIRATION DATE:	JANUARY 31, 2014

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

"Closed Complaints" reflect complaints closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional

**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
0402042450**

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

**MICHELLE LEE MARTIN
1773 SEATON DR
VIRGINIA BEACH, VA 23464**



Gordon N. Dixon
Gordon N. Dixon, 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

0402026174

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

JULIANNE PERKOSKI
4000 MONITOR DRIVE
HAMPTON, VA 23669



Gordon N. Dixon
Gordon N. Dixon, Director

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



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: ANDREW R. CURTIS, JR – President
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>26</u> Years With Other Firms <u>5</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.) 1987 – Present. Curtis Contracting, Inc.: Design Build Project Manager/Contracts Manager <ul style="list-style-type: none">• AAFES Parking Facility Renovation – July 2011 – June 2012 Project Manager responsible for managing the \$4 million US Army/Air Force Exchange Parking Area Rehabilitation• Fort Eustis Tactical Equip Facility Design-Build Project – April 2009 – Jan 2011 Design Build Project Manager responsible for managing the Curtis Contracting/CHA LLP Team for this \$11.5 million US Army project• Warhill Infrastructure and Roadways Design-Build Project – April 2006 – Aug 2008 Design Build Project Manager responsible for managing the Curtis/Timmons Group/CHA LLP Team for this \$37.4 million James City County project• US Route 199 Widening Design-Build (PPTA) Project – May 2004 – April 2006 Project Manager responsible for the construction management on the Jamestown 2007 Constructors, LLC/Wilber Smith & Assoc Team for this \$32.4 million VDOT/James City County project Over 25 years of experience on major infrastructure projects located throughout the State of Virginia. Experience includes design/build, airport facilities, athletic facilities, highway and bridge, and other site development projects. Clients have included VDOT, James City County, USACE, US Navy, AAFES, and GSA.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization Virginia Polytechnic Institute & State University, B.S. / 1977 / Forest Resource Management US Army Corps of Engineers – CQM Certification CENAO-08-0388
f. Active Registration: Year First Registered/ Discipline/VA Registration # Virginia DCR Responsible Land Disturber Certification Certified Professional Erosion & Sediment Control Specialist
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. Note your specific responsibilities and authorities for each assignment, not those of the firm.2. Note whether experience is with current firm or with other firm.3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) <ol style="list-style-type: none">1. April 2006 – August 2008. Warhill Infrastructure and Roadways Design-Build Project, Curtis Contracting. 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. Curtis 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 \$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. Curtis 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. Curtis 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.

Owner Contact: James City County General Services, 113 Tewning Road, Williamsburg, VA 23187, Mr. Bernie Farmer, 757-592-2276

2. May 2004 – April 2006. **US Route 199 Widening Design Build (PPTA) Project**, Curtis Contracting. Mr. Curtis was responsible for the Design Build Project Management on the Jamestown 2007 Constructors, LLC/Wilber Smith & Assoc Team for this \$32.4 million project. Elements of this project included Design-Build construction to complete expansion of the Route 199 corridor from 2 lanes to 4 lanes for approximately three (3) miles. The project included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorptive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements and the relocation of Route 359 into the Colonial National Parkway at Jamestown. Mr. Curtis served as the primary point of contract for the client and was responsible for the overall design and construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. He communicated daily with the QA/QC inspection staff and the construction manager to discuss work operations. Mr. Curtis was the point of contact for the design coordination for the Curtis/Wilber Smith & Assoc Team and was responsible for the communication and coordination with VDOT's Project Representative, James City County, visiting permitting agencies and impacted property owners. Mr. Curtis coordinated the bi-weekly progress meetings where the immediate on-site staff participated in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.

3. August 2007 – April 2009. **York County Sports Complex**, Curtis Contracting. Mr. Curtis was the project manager responsible for the overall construction and quality control for the \$14 million York County Sports Complex project. This project included the development of a 60 acre site to include roadways, trails, ball fields, fencing, landscaping, storm drainage and utilities. Curtis Contracting was the general contractor for this project and performed all clearing, mass excavation/grading, storm drainage installation, field development, trail and road construction. Mr. Curtis was the main point of contact for the client and responsible for the overall performance.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: JULIE PERKOSKI, PE, Lead Construction Engineer
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: Parsons Brinckerhoff
d. Years experience: With this Firm 19 Years With Other Firms 8 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.): June 1993-present. Parsons Brinckerhoff. Julie serves as Project Lead Construction Engineer, providing construction management and design services for numerous highway, airport, military, governmental, recreational, and residential facilities.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, PA / B.A.E. / 1985 / Architectural Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1998 / Professional Engineer / VA #0402 027950 Virginia DCR Erosion & Sediment Control Contractor Certification / #2752 (Exp. 11/30/2012)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.* (List at least three (3), but no more than five (5) relevant projects** for which you have performed a similar function.) July 2011 - October 2013. Virginia Capital Trail (Sherwood Phase) , Parsons Brinckerhoff. Julie is the Quality Assurance Manager (QAM) for the Virginia Capital Trail project, which includes the design and construction of 12.5 miles of asphalt trail and eight timber bridges along Route 5 in Charles City County. As the QAM, Julie's role is to be in responsible charge of the Team's quality procedures and to ensure that the Department is provided a quality product through design and construction. The first step in this role is to develop the Design-Build QA/QC Manual for the project, followed by quarterly project audits to ensure that the contractors and engineers are adhering to the quality procedures. Other responsibilities include: managing daily quality assurance operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues. September 2010 - November 2011. I-295/Meadowville Road Interchange , Parsons Brinckerhoff. Julie was the QAM for the Meadowville Road Interchange Project which included the design and construction of the new diamond interchange at Interstate 295 and Meadowville Road in Chesterfield County. Project elements included two signalized intersections on Meadowville Road, the widening of Interstate 295, the widening of Meadowville Road, signage,

placement of asphalt and concrete pavement, stormwater management, and utility relocation. Julie's responsibilities included: the development of the QA/QC Manual; managing daily quality assurance operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues.

November 2009 - June 2013. **Gilmerton Bridge Replacement**, Parsons Brinckerhoff. Julie is responsible for overseeing the project records and ensuring that they are maintained in accordance with VDOT standards. The Gilmerton Bridge Replacement Project includes the replacement of the existing double leaf low level bascule bridge with a medium level vertical bridge and approaches. The new bridge will provide a minimum clearance of 35 feet above mean high water to allow the many vessels that require an opening today to pass unrestricted through the bridge. The total length of the project is approximately three quarters of a mile including approximately 1,908 feet of the bridge. Parsons Brinckerhoff is providing complete construction management services for this project.

December 2009 - August 2010. **I-295/I-64 Interchange Construction Management**, Parsons Brinckerhoff. Julie was the QA/QC Manager responsible for the final audit of VDOT project records, finalizing the project records and assisting VDOT's consultant in the review of the final project estimate. Parsons Brinckerhoff provided construction management services for this project which included adding auxiliary lanes to Interstates 64 and 295. The improvements included asphalt patching and overlay on I-295, replacing the existing single lane ramps with dual lane ramps, and construction of three bridges, two soundwalls, and two box culverts. The project also replaced the existing two-lane Pouncey Tract with a four-lane section.

2003 - 2007. **Pinner's Point ITS**, Parsons Brinckerhoff. Julie served as the Resident Engineer responsible for managing the CE&I services provided to VDOT for the traffic management system portion of the project. Her duties included reviewing contractor's shop drawing submittals, resolution of conflicts, assisting VDOT with management of the project, coordination between the hardware and software contracts and tabulation of the contractor's pay quantities.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
h. Name & Title: MICHELLE MARTIN, PE, Lead Civil Engineer
i. Project Assignment: Design Manager
j. Name of Firm with which you are now associated: Parsons Brinckerhoff
k. Years experience: With this Firm <u>7</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.): June 2006-present. Parsons Brinckerhoff: Serves as Project Manager / Lead Civil Engineer on highway/roadway projects. 2002 – 2006. Anderson & Associates: Staff engineer for various highway/roadway projects.
l. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / B.S. / 2003 / Civil Engineering
m. Active Registration: Year First Registered/ Discipline/VA Registration #: 2007 / Professional Engineer / VA #0402 042450
n. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.* (List at least three (3), but no more than five (5) relevant projects** for which you have performed a similar function.) 2011 – Ongoing. Virginia Capital Trail, Sherwood Forest Phase , Parsons Brinckerhoff. Design Manager for the Curtis Contracting Design-Build Team. 2011. I-295/Meadowville Road Interchange , Parsons Brinckerhoff. Design Manager for the Curtis Contracting Design-Build Team. 2010 – Ongoing. Indian River Road/Kempsville Road Unconventional Intersection Design , Parsons Brinckerhoff. Civil Task Leader responsible for the reconfiguration of this at-grade signalized intersection to an unconventional intersection. Left turning movements will be displaced from the intersection to provide more capacity to the intersection with minimal impacts to right-of-way. This is the first intersection of its kind for the City of Virginia Beach and also in the Hampton Roads Area. 2010 – Ongoing. Dominion Boulevard Improvements , Parsons Brinckerhoff. Lead Civil Engineer responsible for mainline roadway and interchange design. 2007 – 2008. Linda Lane , Parsons Brinckerhoff. Project Engineer for this ¾-mile roadway extension project to provide access to a proposed school in Harrisonburg, Virginia. Michelle was responsible for providing assistance with storm water calculations, drainage design and calculations, and the design of stormwater facilities.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: WILLIAM "BILL" RICHARDS, PE, Construction Engineer
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>12</u> Years With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): 2000-present. Curtis Contracting, Inc. 1998-1999. Frederick R. Harris. Associate Vice President. 1990-1997. VRTBA. Engineer Director. 1987-1990. VDOT. Assistant Resident Engineer, Chesterfield. Bill has over 25 years of experience on major infrastructure projects located throughout Virginia. His experience includes highway and bridge, environmental, airport facilities, athletic facilities, and other site development projects. Bill has worked for a variety of clients including VDOT, local municipalities, DoD, GSA, and FHWA.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization Virginia Polytechnic Institute and State University, Blacksburg, Virginia / B.S. / 1984 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration # 1998 / Professional Engineer / VA #0402 027950 Virginia DCR Responsible Land Disturber Certification / #21759 (Exp. 1-31-2014) VDOT Erosion and Sediment Control Contractor Certification / #1053C (Exp. 12/12/2013)
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. Note your specific responsibilities and authorities for each assignment, not those of the firm.2. Note whether experience is with current firm or with other firm.3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) June 2011 – Ongoing. Virginia Capital Trail Design-Build Project , Curtis Contracting. Bill is serving as the Construction Manager responsible for the management of construction for this \$8.8 million project. The project elements include the construction of 12.5 miles of asphalt paved trail and structures. Bill is responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Bill's duties include daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicates daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill is the on-site point of contact for the CCI/Parsons Brinckerhoff Team and is responsible for the communication and coordination with VDOT's Project Representative, Charles City County, visiting permitting agencies and impacted property owners. Bill maintains a Professional Engineering license in the Commonwealth of Virginia and has extensive roadway design and construction experience. Using this

experience, Bill is able to efficiently communicate field issues with our design team members and help to expedite the resolution of any conflicts or improvements as they are revealed thru the normal course of construction. Most importantly, Bill's credentials make him uniquely qualified to ensure that the project is constructed in accordance with the current approved design plans and contract requirements. Bill coordinates the daily and weekly progress meetings where the immediate on-site staff participates in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items are addressed to support construction and contract compliance.

September 2010- November 2011. **I-295/Meadowville Road Interchange Design-Build Project**, Curtis Contracting. Bill served as the construction manager responsible for the management of construction for this \$11.7 million Fast Track/Design-Build 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 significant traffic control, construction of two signalized intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Bill was responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Bill's duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the CCI/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT's Project Representative, Chesterfield County, visiting permitting agencies and adjacent property owners. Bill coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.

May 2004-April 2006. **US Route 199 Widening Design Build (PPTA) Project**, Curtis Contracting. Bill served as the Construction Manager responsible for the construction management on the Jamestown 2007 Constructors, LLC/Wilbur Smith & Associates Team for this \$32.4 million project. Elements of this project included Design-Build construction to complete expansion of the Route 199 corridor from 2 lanes to 4 lanes for approximately three miles. The project included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorptive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements and the relocation of Route 359 into the Colonial National Parkway at Jamestown. Bill was responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Bill's duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the Curtis/Wilbur Smith & Associates Team and was responsible for the communication and coordination with VDOT's Project Representative, James City County, visiting permitting agencies and impacted property owners. Bill coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.



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	
Name: Rt. 199 Segments 1B, 3, 4 (PPTA) Location: James City County, VA	Name: Wilbur Smith Associates	Name of Client./ Owner: VDOT Phone: (757) 253-5069 Project Manager: David Black Phone: (757) 253-5069 Email: david.black@vdot.virginia.gov	2005 (1B) 2005 (3) 2005 (4)	2004 (1B) 2005 (3) 2004 (4)	32,400	32,400	32,400

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.

In 2004, Curtis Contracting Inc, as a lead equity member of the Jamestown 2007 Corridor Constructors, LLC, was awarded a Design-Build (PPTA) contract by the Virginia Department of Transportation to expand the US Route 199 corridor from two (2) lanes to four (4) lanes with a divided median for approximately three (3) miles. The Design Build project included all environmental permitting, right-of-way acquisition, utility coordination, public outreach/relations and major traffic control to construct the new lanes of roadway while maintaining uninterrupted vehicular traffic on the existing corridor. Project scope also included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorptive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements at Route 31/Jamestown Road, and the relocation of Route 359 into the Colonial National Parkway at Jamestown. This time sensitive improvement was necessary to support the increased tourism and commercial traffic associated with the celebration of our country's 400th Anniversary at Jamestown.

The construction of six (6) new lane miles, along with the rehabilitation and improvements of the existing six (6) lane miles and interchange improvements, required exact planning and phased design and construction in order to achieve the aggressive schedule for a project of this length and magnitude. CCI was instrumental in partnering with all stakeholders early and often to make sure that a comprehensive CPM schedule was development, including consideration of all hold points for VDOT, permitting, necessary design approvals, utility relocations, etc.; and that daily and weekly action items were not left unaddressed in order to support the needs of the project. CCI challenged team members each week during the "mandatory" weekly meetings to come prepared and to address items such as design submittals, revision or approval status, deficiency identification/correction and documentation, right-of-way acquisition negotiation status, and status of utility relocation. The partnering approach instilled by CCI gave all members a sense of "ownership" where each individual believed success was the only option and attendees were inspired to come prepared to support the progress of the work and performance of the Team.

Challenges to the constructability of this project included the soils surrounding College Creek and the tributary basin areas. The Design-Build Team worked together to develop a design for reinforced fills that would support the traffic loading while also minimizing any long term settlement below subgrade, which would result in a failing roadway section or create future maintenance issues. Confident in our ability, the Team further reinforced our commitment by enhancing the value of our proposal and agreeing to an extended seven (7) year warranty that included specific details concerning any settlement if it should occur. To date, the design and construction quality have produced a roadway that is performing tremendously under load and without any issues of settlement.

The US Route 199 corridor expansion is very similar to the requirements of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway under traffic will be expanded while also accommodating the existing roadway cross slope, profile, and drainage features. Our experience brings forth many valuable lessons for consideration in order to accomplish this challenge. One example would be the emphasis of as-built data prior to establishing the baseline profiles for roadway and drainage design. We have found that the increments of topographic and baseline survey need to be sufficient to identify precisely the existing pavement profiles and cross sections so that the design for the widened roadway does not reach the point of final surface course and find the variables in pavement settlements or prior construction do not allow minimum, or will exceed maximum, allowable tolerance for the final roadway sections.

Historical and cultural resources were a significant concern on this project. In addition, the Department of Interior was an integral partner on the Team due to the sensitivity of work on the property of the National Park Service. CCI's Team considered this risk during the development of our proposal to include hold points in the schedule and time for the necessary surveys and phased clearances of impacted properties along the corridor. All sites were cleared for construction and then monitored throughout as required by the permitting. CCI maintained great relationships with the stakeholders from the Historical and Cultural Resources and received high praise from the National Park Service for our attention to their concerns and the quality of our performance.

CCI's focus on safety enabled us to complete all work, to include over 150,000 man hours, without a single recordable injury.

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	
Name: Warhill Infrastructure & Roadways (PPEA) Location: James City County, VA	Name: Timmons Group	Name of Client./ Owner: James City County Phone: (757) 253-6728 Project Manager: Sanford Wanner Phone: (757) 253-6728 Email: swanner@williamsburgpottery.com	2007	2007	35,041	37,382	37,382
<p>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 <u>this</u> Project, so the relevancy of that work can be considered accordingly.</p> <p>In 2004 James City County Virginia passed a \$40 million bond referendum to finance the development of a 588 acre property known as the Warhill site. Curtis Contracting Inc. was subsequently awarded a Design-Build (PPEA) in 2005 for the turn-key design, permitting, right-of-way acquisition, and utility improvements necessary to deliver this massive investment by the municipality. 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 site. 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, a 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. Curtis Contracting led the Team of Curtis/Timmons Group and was responsible for the communication and coordination with James City County, VDOT, and all third party stakeholders on the project.</p> <p>The requirements of the US Route 60 and Centerville Road expansion were very similar to those of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway was expanded under traffic while also accommodating the existing roadway cross slope, profile, and drainage features. CCI coordinated the MOT plans and the construction sequencing with great detail to enable work to be completed without interruption to traffic flow or pedestrian access throughout the project. In fact, CCI eliminated the need for any detour and designed only a single shift of the traffic pattern in order to complete all work.</p> <p>Construction sequencing was also a significant challenge on this project due to the significant amount of utilities that were installed or modified in advance of the mass grading roadway construction. CCI installed over 2,100 LF of 72" Dia. RCP for the main storm drainage being carried across the site to the storm water management ponds. Design and construction accommodated a crossing of this massive culvert and other new utility installations with the existing Dominion Virginia Power high voltage transmission main, Virginia Natural Gas high pressured transmission main and a Newport News Waterworks 60" Dia. water force main.</p> <p>CCI's focus on safety enabled us to complete all work, to include over 200,000 man hours, without a single recordable injury.</p>							

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	
Name: I-295/Meadowville Road Interchange Improvements (Design Build) Location: Chesterfield County, VA	Name: Parsons Brinckerhoff	Name of Client./ Owner: VDOT Phone: (804) 674-2800 Project Manager: Jeff Roby Phone: (804) 674-2800 Email: jeffrey.robby@vdot.virginia.gov	12/31/2011	12/15/2011	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 <u>this</u> Project, so the relevancy of that work can be considered accordingly.							
<p>CCI was responsible for 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 intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. CCI was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. CCI met the challenge of expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. CCI's talent was key to supporting 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.</p> <p>CCI's Team salvaged the existing concrete material within the I-295 pavement shoulders and recycled 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. The Interstate 295 and Meadowville Road Interchange Design Build construction is very similar to the requirements of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway under traffic will be expanded while also accommodating the existing roadway cross slope, profile, and drainage features. Our experience brings forth many valuable lessons for consideration in order to accomplish this challenge. One example would be the emphasis of as-built data prior to establishing the baseline profiles for roadway and drainage design. We have found that the increments of topographic and baseline survey need to be sufficient to identify precisely the existing pavement profiles and cross sections so that the design for the widened roadway does not reach the point of final surface course and find the variables in pavement settlements or prior construction do not allow minimum, or will exceed maximum, allowable tolerance for the final roadway sections.</p> <p>During the design and construction of this project, CCI worked seamlessly with our Design Team to establish a pavement section and construction method that allowed us to eliminate the traffic limitation of a single lane on the bridge and approaches during the phase of pavement reconstruction at the existing fixed bridge location. The approach expedited the completion of work in this critical area and allowed for minimal impact of traffic during construction. CCI received high praise from the County emergency response officials and the neighboring Northrop Grumman State data storage center officials for our innovative approach and for the fact that we considered their concerned, adapted, and improved any original conceptual plan for this work.</p> <p>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 approx 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 Interstate 64 Widening and Route 623 Interchange Improvements project.</p> <p>CCI's focus on safety enabled us to complete all work, to include over 100,000 man hours, without a single recordable injury.</p>							

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)	
Name: I-295 / Meadowville Road Interchange Improvements Location: Chesterfield, VA	Name: Curtis Contracting, Inc.	Name of Client.: Curtis Contracting, Inc. Phone: (804) 843-4633 Project Manager: Steve Ordnung Phone: (804) 843-4633 Email: s.ordung@curtiscontracting.net	12/31/2011	12/15/2011	11,715	11,820	994

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.

Curtis Contracting and Parsons Brinckerhoff teamed together to successfully complete the Meadowville Interchange Improvements Project. Whereas, the Virginia Beach office of Parsons Brinckerhoff (formally the Norfolk office) served as the Lead Designer for this Design-Build Project. The purpose of the Meadowville Interchange Improvements Project was to provide a new interchange along I-295 and Meadowville Road that would provide interstate access to the Meadowville Industrial Park and spur economic development for Chesterfield County. The goal of the project was to develop a diamond interchange and widen Meadowville road to a four-lane divided roadway.



As the Lead Designer, Parsons Brinckerhoff provided a full range of design services that developed “approved for construction” documents within 3-months from Notice to Proceed. Parsons Brinckerhoff developed 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 lead to undergrounding a high voltage power line and fiber optic cable, as well as the encasement of a 30” water line. The early construction package was used to commence the permit process with the Department of Environmental Quality and the U.S. Army Corp of Engineers for the stream and wetland impacts associated with the Project.

The final design elements were subdivided into separate packages, based on the priority of each package in the construction schedule. The construction packages were developed in the following order: maintenance of traffic and sequence of construction plans; stormwater management plans; final roadway and drainage plans; signal, signing, and pavement marking plans; landscape plans; bridge type, size, and location plans; and ultimate interchange package. One of the unique aspects for this Design-Build was the need to provide VDOT with a preliminary design of the full buildout for a clover-leaf interchange (the ultimate interchange package). The ultimate interchange design package was developed to prove that the fully designed diamond interchange would facilitate a future full cloverleaf interchange with minimal reconstruction to the diamond interchange.

Other challenging aspects of the Project was widening Meadowville Road; a roadway that was constrained by a two-lane bridge crossing I-295 that was not being reconstructed as part of this Project. It was important to avoid detours and provide a safe travel way for residences and businesses along Meadowville Road, while maintaining an adequate work zone on a constrained roadway width. The challenge presented itself when a proposed four-lane road transitioned to a narrow 30-foot wide, two-lane bridge that required full depth pavement reconstruction for the approaches, all while maintaining one lane of traffic. To overcome this challenge, the Design-Build team developed a specialized pavement section designed for quick installation for the bridge approaches and installed a temporary signal along Meadowville Road to operate a one-lane roadway for a 24-hour construction operation. A public outreach campaign was also implemented to the fire department, emergency responders, civic leagues, and businesses in the corridor well in advance of the operation to advise them of the travel constraints. This approach allowed the duration of this construction phase to be minimized to a 10-day operation verses a 30-day operation for conventional construction.

This fast track Design-Build Project was designed and constructed in 14-months. The project not only received high praise and appreciation from VDOT, but was recognized numerous times in the transportation industry. The first opportunity was when the Governor chose the project site to sign a \$3 billion 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 (5) 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, at the Design Build Institute of America (DBIA) National Conference, where the Project was one of three transportation projects in the country presented with a 2013 DBIA Merit Award.

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LEAD DESIGNER - WORK HISTORY FORM

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Elizabeth River Tunnels Project Location: Norfolk/Portsmouth, VA	Name: Skanska/Kiewit/Weeks (SKW), an unincorporated Joint Venture	Name of Client: Skanska/Kiewit/Weeks (SKW) Phone: (757) 673-9487 Project Manager: Wade Watson Phone: (757) 673-9487 Email: Wade.watson@skanska.com	2017	Estimated 2017	1,400,000	Estimated 1,400,000	51,000

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.

Parsons Brinckerhoff is serving as Lead Designer responsible for the design of the Elizabeth River Tunnels Project. This Project is four large projects combined into one mega project that includes the design and construction of the Midtown Tunnel, the Martin Luther King (MLK) Expressway, and upgrades to the existing Midtown and Downtown Tunnels. The name of the project may lead you to believe that this is a "Tunnel Project"; however, there are significant amount: of roadway, interchange, and interstate design associated with the Project. The Virginia Beach office of Parsons Brinckerhoff (formally the Norfolk office) is serving as the Lead Designer under SKW for this PPTA Project.



The Midtown Tunnel connects the cities of Norfolk and Portsmouth under the Elizabeth River. The proposed tube runs generally parallel to the existing Midtown Tunnel. The placement of the new tube required modifications to the tunnel approaches on the both the Norfolk and Portsmouth sides of the tunnel. The design of the Norfolk approach required interchange modifications to the Hampton Blvd/Brambleton Ave Interchange, relocation of several City streets, relocation of the Elizabeth River Trail include a pedestrian bridge, and the design of service roads for the tunnel support facilities. The Portsmouth Approach also included; the roadway design to widen Route 164 to accommodate the additional lane from the tunnel, relocation of a rail line within the Virginia Port Authority Terminal that included a bridge over the tunnel supported excavation, and a over height vehicle turn-around road. Unique elements to this Project above and beyond the Tunnel include; the design to directionally drill a 42" raw waterline 4000-feet under the river, 2000-feet of waterline relocation, relocation of all private utilities within the vicinity of the tunnel approaches, two tunnel support buildings, truck inspection stations, VPA railroad bridge, and five stormwater pump stations. Parsons Brinckerhoff is the Engineer of Record for the design associated with the Midtown Tunnel to include; structural design, utility design and coordination, roadway design, drainage design, lighting design, maintenance of traffic during construction, geotechnical engineering, and pump station design. The design for the tunnel and tunnel approaches began in May 2012 and has received approval to commence construction from VDOT May 2013. The tunnel approaches are currently under construction and the tunnel elements are scheduled to be immersed July 2014.

The MLK Expressway is a north-south, four-lane facility that provides access to the City of Norfolk via the Midtown Tunnel; I-264 via the Downtown Tunnel. In the City of Portsmouth, a direct, limited-access connection does not currently exist between the MLK Freeway and I-264, forcing drivers to use routes through local city streets and neighborhoods. The MLK Expressway consists of extending the freeway south from London Boulevard, with a new interchange at I-264 to provide a direct connection from I-264 to the Midtown Tunnel. Parsons Brinckerhoff is the Lead Designer with Volkert supporting the design effort. The design effort includes 2.5-miles of roadway design with two interchanges on I-264 and two interchanges on Route 164. There is roughly 1.4-miles of elevated structures including MLK mainline and 6 ramp bridges, 2 I-264 bridge widening and a pedestrian bridge over I-264. There is also over 112,000-sf of MSE wall in 28 locations and six stormwater management basins. Unique elements of this design are elevated roadway structure over a CSX facility that required significant coordination with CSX during design; as well as the use of Geofam in areas with significant fill. The design for MLK begin May 2012 and received approval to commence construction from VDOT June 2013.

Both the Midtown Tunnel and the MLK Expressway are currently under construction and are scheduled for completion in 2017. Skanska, Kiewit, and Weeks Marine are the contractors constructing the Midtown Tunnel. Curtis Contracting, English Construction, and Waterfront Marine are the contractors constructing the MLK Expressway under subcontract to SKW.

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(LIMIT 1 PAGE PER PROJECT)

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Linda Lane Extended Location: Harrisonburg, VA	Name: Perry Engineering Inc.	Name of Client.: City of Harrisonburg Phone: (510) 434-5928 Project Manager: Julie Hartman Phone: (510) 434-5928 Email: julie.hartman@harrisonburgva.gov	2008	2008	5,300	5,300	600

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.

McCormick Taylor and Parsons Brinckerhoff teamed together to provide civil engineering design services to the City of Harrisonburg, VA for the Linda Lane Extended Project. The purpose of the Linda Lane Extended project was to provide a four-lane divided roadway with pedestrian facilities to serve Skyline Middle School and extend economic development opportunities in the City. The Project also featured a four way roundabout at the intersection of Linda Lane, Smithland Road, and the service entrance to the middle school. The Project also included the geotechnical investigations, utility relocation and design, environmental studies and permitting, traffic engineering and analysis, the design of 3/4-mile extension of a four-lane divided roadway, hydraulics and stormwater management, and floodplain analysis.



Parsons Brinckerhoff served as a subconsultant to McCormick Taylor with the work performed by the staff in the Virginia Beach office of Parsons Brinckerhoff (formally the Norfolk office). Parsons Brinckerhoff provided engineering services to include; hydraulics and stormwater management, floodplain analysis, utility coordination and relocation design, as well as quality control for roadway design elements.

Challenging aspects of the Project included the drainage design of a four way roundabout, maintenance of traffic, utility relocation, and stormwater management in karst topography. The drainage design associated with a roundabout was a challenge because drainage pattern is not linear; it is broken into quadrants. To provide adequate drainage this became a grading exercise making the center of the roundabout the highpoint with the low point to the outside of the approaches. This technique provided adequate drainage to the roundabout while minimizing the number of drainage structures required.

Another challenging aspect of the project was maintaining traffic during the construction of the roundabout. It was critical to maintain access to the school and maintain traffic for Smithland Road. The construction staging was the key component in maintaining access to both facilities. The roundabout was constructed in phases; the first phase was construction of the quadrant along Linda Lane and school access road first. This allowed the access road to the school to be constructed during the summer to minimize impacts while maintaining traffic for Smithland Road. The final placement of the roundabout was also critical to maintaining traffic. It was placed outside of the existing alignment for Smithland Road so that the approaches could be constructed, traffic shifted to the roundabout and the remaining segment of Smithland Road demolished with minimal impacts to traffic.

A unique aspect of the project was the coordination with CSX to construct a railroad crossing on the Smithland Road approach to the roundabout and a culvert pipe under the CSX railroad. This segment of CSX track is an active branch that required continual coordination with CSX prior to and during construction. The CSX railroad was a branch of the mainline that was frequently active during construction. CSX provided a window for which the contractor could complete construction in CSX right-of-way to avoid impacts to railroad traffic.

Curtis Contracting, Inc.

7481 Theron Road
West Point, VA 23181

