

Design Build Project for Walney Road Bridge Replacement and Road Widening

RFQ No: C00104103DB62



Submitted to:



Submitted by:



In association with:





3.2 Letter of Submittal





3.2- LETTER OF SUBMITTAL

Mr. Kevin Reichert, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Annex Building 8th Floor
Richmond, Virginia 23219

Re: Walney Road Bridge Replacement and Road Widening; RFQ No.: C00104103DB62

Dear Mr. Reichert:

General Excavation Inc. (GEI) is pleased to present this Statement of Qualifications (Section 3.2) for the above-referenced project to the Virginia Department of Transportation (VDOT). GEI is a full-service prime contractor specializing in heavy highway, site development, and utility construction and has extensive experience with public sector road and bridge construction work in Virginia. Furthermore, GEI is currently active in Design/Build highway work and has successfully completed similar projects for public agencies for the last 29 years and has never failed to complete a contract. In fact, GEI has successfully delivered over \$500 million of transportation and utility improvements throughout the Commonwealth of Virginia; including over \$200 million since 2007. We look forward to the opportunity to work with the Department to successfully complete the Walney Road Bridge Replacement and Road Widening project. GEI is the overall authority on the project as well as the Lead Contractor.

We have combined our talents with **Rummel, Klepper & Kahl, LLP (RK&K)** because of their quality engineering documents, thoroughness of planning evaluation and analysis, and their flexible and open communication style has been touted by their DOT clients as being the best among the best. Additionally, their professional staff has an intimate knowledge of the many transportation guidelines and procedures affording them the ability to provide VDOT with the critical expertise necessary to manage all elements of the planning, design and construction process of the Walney Road Bridge Replacement and Road Widening project. GEI and RK&K bring VDOT a confident and reputable team capable of completing this project on time, on budget, and in the most efficient means possible. The GEI Team presented in this submission is comprised of confident and committed personnel with proven delivery of VDOT's requirements to meet or exceed the quality, safety and schedule demands of this Project.

3.2.1 – Full Legal Name and Address of the Offeror: General Excavation, Inc. • 9757 Rider Road • Warrenton, VA 20187

3.2.2 – Offeror's Point of Contact: Mr. Scott C. Hunter, Vice President • 9757 Rider Road • Warrenton, VA, 20187 • 540.439.2202 • 540.439.3795 fax • Email: shunter@gei-va.com

3.2.3 – Offeror's Principal Officer: Mr. Scott C. Hunter, Vice President • 9757 Rider Road • Warrenton, VA, 20187 • 540.439.2202

3.2.4 – Offeror's Corporate Structure: General Excavation, Inc. is structured as a Virginia Corporation. GEI will take full financial responsibility for the Project. There are no liability limitations. GEI will be responsible for a single 100% performance bond.

3.2.5 – Full legal name of Lead Contractor and Lead Designer: General Excavation Inc. (GEI) is Offeror and Lead Contractor. Rummel Klepper & Kahl, LLP (RK&K) is the Lead Designer.

3.2.6 – Affiliated/Subsidiary Companies: General Excavation, Inc. does not have any affiliated and/or subsidiary companies.



3.2.7 – Certificate Regarding Debarment Forms: The Certificate Regarding Debarment Form(s) Primary Covered Transactions and Certificate Regarding Debarment Form(s) Lower Tier Covered Transactions is provided in the Appendix.

3.2.8 – Offeror’s VDOT Prequalification Evidence: General Excavation, Inc.’s prequalification number is G181. General Excavation, Inc.’s prequalification status is active. GEI’s Evidence of GEI’s prequalification is provided in the Appendix.

3.2.9 – Surety or Insurance Company Letter: The required Surety or Insurance Company letter stating that the General Excavation, Inc. is capable of obtaining a performance and payment bond based on the current contract value is included herein.

3.2.10 – Professional Services Evidence: The matrix in this section delineates the respective state registrations and licensures of the GEI Team. The Offeror and all team members are eligible at the time of the SOQ submittal, under the law and relevant regulations, to offer and to provide any services proposed or related to the Project. Respective copies of the business and individual licenses may be found in the Appendix.

3.2.11 – DBE Participation Goal: GEI supports the Disadvantaged Enterprise (DBE) program and commits to achieving a DBE participation goal of fourteen percent (14%) for the entire value of the contract.



Scott C. Hunter, Vice President
General Excavation, Inc.

When reviewing our Statement of Qualifications, please note that each team member with design-build experience and projects delivered through design-build method have been designated with the  logo.

Our Key Personnel Team proposed for this project is comprised of D-B professionals that have successfully worked together on past projects such as the McIntire Interchange project and the proposal development of the Route 29 D-B project, both located in Charlottesville, Virginia. It is because of our great working relationship that we have decided to team for this project.

VDOT is an extremely important client of ours and we thank you for this opportunity to present our Statement of Qualifications. Please do not hesitate to contact me if you have any questions, need clarification or require additional information regarding this Statement of Qualifications.

Sincerely,



Scott C. Hunter, Vice President
General Excavation, Inc.





3.3 Team Structure



3.3 TEAM STRUCTURE

The D-B method of project delivery requires a team that is cooperative, has experience working together, can reach consensus on many issues, and achieve results for VDOT and all stakeholders. The firms and Key Personnel represented on the GEI Team have been chosen to lead this effort based on their proven track record of working cooperatively and constructively in a team environment. Our ability to achieve positive results on transportation projects has been proven for over 25 years by each firm on the team.



General Excavation, Inc. (GEI) will serve as the Offeror and Lead Design-Build Contractor for the Walney Road Bridge Replacement and Road Widening project. GEI's role will include managing the entire project, supervising construction and performing major work elements. GEI will be responsible for the success of the team in meeting VDOT's expectations. The project will be managed and staffed from GEI's office in Warrenton, VA which is less than 36 miles to the site.



Rummel, Klepper & Kahl, LLP (RK&K) will serve as the Lead Designer for this project. RK&K employs a staff of 875 engineers, planners, environmental specialists, surveyors, designers, draftsmen/CADD technicians, construction managers, inspectors, and support personnel including over 80 professional engineers registered in Virginia. RK&K is ranked 84th on the 2013 Engineering News Record's listing of the "Top 500 Design Firms." The RK&K Team proposed for this project excels in resolving complex infrastructure and permitting challenges. They consistently produce innovative, safe and efficient designs to enable their DOT clients to plan for the future. The project will be managed from RK&K's Richmond, VA office with additional support from Fairfax and Virginia Beach offices, as needed.

3.3.1 KEY PERSONNEL

GEI has structured a highly-skilled team with knowledge of the design-build (D-B) process and the scope of work included in the Walney Road Bridge Replacement and Road Widening D-B (the "Project"), as well as a commitment to quality and value. Previous working relationships, as noted in Section 3.4 and more importantly, reputations in the industry were key criteria used to make the decision for GEI and RK&K to team for this Project. The Key Personnel selected offer extensive road and bridge construction and design expertise. The chart introduces our Key Personnel proposed for this project. Full resumes for each can be found in the Appendix.

Section	Role	Name	Firm
3.3.1.1	Design-Build Project Manager	Scott C. Hunter	General Excavation, Inc.
3.3.1.2	Quality Assurance Manager	James C. Cleveland, PE	EBA Engineering, Inc.
3.3.1.3	Design Manager	Gary S. Johnson, PE, DBIA	RK&K, LLP
3.3.1.4	Construction Manager	Page Gallihugh	General Excavation, Inc.
3.3.1.5	Lead Utility Coordination Manager	Renee Martin	On-Time Utility Solutions

Our Key Personnel Team is comprised of the below described experienced D-B professionals. Each team member has D-B experience as is designated with the  logo.

 **Design-Build Project Manager (DBPM) – Scott C. Hunter** will coordinate the entire team and be the point of contact throughout the duration of this project. Mr. Hunter will be responsible for the overall project, construction quality management, and administration of the contract. Building on his D-B experience, he will work closely with the key personnel to make sure the Project remains on schedule and is in compliance to VDOT's specifications and requirements. Ultimately, he is responsible to ensure that the GEI/RK&K Team is performing at high levels of productivity and being responsible for their roles on the team.

 **Quality Assurance Manager (QAM) – James C. Cleveland, PE (EBA)** will report directly to the DBPM and will have direct, independent access to VDOT. Mr. Cleveland will make sure that work is performed and carried out in conformance with the contract requirements and the "approved for construction" documents. He will report directly to the DBPM, but will remain independent and impartial for all Quality Assurance concerns. If issues arise



during any construction phase, he will immediately inform Scott Hunter, the DBPM. However, Mr. Cleveland has full authority to cease work if necessary. Mr. Cleveland has more than 49 years of engineering, project management, quality assurance and program oversight experience, including 20 years with the VDOT in the Hampton Roads District as a Construction Manager where he gained extensive experience in the construction and maintenance of highways, bridges and tunnels. He has used this experience and knowledge of VDOT's construction program and VDOT's Road and Bridge Specifications and Standards to perform numerous constructability and bidability review and analyses. Mr. Cleveland is experienced in the use of computer based construction management systems (e.g. SiteManager) and with VDOT's Work Area Protection Manual.

d.b Design Manager – Gary S. Johnson, PE, DBIA (RK&K) will be responsible for Design Quality Assurance and Quality Control (QA/QC), coordinating and incorporating all design disciplines, conformance to standards and ensuring all contractual requirements are met. In addition, he will primarily lead the effort of design, plans and specification reviews to ensure constructability of the Project. Mr. Johnson has 19 years of project management, design and construction inspection experience in structures, roadways, and mass transit stations. He has managed a number of projects in the \$12 million range. His extensive project management experience, formal training and hands-on participation in inspection, design and construction engineering assignments afford him in-depth knowledge of project requirements that are relevant to this project. Mr. Johnson is a current and active member of the VTCA Engineering Consultant Leadership Committee, he is a Certified NBIS Inspection Team Leader, and a certified DBIA professional.

d.b Construction Manager – Page Gallihugh (GEI) is an experienced Construction Manager with more than 23 years of experience and will be responsible for the day-to-day construction operations of the Project and report directly to the DBPM. Mr. Gallihugh has years of experience in heavy highway construction and was the construction manager overseeing all field operations associated with GEI's Pacific Boulevard Widening D-B project. In addition, he is certified as a Responsible Land Disturber, VDOT Erosion and Sediment Control Contractor Certification (ESCCC), Instructor of Work Zone Traffic Control, and HAZMAT, and General Mineral Miner. Furthermore, he, in a management role, has delivered similar projects to the VDOT including the \$14 million Route 208-Courthouse Road project in Spotsylvania County, the \$8.3 million Jeremy Run project, and the \$11.4 million Overall Run bridge project.

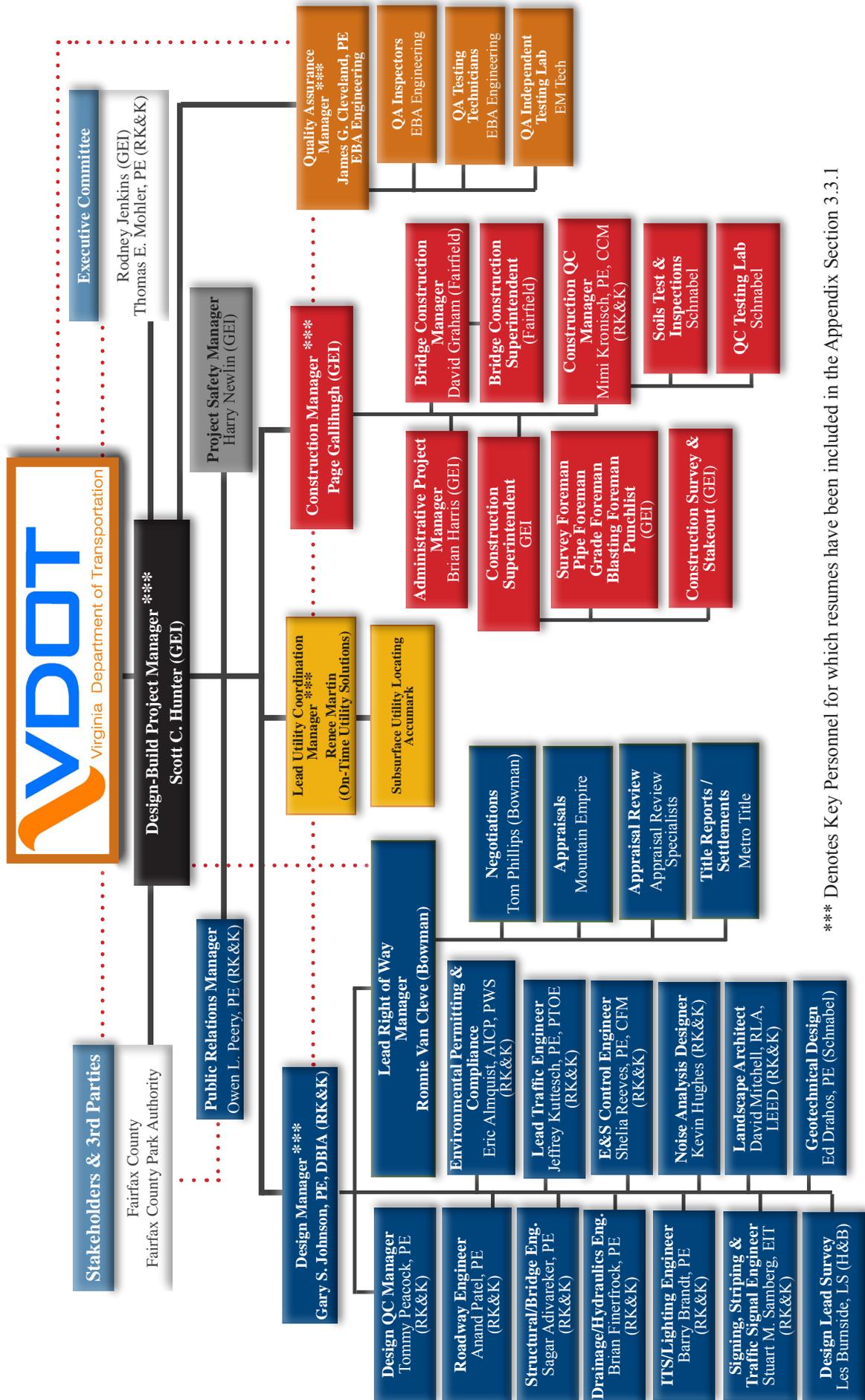
d.b Lead Utility Coordination Manager – Renee Martin (On-Time Utility Solutions) will report directly to the DBPM and provide comprehensive utility management services for the Project. Ms. Martin has more than 30 years of experience, including significant utility management experience in the general area where Walney Road is located. Most recently, she completed utility management services on the Route 7 Traffic Flow Improvement project as a sub-consultant to GEI. In addition, she has worked closely with GEI on numerous D-B submittals identifying conflicts and potential issues. As part of the utility management responsibilities, she will work closely with GEI, RK&K, and the utility companies and their contractors. During the design stage she will value engineer, mitigate/eliminate conflicts during design, determine cost responsibilities, and provide advanced designs to expedite the work of the utility company. Prior to and during construction, she will initiate and conduct utility field inspections, facilitate the relocation work required to be performed by the utility company, identify any relocation work that can be performed by GEI, and will verify and modify design in the event field conditions and construction operations warrant such modifications.

d.b Public Relations Manager – Owen L. Peery, PE (RK&K). In addition to the Key Personnel, Mr. Peery joins our team as the Public Relations Manager. He will report directly to the DBPM, and will have an open line of communication to third party representatives and VDOT. As Public Relations Manager, he will initiate and facilitate public hearings and communication necessary to announce lane closures and timing of other construction milestones. Mr. Peery has managed approximately 100 VDOT projects or assignments over the past 15 years and leads public meetings and workshops as an expert in his field. His public relations skills, along with his ability to interact with the public, have led to many successful outcomes on high visibility projects. For example, he led the public outreach program for the Route 250 Bypass Interchange at McIntire Road in Charlottesville. Mr. Peery led meetings and presentations with the public, an appointed Steering Committee, City Council, Board of Architectural Review and the local media.



3.3.2 ORGANIZATION CHART

The Organizational Chart below depicts VDOT identified key personnel, the major functions they will perform, and the designated reporting structure of the team for the Walney Road Bridge Replacement and Road Widening project. The thick black lines reflect the reporting relationships. The dotted red lines reflect open lines of communication between the various members of the team and stakeholders.

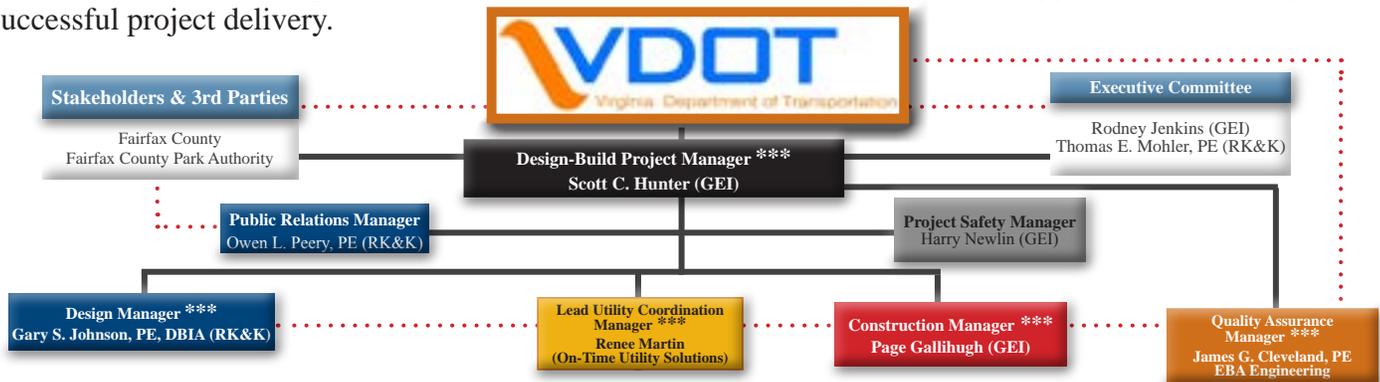


*** Denotes Key Personnel for which resumes have been included in the Appendix Section 3.3.1

* Positions without individual names will be assigned to experienced professionals when availability can be determined.

Organizational Narrative: The Virginia Department of Transportation (VDOT) is the owner and entity that GEI shall enter into a contract with to successfully complete this project. VDOT's Project Manager shall coordinate the administration of the contract and other matters related to the project with our DBPM, Scott Hunter. Mr. Hunter will be the single point of contact between the GEI Team and VDOT. In addition to the DBPM, a link from VDOT to both the Quality Assurance Manager and the third party representatives has been provided. It is understood that from time to time the VDOT Project Manager may need and/or request access to other members of the GEI Team. If such access is requested, it shall be provided through direct communication or indirectly through the DBPM at the discretion and desire of VDOT.

Design-Build Management Team: The D-B Management Team, led by the D-B Manager, is comprised of the key personnel. The D-B Management Team will create the vision for the project and support staff ultimately leading to a successful project delivery.

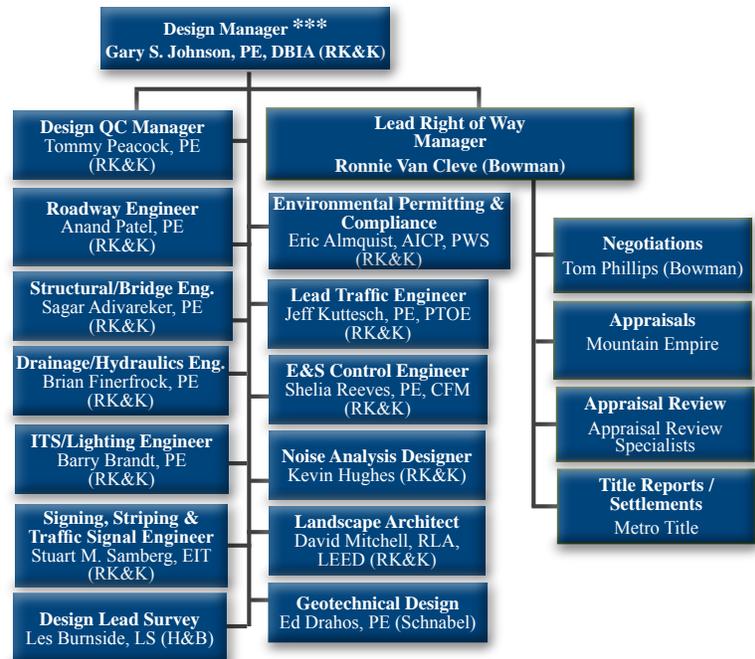


Design Management Team: The Design Management Team will be led by the Design Manager, Gary Johnson, PE, DBIA.

d+b Design Q/C Manager, Tommy Peacock, PE (RK&K) will report directly to the Design Manager and will implement the design Q/C plan developed by the Design Manager and Q/A Manager. He has more than 30 years of experience, and has been responsible for the management and leadership of countless transportation projects and contracts including numerous on-call assignments and D-B projects.

d+b Lead Roadway Engineer, Anand Patel, PE (RK&K) will report directly to the Design Manager and serve as the second point of contact for design. Mr. Patel brings his more than 20 years of experience in the transportation field, focusing on roadway and intersection design projects to this project. He will be responsible for the development of the proposed roadway design. He is providing engineering support during construction to the I-95 shoulder and Auxiliary Lane widening project (8 hrs/month). He has also worked on numerous NOVA and interstate road widening projects and has been involved with many PPTA/DB projects including the Rte. 7 Truck Climbing Lane (32M), Vienna Metro Ramp (55M), and Battlefield Parkway (35M), I-395 Auxiliary Lane extension (13M). As the Owner's representative, he managed and approved the civil/roadway design of Dulles Rail DB project (1.8B) which passes through Rte. 123 and Rte. 7 in Tysons Corner.

d+b Lead Structural/Bridge Engineer, Sagar Adivareker, PE (RK&K) will report directly to the Design Manager and will be in charge of structural engineering, including but not limited to bridge, foundation, and retaining and



sound wall designs. Mr. Adivarekar has comprehensive structural engineering experience related to bridge design. His experience includes design of superstructure and substructure elements for steel and precast AASHTO girder bridges, as well as miscellaneous structures such as strain poles, mast arms, concrete and steel sheet piles and box culverts. Additionally, his expertise includes coordination of different disciplines for D-B projects, as well as post design services.

d+b Lead Drainage/Hydraulics Engineer, Brian Finerfrock, PE (RK&K) will report directly to the Design Manager. Mr. Finerfrock has more than 17 years of advanced technical roadway and drainage training and experience on both rural and urban design projects. His project experience includes various types of municipal and roadway design projects on new location, reconstruction and widening, and major drainage improvement projects.

d+b Lead ITS/ Lighting Engineer, Barry L. Brandt, PE (RK&K) will report directly to the Design Manager. Mr. Brandt has comprehensive experience designing traffic signals, roadway lighting, ITS devices, and other traffic control devices such as highway signing and pavement markings. He is familiar with the Manual on Uniform Traffic Control Devices, the IES RP-8 Standard Recommended Practice for Roadway Lighting, the National Electrical Code, the AASHTO Roadside Design Guide, and other applicable guidelines pertaining to traffic signal, roadway lighting and ITS design. He has been the project manager for 14 traffic engineering and ITS contracts worth more than \$31 million in design fees.

d+b Lead Signing, Striping & Traffic Signals Engineer, Stuart M. Samberg, EIT (RK&K) is a Transportation Engineer with many years of experience on such projects as the I-4744: I-40 Widening & Signing DB project where he was an engineer for roadway design, quantity takeoffs, traffic control design, signing design, traffic analysis, and special noise wall studies. His clients include multiple municipalities of differing sizes, State DOTs and Federal Military Installations.

d+b Lead Design Level Surveyor, Les Byrnside, LS (H&B) will report directly to the Design Manager and will be responsible for providing verification of the vertical and horizontal survey data provided in the Informational Documents, as well as provide all survey services related to the design of this project. Mr. Burnside has performed surveys in a myriad of conditions and project types that range from roadways, streets and entrances major highways to large boundary surveys encompassing thousands of acres. He also has more than 25 years of experience with the VDOT and the FHWA projects and has served as the Project Manager on the most recent VDOT Statewide Limited Services Contract for Surveying, Mapping and Utility Services.

d+b Environmental Permitting & Compliance, Eric Almquist, AICP, PWS (RK&K) will be responsible for ensuring the work performed by the DB Team is in compliance with federal and state environmental regulations, and specific project commitments are implemented. Mr. Almquist has served on a number of D-B projects where he managed the environmental aspects of the projects. He is an experienced environmental consultant with more than 17 years of planning and scientific experience with transportation projects throughout the Mid-Atlantic region. His specific areas of expertise include NEPA environmental documentation, environmental policy, forestry, wetland ecology, socioeconomic and cultural resources analyses.

d+b Lead Traffic Engineer, Jeffrey Kuttesch, PE, PTOE will report directly to the Design Manager. Mr. Kuttesch is an experienced transportation engineer and planner. He specializes in the area of corridor development, traffic calming, parking needs and mobility of urban arterial and interstate roadway systems for capacity and traffic management.

d+b Lead E&S Control Engineer, Sheila Reeves, PE, CFM (RK&K) will report directly to the Design Manager. Mrs. Reeves is experienced in erosion and sediment control design and other water resources engineering services for transportation projects. She has more than 11 years engineering experience with a focus on NPDES permit compliance consulting, stormwater management plan development, water resources engineering and GIS integrated solutions. Her experience also includes general civil/land development engineering and environmental permit preparation. She is responsible for hydrologic analysis, hydraulic design/analysis, stormwater management plan design, watershed studies and master planning for a variety of municipal, commercial and residential development projects. Mrs. Reeves was the Project Engineer on the I-4744 DB, I-40 from East of SR 1652 (Harrison Ave.) to East of SR 1319 (Jones Franklin Rd.) in Wake County, NC. She was responsible for the design of two stormwater Best Management Practices (BMPs) within the I-40\US-1 (Crossroads) Interchange.

d+b Lead Noise Analysis Designer, Kevin Hughes (RK&K) will report directly to the Design Manager. Mr. Hughes is RK&K's lead Noise Analyst and Sound Barrier Design Project Coordinator and brings more than 25

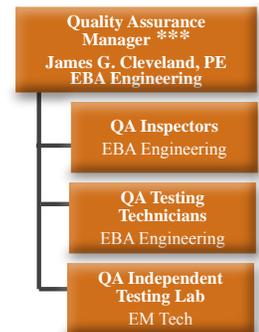
years of experience to this project. His specific noise analysis experience includes identification of noise sensitive areas, evaluating existing noise environments through field reconnaissance and monitoring, determining community impacts and need for noise abatement, predicting future traffic noise levels using the FHWA Traffic Noise Model (TNM), determining reasonableness and feasibility, evaluating cost-effective mitigation measures, preparation of technical reports, and participating in community meetings. Furthermore, he has prepared contract plans for many noise abatement projects.

d+b **Lead Landscape Architect, David Mitchell, RLA, LEED AP (RK&K)** will report directly to the Design Manager. Mr. Mitchell will work closely with the Design Team to deliver landscape plans. He understands the importance of safe design for pedestrians and vehicular traffic, LEED®/low impact site development and bridges the gap between the built and natural environments. Mr. Mitchell has 18 years of experience in site grading, planting plans, conceptual site planning and preparation of construction documents.

d+b **Lead Geotechnical Design Engineer, Edward Drahos, PE (Schnabel)** will report directly to the Design Manager and will review the GDR provided with the RFQ Information Documents. He will provide all geotechnical and materials testing. He has managed hundreds of construction and testing projects for all types of public infrastructure projects including VDOT.

Quality Assurance Management Team

The Quality Assurance Management Team, led by **d+b** **James Cleveland (EBA)** will develop the QA/QC plan that complies with VDOT’s “Minimum Requirements for QA/QC on Design/Build and Public/Private Transportation Act projects,” dated January 2012. The QAM will meet with the Design Manager to discuss and incorporate the Design QA/QC portion of the overall plan, including design checklists and procedures. Once the draft plan is finalized, the QAM and DBPM will meet to review and finalized the report. The final plan will be presented and submitted to VDOT at the first meeting held following VDOT’s Notice to Proceed. At a minimum, the plan will establish testing and reporting standards for the project and will ensure all plan requirements for design and construction are met. In addition to providing the testing and inspections required of the quality assurance team, the QAM will monitor the design and construction Q/C practices and review Q/C reports to ensure compliance.



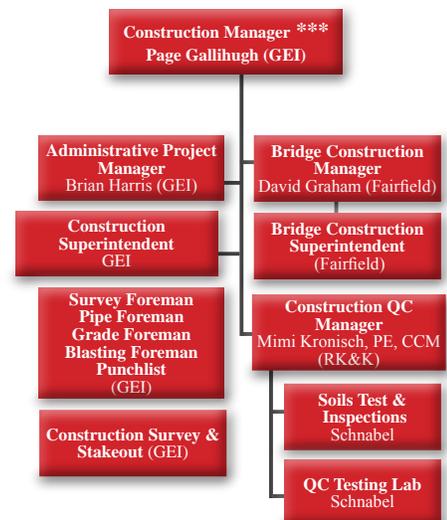
- Q/A Testing and Inspections personnel will be provided by **EBA** and report directly to the QAM. The Q/A inspectors and technicians shall be provided unrestricted access to the construction site to perform their independent tasks without involvement or influence from the construction manager, superintendent, crews, or Q/C Manager except to cooperate fully with legitimate concerns or requests.
- The Independent Q/A Testing Lab will be provided by **Engineering and Materials Technologies, Inc. (EM Tech)** and will report directly to the QAM.

Construction Management Team

The Construction Management Team, led by the Construction Manager, will be responsible for all construction efforts on the Project. The construction team will be involved in the design process, as needed, to identify any constructability issues or improvements to the design.

d+b The **Bridge Construction Manager, David Graham (Fairfield-Echols)**, will report to the Construction Manager. Mr. Graham will manage the construction of the Walney Road Bridge over Flatlick Branch by coordinating the efforts of Fairfield-Echols with the Construction Manager. Mr. Graham, while employed with Fairfield Echols, worked with GEI as a bridge subcontractor on numerous projects including the Route 340 – Overall Run project (\$11.3 million) and the Route 340 – Jeremy’s Run project (\$8.3 million).

d+b The **Construction Q/C Manager, Mimi Kronisch, PE, CCM (RK&K)**, will report to the Construction Manager. The overall responsibility for the construction Q/C rests with the Construction Manager. Mrs. Kronisch will sup-



port the Construction Manager in the communication and execution of the construction Q/C plan. Collectively, they will ensure that all work performed meets the specifications of the project. Mrs. Kronisch will be responsible for ensuring that all construction Q/C testing is provided in a timely manner including appropriate equipment and personnel. RK&K’s inspectors, assigned to the project by Mrs. Kronisch, will provide the inspections and testing frequencies required by the QA/QC plan. The RK&K inspectors will make field recommendations to the Construction Superintendent. If a disagreement between the inspector and construction superintendent arise, the issue will be brought to the attention of the Construction Q/C Manager and Construction Manager for resolution.

d-b The **Administrative Project Manager, Brian Harris (GEI)**, will support the efforts of the Construction Manager by the administration of subcontractors, purchasing, scheduling of projects, and assisting in management of field construction activities. In addition, he will assist the DBPM in facilitating dialogue between the design team, construction team, governmental review agencies, and third party participants. Mr. Harris has more than 25 years of experience managing engineering and construction disciplines, administration of contracts, and schedules.

The **Construction Superintendent (CS)**, to be assigned by GEI prior to construction mobilization, will report to the Construction Manager. The CS will direct GEI’s various trade foremen to successfully complete the work. The CS and the Administrative Project Manager will work closely together making sure the proper equipment and material is provided to the foreman and subcontractors to complete their work. The CS will work closely with RK&K’s field Q/C inspectors making sure the work is completed in accordance with the plans and specifications. Full coordination and discussion between the CS and the field inspectors in regards to making necessary corrections in the field will be required and expected.

Right of Way Management Team

The Right of Way Management Team, led by **d-b** **Mr. Ronnie Van Cleve (Bowman)**, will be responsible for all right of way/ easement acquisition efforts on the Project. Mr. Van Cleve has more than 36 years of experience with land rights issues and managing right-of-way agents, appraisers, title companies and survey crews.

The Right of Way Management Team will be involved in the design process, as needed, to become familiar with the design of the plans and to ensure awareness as to why certain right of way or easements may have to be acquired.

- Negotiations will be handled by **d-b** **Mr. Tom Phillips (Bowman)**. Mr. Phillips has more than 25 years of experience acquiring right of way on VDOT projects and performing similar services on projects in the Cities of Lynchburg and Chesapeake, VA and Lee County, VA.
- Appraisals will be completed by **Mountain Empire Appraisal Services, LLC**. The firm is approved by VDOT to perform appraisal services and has experience preparing property appraisals on VDOT projects, performing similar services on projects such as: Dominion Boulevard, Chesapeake, VA; Midtown Tunnel, Cities of Portsmouth and Norfolk, VA; Route 229, Culpeper, VA; Route 50 Widening, Loudoun, VA; and Massaponnax Church Road Widening.
- Appraisal Reviews will be provided by **Appraisal Review Specialists, LLC**. The firm is approved by VDOT to perform appraisal review services and has 25 years of experience providing property appraisal review services on VDOT projects, performing similar services on projects such as I-81 Truck Climbing Lane in Montgomery County, VA; Rt. 301 and Atlee Road in Hanover County, VA; and the Route 61 New River Bridge Replacement in Narrows, VA.
- Title Reports and Settlement Services will be provided by **Metro Title Services, LLC**. Catherine Strayhorne, President of Metro Title Services, has more than 30 years of experience preparing title reports and providing settlement services.



SUMMARY: *The team structure provides significant experience in design/build, VDOT design and construction, right of way acquisition, utility relocation, and environmental permitting and compliance experience necessary to successfully complete the project.*





3.4 Team Experience

3.4 Team Experience



3.4 TEAM EXPERIENCE

The D-B Team for this project has been strategically structured to offer VDOT experienced professionals that are well-suited to meet the specific needs and requirements of the Walney Road Bridge Replacement and Road Widening project, and to enhance team relationships and facilitate performance.



General Excavation, Inc. (GEI) is a full-service prime contractor specializing in heavy highway, site development, and utility construction. Additionally, GEI has experience with public sector road and bridge construction work in Virginia. GEI is currently active in D-B highway work and has successfully completed similar projects for public agencies for the last 29 years; including the recently completed the D-B Pacific Blvd. Widening project in Loudoun County, VA. GEI has successfully delivered over \$500 million of transportation and utility improvements throughout VA; including over \$200 million since 2007. GEI's portfolio of successfully completed projects reflects their strong local knowledge and reputation of completing quality projects on time and within budget. GEI not only brings its experience in the D-B process, but also key team member expertise to be applied to this Project.

RK&K Rummel, Klepper & Kahl, LLP (RK&K) is a multi-disciplinary consulting firm providing a wide range of planning and design services for infrastructure design and rehabilitation, including the design of roadways, and bridges. RK&K services an array of federal, state, and local clients from four Virginia offices, and ten additional offices throughout the Mid-Atlantic and Southeast US. They provide complete transportation planning, highway design and traffic engineering services to all levels of public and private sector clients. RK&K's services range from the transportation planning of major bridges, highways and intersections to traffic impact analyses, signal design, and corridor studies. RK&K's experience in rural and urban areas, corridors, and central business districts dealing with highway, bridge, and railway projects have given them the experience necessary to become prequalified with multiple departments of transportation.

RK&K is a trusted partner to VDOT on D-B projects. RK&K was recently re-selected for the D-B Staff Augmentation Services contract for VDOT. Under this contract, RK&K developed the design and contract documents to be advertised by VDOT for procurement. For three years, RK&K conducted this service and the client was so satisfied, RK&K was re-selected for another three-year term.

As an Award Winning Firm, RK&K was recently presented with the Virginia Transportation Construction Alliance (VTCA) Engineering Award for the Main Street Improvements project in the Town of Blacksburg, VA. This project was the top submittal in the category of "Projects Smaller than \$10 Million." The award recognizes outstanding design work in the Transportation Industry on transportation projects in Virginia.

SUMMARY: *GEI's Virginia construction experience, large full-time work force, diverse in-house capabilities, extensive VDOT bid-build experience, and previous D-B experience, combined with RK&K's extensive D-B experience in Virginia, makes the GEI/RK&K Team uniquely qualified to manage and complete this Project within our promised budget and schedule.*

SUBCONTRACTORS / SUBCONSULTANTS

We have judiciously selected the firms described below to meet the needs of VDOT on this project and to further enhance the GEI/RK&K Team capabilities.



Fairfield-Echols, LLC has constructed projects for VDOT since 1963. Fairfield has completed in the past 50 years in excess of 200 bridge projects, with several being over interstate highways. Most recent projects include the \$4M Erickson Ave. over I-81 and the new \$3M two span bridge over I-81 on Carrier Drive, both in Harrisonburg, VA. Fairfield also completed a number of bridges on the Interstate system that carry interstate traffic. In addition, they completed the \$8.3M bridge on Jeremy's Run and the \$11.4M Overall Run bridge project as a subcontractor to GEI.

EBA Engineering, Inc. (EBA) is a multi-disciplinary engineering firm employing experts for every contingency including expert highway/roadway design engineers, traffic engineers, drainage design engineers, and other transportation engineering staff. Their team proposed for this project offer experience, technical knowledge, and expertise in both the public and private sectors on projects ranging from interstate highways to low-volume rural roads.





Bowman Consulting Group's breadth of related multi-disciplinary services allows them to ensure efficient utilization of real estate assets, ultimately translating constraints into opportunities. In addition, Bowman is VDOT prequalified to provide ROW acquisition. The firm has significant experience in the research and preparation of appraisals for right-of-way and easement acquisition. Bowman also performs negotiations, closings and relocation assistance and condemnation (eminent domain) documentation. Our Team is experienced working together with Bowman to secure right-of-way (or easements) for transportation projects for VDOT and local governments.



On-Time Utility Solutions, LLC (OUS) is a woman-owned (SWaM) business that specializes in utility relocations and right-of-way acquisitions within governmental and private developments. OUS has an in depth understanding of construction methods, standards, scheduling, permits, and VDOT procedures for utility relocations, right-of-way impacts, private developments, and road improvements, widening and interchange projects. OUS believes in implementing their skills to transform their clients' utility challenges into cost efficient solutions. OUS' area of expertise includes: VDOT protocols and procedures per the VDOT Utility Relocations and Land Use Manual (the new "LAP" Manual), working knowledge of most utility companies' internal standards and protocols; capabilities to oversee construction after design phase; and installation of RFIM Markers, field locating/verification, and facility mapping services. OUS' staff is familiar with the Northern Virginia District policies and procedures, as well as the utility owners in the project vicinity.



Schnabel Engineering, Inc. provides a full range of geotechnical and bridge engineering capabilities including subsurface explorations, soil testing, engineering analysis, design recommendations, and construction phase services. These services include concrete and steel testing. Schnabel's geotechnical design specialists develop documents for projects such as ground improvements, excavation, bridges and tunnels, and specialty foundations including detailed design recommendations, and complete plans and specifications.



H&B Surveying and Mapping, LLC (H&B) a certified, woman-owned, DBE business, is a full service land surveying firm led by a team of professionals with over 100 years of combined experience. H&B's management and personnel have extensive experience in all phases of land surveying and aerial photogrammetry that involves surveying streets and highways throughout the Commonwealth of Virginia that are part of the VDOT system.



Engineering & Materials Technologies, Inc. (E.M. Tech) is a DBE certified, full service engineering firm providing geotechnical, structural and forensic engineering, consulting, materials testing, and construction quality control/quality assurance services. E.M. Tech's fully equipped in-house materials laboratory provides design and testing services that support engineering and consulting services.



Accumark, Inc., a certified SWaM business, will provide Subsurface Utility Locating Services. Accumark employs a team of professionals trained in utility designation, vacuum excavation, CADD design, research and documentation. Their Senior Designators and Senior Field Technicians each have a minimum of eight years of experience in the field.

Firm descriptions for the following subconsultants can be found under Section 3.3 Team Structure: Mountain Empire Appraisal Services; Appraisal Review Specialists, LLC (Appraisal Review); and Metro Title Services, LLC (Title Reports/Settlements).

Collective Team Experience: Individual company experience is important, but experience amongst the team members is of paramount importance when it comes to D-B projects. The GEI Team proposed for this Project has successful experience working together and for this reason, we have decided to team on this project. For example, GEI and Fairfield-Echols are working with RK&K and Schnabel on the construction of the McIntire Interchange project, which is listed as one of our "design experience" projects. GEI, RK&K, and Schnabel also worked together on the nine-month long proposal development for the Route 29 D-B project in Charlottesville. This DB Team was successfully shortlisted on a road and bridge project for Loudoun Water with GEI as the prime contractor, RK&K as the lead designer, Schnabel providing geotechnical support, and On-Time Utility Solutions providing utility management. We will take what we have learned from working together in the past and apply it to this relationship for the Walney Road project.





3.5 Project Risks



3.5 PROJECT RISKS

Risk Overview and Experience: GEI and our design partner RK&K have a firm understanding of project risk and how to manage that risk. Working with VDOT, RK&K has conducted or been a part of a number of VDOT risk meetings, including the following design-build projects:

- d-b Waxpool Road Interchange
- d-b Route 27/ Route 244 Interchange
- d-b Route 460 Connector
- d-b Middle Ground Boulevard
- d-b I-66 ATM Project
- d-b Seminary Road Bridge
- d-b Vienna Metro Ramp
- d-b Rolling Road Loop

From this first-hand experience working with VDOT, we understand how to allocate risk and who is in the best position to manage the risk, we can also better position our team, and VDOT, to control and manage risk items specific to this project.

Design Build Experience: The GEI/RK&K Team has relevant D-B experience and has designated Design Build Institute of America (DBIA) Professionals on staff. This first-hand knowledge of the inner workings of design build projects better positions our team to manage risk items. We know that it is not always in the best interest of VDOT for the design-builder to take all of the risk, such as unknown hazardous material removal. We know how to manage risk and will work with VDOT to clearly assign it.

Quantifying Risks: A risk item must be quantified and compared against other risk items prior to starting the risk management process. A common practice of risk assignment used by both GEI and RK&K is a two-tiered approach. The two tiers are probability of occurrence and impact from the occurrence. If each one of these tiers is given a weight of 1 to 3, they can be multiplied together and the highest outcome (maximum of 9) can then be focused on.

Assignment of Risk: The golden rule of risk management is to assign risk to those parties that can best manage the risk. More importantly, we also know the precursor to the golden rule, which are the options available once a risk item is identified. Those options are to avoid the risk, mitigate the risk, or assign the risk. Once the determination is made to assign the risk, then the golden rule is applied. In terms of design-build projects, there are three general options to assign risk, which are; assign to the owner, assign to the design-builder, or assign shared responsibility.

The GEI D-B Team carefully reviewed the documents contained in the RFP Information Package, conducted multiple field visits under different weather conditions as well as traffic conditions, and based on local knowledge determined which risks are critical to the Project. The three risks noted on the following pages represent topics that we felt are important to VDOT, the citizens of Fairfax County, and local businesses. These risks also can have significant impacts to congestion on local roads and critical path items in the project schedule.

RISK #1 – CLOSURE OF WALNEY ROAD TO THROUGH TRAFFIC

Why the Risk is Critical: The risk is critical due to the high volume of traffic on Walney Road and the potential for significant delays along the proposed detour route, with the road closure, if not effectively mitigated. The two-lane bridge and roadway through the project area carries in excess of 20,000 VPD, as well as heavy peak hourly volumes (1410 in the morning and 2035 in the evening). The combination of Walney Road and Westfields Boulevard provides an alternative access between Route 28 and Route 50. Maintaining trail access during construction and the associated ADA compliance is also a risk component of the maintenance of traffic associated with the Walney Road Closure.

Impact the Risk will have on the Project: An important “cut through” from Route 28 to Route 50 will be eliminated with a temporary closure of Walney Road. This closure will place additional burden on adjacent roads such as Willard Road and the Route 28/Route50 Interchange. In addition to the elimination of the Walney Road and the Westfields Boulevard “cut through,” a portion of Walney Road runs parallel to Route 28. Many subdivision streets such as Poplar Tree Road, Waverly Crossing Lane, and Eagle Chase Circle intersect Walney Road. Traffic from numerous residential developments utilize Walney Road to access Route 50. Many residents in this corridor will be required to find alternate routes to access Route 50 and the commercial developments within the Brookfield Corporate Center and Sullyfield Office Park if Walney Road is closed. The alternative route provides for a long inconvenient detour for motorists, thus it brings a significant impact to the project.

Mitigation Strategies: Our mitigation strategy is to build the bridge and portion of the road that is being reconstructed vertically in stages, maintaining a two lane road throughout the duration of construction. The GEI/RK&K Team has the experience to successfully complete construction of the project in accordance with our strategies outlined therefore mitigating the risk and effectively removing a significant inconvenience to the traveling public during the construction of this project. Specifically sheeting and temporary barrier between the stages may be required to allow for the safe passage of users during the construction activities. The existing bridge provides for two lanes of traffic (one lane per direction). The width of the proposed bridge and roadway is more than adequate to build it in stages, while maintaining traffic on the existing bridge and the majority of the existing roadway until such time as traffic can be redirected on to the bridge and road improvements. Our proposal for stage one is to utilize the full depth pavement under the shared-use path. The shared-use path would be completed after completion of the full width of the bridge, but access to the path will be maintained at all times during construction. In essence, our construction plan fully mitigates this risk item. In addition, there is a significant grade difference between the elevation of the existing and proposed road. The proposed road is approximately 5 to 7 feet higher than the existing road. It will be necessary to properly separate the existing road from the proposed construction area in order to keep Walney Road open to traffic during construction. We are aware that VDOT conducted an analysis showing an 8 to 10 month shorter construction duration and a \$750,000 lower construction cost with the detour option. The GEI/RK&K Team, along with our bridge subcontractor (Fairfield-Echols) believes that we can keep the bridge open during construction without adversely affecting the schedule or construction cost. This fact is mainly due to the proposed bridge type being easily phased. In essence, our construction plan fully mitigates this risk item.

VDOT or other Agency Role in addressing Risk: The role of VDOT or other Agencies is zero. Addressing and managing the risk will be the sole responsibility of the GEI/RK&K Team. The Team will ensure that our proposal to maintain the road will be designed and constructed properly to facilitate traffic flow and motorist safety through the corridor.

RISK #2 – UTILITY RELOCATION

Why the Risk is Critical: The successful and timely completion of utility relocation is critical. We anticipate coordinating with the gas, telecommunications, electric, water and wastewater utilities for this project. Utility relocation is a risk as it is on the critical path for the successful completion of the project within the prescribed schedule. Due to the profile adjustment to raise the Walney Road Bridge and Approaches approximately 5 to 7 feet, the overhead utility lines, utility poles, and underground utilities will have to be relocated as a first phase of construction. Utility relocation is required as a first phase of the project due to the anticipated need to immediately begin construction to replace the bridge and raise the existing road. It is anticipated that bridge construction and raising the existing road will be a long lead item in the project schedule.



Impact the Risk will have on the Project: Delays in completing utility relocation have a domino effect on the project. Impacts could include schedule delays, loss of potential earthwork borrow sources due to delays in site preparation to accept the dirt, and escalation of project costs.

Mitigation Strategies: Our mitigation strategy began with the preparation of our Statement of Qualifications. During the preparation and selection of our project risks, we identified potential utility impacts utilizing information available to us at this time; including plans and field visits. It became obvious that numerous overhead and underground utility conflicts exist of varying type and ownership. We have identified the owners of the utilities which will require relocation and are prepared to contact them immediately. Based on our Team's experience with these specific utilities and previous relocation work, we anticipate some utilities will be afforded a 50/50 cost sharing between the utility and the design-builder.

VDOT or other Agency Role in addressing Risk: The role of VDOT or other Agencies is zero. Addressing the risk will be the sole responsibility of the GEI D-B Team.

RISK #3 – EXISTING SUBSURFACE CONDITIONS

Risk Identification: The Geotechnical Data Report (GDR) indicates the site geology could be fairly complex and calls for extensive geotechnical engineering. The project site is located within the Culpeper Basin, a Triassic-aged sedimentary basin that contains mostly sedimentary siltstone and sandstone rock, but also includes igneous diabase intrusions and metamorphic hornfels (i.e. thermally-altered sedimentary rock). Existing fill and alluvial soils in the vicinity of Flatlick Branch were encountered overlying the Culpeper Basin residual soils, weathered rock and rock in several of the borings drilled for the GDR.

The existing fill was encountered in about half of the 35 borings to depths of about 1.1 to 5.4 ft. The fill generally consisted of low-plasticity lean clay, silt and clayey sand. The alluvial soils encountered below the fill (or from the ground surface) also consisted of low-plasticity lean clay, silt and clayey sand that extended to depths of about 5.5 to 11.0 ft. Portions of the fill and alluvium were encountered adjacent to Flatlick Branch were soft or very loose to depths of about 4 to 6 ft.

The residual soils and weathered rock (i.e. described as partially weathered rock, highly weathered rock and decomposed rock in the GDR) consisted of lean clay and clayey sand that generally increased in stiffness or density with depth. The weathered rock was encountered at depths of about 5.5 to 11.0 ft adjacent to Flatlick Branch, and at shallower depths of about 2 to 6 ft north of the stream. The rock consisted of Triassic Basin siltstone or sandstone. Neither diabase nor hornfels was encountered in the borings.

Ground water and/or wet soils were observed at shallow depths of less than about 1 ft in Boring SWM-1 and Hand Augers 09HA-1 and 09HA-2 near Flatlick Branch. Ground water was generally absent in borings at higher elevations north and south of the stream.

Why this Risk is Critical and Associated Mitigation Strategies: The unknowns of the subsurface conditions place financial and schedule risk on the D-B team and therefore the project; examples are described below:

Example 1 – Presence of Soft or Very Loose Existing Fill and Alluvium: According to the GDR, soft or very loose existing fill and alluvial soils are present from the ground surface to depths of about 4 to 6 ft adjacent to Flatlick Branch. The RFQ Plans indicate embankment fill depths of about 10 ft deep in this portion of the site. The soft and very loose soils are considered very compressible under embankment loading, and settlements are likely if these materials are left in place below the embankments. In addition, slope stability could also be an issue if these materials are left in place.

Mitigation: The D-B team will perform soil test borings for the final geotechnical report to evaluate the presence of soft or loose existing fill and alluvial soils. Where these soils are encountered in the borings, relatively undisturbed samples will be obtained for consolidation testing to evaluate settlement parameters for analysis, and shear strength testing for slope stability analysis. It is likely that some or all of these soils will have to be excavated and replaced to reduce settlement and to increase the factor of safety with regard to embankment slope stability.

Example 2 – Potentially Unsuitable Soils: The GDR indicates potentially unsuitable soils in several of the borings drilled for this project. Reasons for potential undercut include the presence of high-plasticity soils (although not specifically indicated by soil laboratory testing), soils with low CBR values, and soils with low to marginal consistency based on an SPT N value of 4 or less. High moisture content is another reason for potential unsuitable soils.

Mitigation: The final geotechnical exploration will include additional borings to better outline areas of potentially unsuitable soils. The exploration will also obtain samples for laboratory testing to include natural moisture contents, Atterberg limits, Standard Proctor tests and CBR tests. The report will include alternatives to mitigate these soils including undercut and replacement, stabilizing by aeration and drying or by chemical means, etc.

Example 3 – Bridge Foundations: The RFQ Plans indicate that Abutment A on the south end of the bridge will be supported on driven piles, whereas Abutment B is supported on a footing without piles. Presumably the piles will be driven into the weathered rock or to rock, and the footing will be founded on weathered rock. The variable bearing strata increases the risk of additional costs and schedule delays during construction. In addition, the filling needed to construct the abutment approaches could result on downdrag on the pile foundations.

Mitigation: The final geotechnical exploration will include additional borings to confirm the elevation of the bearing strata. Drivability analyses will be performed to help Our Team in selecting a suitable hammer to drive the piles if driven piles are used to support the bridge. Consolidation tests will be performed to evaluate potential embankment fill settlements and potential downdrag.

Example 4 – Possible Shallow Rock and Ground Water: The RFQ Plans show relatively shallow cuts of about 2 ft or less along the project baseline. However, deeper cuts may be needed along particular cross sections beyond the baseline and for installation of utilities. The GDR indicates the presence of shallow weathered rock and ground water in some areas of the site. These conditions present risk of additional construction costs to mitigate.

Mitigation: Borings drilled for the roadway, storm water basins, culverts, etc. will also be used to evaluate possible rock excavation. Borings will also include stabilized ground water levels and in temporary observation wells. This data will be used in evaluation of the need for underdrains in addition to standard pavement edge drains.

Example 5 – Stormwater Management Basin: The GDR indicates the presence of very soft clay and shallow ground water in the area of the storm water management basin. Depending on hydraulic analysis, it is possible that an embankment will have to be constructed to contain storm water in the basin. Similar to the roadway embankment on these materials, settlement and slope stability could be an issue for constructing basin embankments in this area of the site. These conditions present risk of additional construction costs to mitigate.

Mitigation: The final geotechnical report will include consolidation and soil shear strength testing mentioned previously for the roadway embankments, along with stabilized ground water levels in boreholes and in temporary observation wells. This data will be used in evaluation of slope stability and settlement.

Role of VDOT and other Agencies: The team fully expects to manage the risks associated with the existing subsurface conditions. No role is anticipated from VDOT or any other state agency other than oversight.



Appendices



ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

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	A1 - A-3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A-4
Letter of Submittal (on Offeror's letterhead)				1 - 2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	A-5
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	A-6 – A-18
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	A-19
Evidence of obtaining bonding	NA	Section 3.2.9	no	A-20

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	A-21 – A-24
SCC Registration	3.2.10	Section 3.2.10.1	no	A-25 – A-36
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	A-37 – A-42
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	A-43 – A-46
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	A-47
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3 – 9
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3 – 4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A-48 – A-49
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A-50 – A-51
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A-52 – A-53
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A-54 – A-55
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	A-56 – A-57
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	6

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				10-11
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	A-58 – A-60
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	A-61 – A-63
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12 - 15

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00104103DB62
PROJECT NO.: 0657-029-099, R201, C501, B641

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 04/30/13
(Date)
2. Cover letter of RFQ Addendum No. 1 06/12/13
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

6/12/13

DATE



Debarment Sheets



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

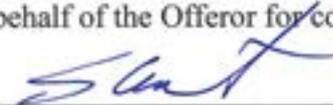
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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.

 June 19, 2013 Vice President

Signature Date Title

General Excavation, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.



May 14, 2013

Director, Transportation

Signature

Date

Title

Rummel, Klepper & Kahl, LLP

Name of Firm

ATTACHMENT NO. 3.2.7(b)

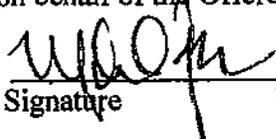
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

- 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.

	May 7, 2013	Chief Operating Officer/VP
Signature	Date	Title

Bowman Consulting Group, Ltd.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

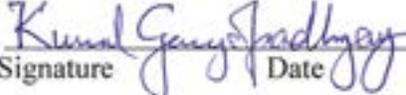
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	5/15/13	First Executive Vice President
Signature	Date	Title

EBA Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

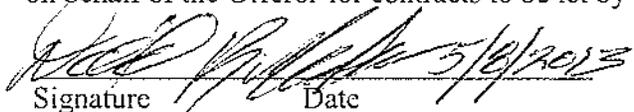
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

 5/8/2013
Signature Date President
Title

Fairfield-Echols, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

Ben Mada 5-30-13 President
Signature Date Title

On-Time Utility Solutions, LLC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

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

<u>Edward G. Drako</u>	<u>May 9, 2013</u>	<u>Principal</u>
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

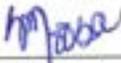
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

	May 29, 2013	Principal Engineer
Signature	Date	Title

Engineering & Materials Technologies, Inc. (E.M. Tech)
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

Josue R. Espino *5/16/13* *Vice President*
Signature Date Title

H&B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

S. G. Madh 5-17-13 President
Signature Date Title

Accumark, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0657-029-099, R201, C501, B641

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.

Carl Shapiro
Signature

Date

President
Title

Metco Tile Services, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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

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

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



Signature

May 14, 2013

Date

Managing Partner

Title

Appraisal Review Specialists, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

- 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.

[Handwritten Signature] 5/16/13 Member / VP
Signature Date Title

Mountain Empire Acquisitions LLC
Name of Firm



Offeror's VDOT Prequalification Certificate



TRNSPORT - 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
- G -

05/31/2013
2:20 PM
PAGE 168

G181
GENERAL EXCAVATION, INC.
PREQ. EXP : 05/31/2014

---PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
9757 RIDER ROAD	002 - GRADING
WARRENTON, VA 20187-0000	007 - MINOR STRUCTURES
PHONE : 540-439-2202	022 - INCIDENTAL CONCRETE
FAX : 540-439-3795	045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: JENKINS, RUSSELL ASHBY
EMAIL: SHUNTER@GEI-VA.COM

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

DBE TYPE : N/A
DBE CONTACT: N/A

G1013
GENESEE FENCE & SUPPLY CO.
PREQ. EXP : 05/31/2014

---PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
P.O. BOX 480339	020 - FENCE INSTALLATION
NEW HAVEN, MI 48048	021 - GUARDRAIL INSTALLATION
PHONE : 586-749-6900	186 - SUBCONTRACTOR ONLY
FAX : 586-749-6909	

BUSINESS CONTACT: KUCWAY, MELVIN MICHAEL
EMAIL:

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

DBE TYPE : N/A
DBE CONTACT: N/A



Surety Letter



10 Franklin Road, SE
Suite 550
Roanoke, VA 24011
Tel (540) 343-8071
Fax (540) 345-2958

Employee Owned



Est. 1864

Charlotte
Greensboro
Knoxville
Lynchburg
Nashville
Raleigh
Richmond

June 19, 2013

Mr. Kevin Reichert, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: General Excavation, Inc.
Walney Road Bridge Replacement and Road Widening Design Build Project
#C00104103DB62

Dear Mr. Reichert:

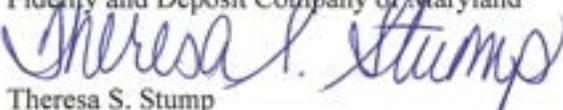
General Excavation, Inc. has been a valued client of the Zurich for over 30 years. During that time, Zurich has supported General Excavation, Inc. for projects in excess of \$40 million.

As surety for General Excavation, Inc., Zurich American Insurance Company and/or its subsidiary, Fidelity and Deposit Company of Maryland with A.M. Best Financial Strength Rating of A (Excellent) and with a financial size category of XV (\$2 billion +) 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 the referenced project subject to our acceptable review of the contract terms and conditions, bond forms, appropriate contract funding and any other underwriting considerations at the time of the request.

Our consideration and issuance of bonds is a matter solely between General Excavation, Inc. and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

We trust that this information meets with your satisfaction. If there are further questions, please feel free to contact me.

Sincerely,
Zurich American Insurance Company
Fidelity and Deposit Company of Maryland


Theresa S. Stump
Attorney-In-Fact

cc: General Excavation, Inc.
F&D/Zurich



DPOR and SCC Registrations



ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

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
General Excavation, Inc.	020067-9	S-Corp	Active	9757 Rider Road Warrenton, VA 20187	Class A Contractor	2701026132	4-30-2015
Rummel, Klepper & Kahl, LLP (RK&K)	K000417-8	LLP	Good	2100 East Cary Street, Suite 309 Richmond, VA 23223	ENG	0411000271	2-28-2014
				10306 Eaton Place, Suite 240, Fairfax, VA 22030	ENG, LS	0411000577	2-28-2014
				2901 South Lynnhaven Road, Suite 300 Virginia Beach, VA 23452	ENG	0411000667	2-28-2014
				11838 Rock Landing Drive, Newport News, VA 23606	ENG	0411000443	2-28-2014
				81 Mosher Street Baltimore, MD 21217	ENG	0407002860	12-31-2013
Fairfield-Echols, LLC	S1665795	LLC	Active	First Union Tower 10 Jefferson St., Suite 1400 Roanoke, VA 24011	Contractor (Class A)	270511607A	7-31-2013
EBA Engineering, Inc.	F123900-5	Corp.	Active	714 Westwood Office Park, Fredericksburg, VA 22401	ENG	0411000871	2-28-2014

ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

SCC and DPOR Information

Bowman Consulting Group, Ltd.	04481982	S	Active	3951 Westerre Parkway, Suite 150, Richmond VA 23233	ENG	0411000610	2-24-2014
H&B Survey & Mapping, LLC	S290560-4	LLC	Active	612 Hull Street, 101B Richmond, VA 23224	LS	0407005432	12-31-2013
Schnabel Engineering Consultants, Inc.	07126741	Corporation	Active	One West Cary Street, Richmond, VA 23220	ENG	0411000700	2-28-2014
				46020 Manekin Plaza Suite 110 Sterling, VA 20166	ENG	0411000698	2-28-2014
Engineering & Materials Technologies, Inc.	04786331	Corporation	Active	287 Single Oak Lane Nellysford, VA 22958	ENG	0411000659	2-28-2014
Metro Title Services, LLC	S0921587	LLC	Active	450 W Broad Street #301, Falls Church, VA 22046	N/A	N/A	N/A
Appraisal Review Specialists, LLC	T0490682	LLC	Active	3058 Mount Vernon Road, Suite 12 Hurricane, WV 25523	Real Estate Appraiser	4008001735	4-30-2014
Mountain Empire Acquisitions, LLC	T0441891	LLC	Active	PO Box 6506 Portsmouth, VA 23703	Business L	4008001754	11-30-2014
Accumark, Inc.	0440745-8	Corporation	Active	9500 King Air Court Ashland, VA 23005	ENG	0407005172	12-31-2013
On-Time Utility Solutions, LLC	S2054676	LLC	Active	6913 Hovingham Ct Centreville, VA 20121	N/A	N/A	N/A

ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
RK&K, LLP	Gary Sebastian Johnson, PE, DBIA	Richmond, VA	3808 Ivory Court Richmond, VA 23233	Professional Engineer	0402033863	9-30-2013
RK&K, LLP	Owen Lee Peery, PE	Richmond, VA	801 East Main Street, Suite 100 Richmond, VA 23219	Professional Engineer	0402046882	10-31-2013
RK&K, LLP	Anand Patel, PE	Fairfax, VA	42983 Chesterton Street, Ashburn, VA 20147	Professional Engineer	0402036831	1-31-2014
RK&K, LLP	Brian Michael Finerfrock, PE	Fairfax, VA	327 East 18 th Street Front Royal, VA 22630	Professional Engineer	0402044505	6-30-2014
RK&K, LLP	Shelia Stallings Reeves, PE	Richmond, VA	11707 Westbury Bluff Drive, Midlothian, VA 23114	Professional Engineer	0402049765	11-30-2013
RK&K, LLP	Barry L. Brandt, PE	Baltimore, MD	554 Charington Drive Serverna Park, MD 21146	Professional Engineer	0402048084	9-30-2014
RK&K, LLP	Jeffrey Kuttesch, PE, PTOE	Richmond, VA	14131 Charter Landing Court, Midlothian, VA 23114	Professional Engineer	0402033768	6-30-2014
EBA Engineering, Inc.	James G. Cleveland, PE	Nellysford, VA	287 Shingle Oak Lane, Nellysford, VA 22958	Professional Engineer	0402047612	6-30-2014

ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

SCC and DPOR Information

Schnabel Engineering Consultants, Inc.	Edward George Drahos, PE	Richmond, VA	14410 Galloway Court Midlothian, VA 23113	Professional Engineer	0402015605	7-31-2013
Schnabel Engineering Consultants, Inc.	John Orr Sturman, PE	Sterling, VA	22876 Ashton Woods Drive, Ashburn, VA 20148	Professional Engineer	0402042204	1-31-2015
H&B Survey & Mapping	Leslie Ray Byrnside, LS	Richmond, VA	4100 Ketcham Drive Chesterfield, VA 23875	Licensed Surveyor	0403002362	6-30-2013
Engineering & Materials Technologies, Inc.	Shahzad Sultman Moosa, PE	Manassas, VA	7857 Coppermine Dr. Manassas, VA 20109	Professional Engineer	0402021398	7-31-2014
Accumark, Inc.	WC Labaugh, III	Richmond, VA	2418 Mountainbrook Drive, Richmond, VA 23233	Professional Engineer	0402010372	8-31-2013
Appraisal Review Specialists	Rayman Scott Barber	Hurricane, WV	3058 Mount Vernon Road, Hurricane, WV 22526	Real Estate Appraiser	4001012258	3-31-2015
Mountain Empire Acquisitions, LLC	Allen A. Armstrong	Portsmouth, VA	328 Shrike Drive Buda, TX 78610	Certified General Real Estate Appraiser	4001014986	7-31-2014



SCC Licenses



Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is March 28, 1983.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 14, 2009*

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

TS0502

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 14, 2009

This is to certify that the certificate of incorporation of

GENERAL EXCAVATION, INC.

*was issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business.
Effective date: March 28, 1983*



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

CIS0502



SCC efile

- SCC efile Home Page
- Check Name Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

BCC or Tax Liens

Court Services

Additional Services

Business Entity Details

GENERAL EXCAVATION, INC.

General

SCC ID: 02400679
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 3/28/1983
Status: Active
Shares Authorized: 20000

Principal Office

9757 RIDER ROAD
WARRENTON VA20187

Registered Agent/Registered Office

RUSSELL A JENKINS
9757 RIDER RD
WARRENTON VA 20187
FAUQUIER COUNTY 130
Status: Active
Effective Date: 1/29/2009

Select an action

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RK&K, LLP



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

May 22, 2012

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN, VA 23060-6802

RECEIPT

RE: RUMMEL, KLEPPER & KAHL, LLP
ID: K000417 - 8
DCN: 12-05-22-0543

Dear Customer:

This is your receipt for \$50.00 to cover the fee for filing the annual continuation report for the above-referenced registered limited liability partnership.

The annual continuation report was filed on May 22, 2012.

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

GPACCEPT
CIS0436

P.O. Box 1197, Richmond, VA 23218-1197
Tyler Building, First Floor, 1300 East Main Street, Richmond, VA 23219-3630
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) www.scc.virginia.gov/clk
Telecommunications Device for the Deaf-TDD/Voice: (804) 371-9206



9757 Rider Road, Warrenton, VA 20187 – www.gei-va.com

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

On September 25, 2001, a statement of registration as a foreign registered limited liability partnership was filed in this office by Rummel, Klepper & Kahl, LLP, a Maryland limited liability partnership.

This certificate of registration is in effect as of this date.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 24, 2013*

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

CIS0357

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, January 2, 1996

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

EBA Engineering, Inc.

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



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

SCC efile
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Business Entity Details

EBA Engineering, Inc.

General
SCC ID: F1239005
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 10/22/1997
Status: Active
Shares Authorized: 1000000

Principal Office
4813 SETON DRIVE
BALTIMORE MD21215

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

Select an action
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Business Entity Details

Fairfield-Echols, LLC

General
SCC ID: S1665795
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 9/27/2005
Status: Active

Principal Office
FIRST UNION TOWER
10 S JEFFERSON ST STE 1400
ROANOKE VA24011

Registered Agent/Registered Office
TALFOURD H KEMPER JR
WOODS ROGERS WACHOVIA TOWER
STE 1400
10 S JEFFERSON ST
ROANOKE VA 24011
ROANOKE CITY 217
Status: Active
Effective Date: 3/1/2007

Select an action
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Business Entity Details

BOWMAN CONSULTING GROUP, LTD.

SCC efile
SCC efile Home
Page
Check Name
Distinguishability
Business Entity
Search
Certificate
Verification
FAQs
Contact Us
Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

General
SCC ID: 04481982
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration:
6/7/1995
Status: Active
Shares Authorized: 360000

Principal Office
3863 CENTERVIEW DRIVE
SUITE 300
CHANTILLY VA20151

Registered Agent/Registered Office
ROBERT A HICKEY
3863 CENTERVIEW DR STE 300
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 5/13/2004

Select an action
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SCC efile

Schnabel Engineering Consultants, Inc.

SCC efile
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Distinguishability
Business Entity
Search
Certificate
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Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

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

Principal Office
1054 TECHNOLOGY PARK DR
GLEN ALLEN VA23059

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 6/16/2011

Select an action
[File a registered agent change](#)
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SCC eFile
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Business Entity Details

H & B Surveying and Mapping, LLC

General
SCC ID: S2905604
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/27/2009
Status: Active

Principal Office
612 HULL STREET STE 101B
RICHMOND VA23224

Registered Agent/Registered Office
TIMOTHY H GUARE
TIMOTHY H GUARE PLC
6802 PARAGON PL STE 100
HENRICO VA 23230
HENRICO COUNTY 143
Status: Active
Effective Date: 7/2/2009

Select an action
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SCC eFile > Entity Search > Entity Details

SCC eFile
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Business Entity Details

ENGINEERING & MATERIALS TECHNOLOGIES, INC.

General
SCC ID: 04786331
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/29/1997
Status: Active
Shares Authorized: 5000

Principal Office
7857 COPPERMINE DRIVE
MANASSAS VA20109

Registered Agent/Registered Office
SHAHZAD S MOOSA
7857 COPPERMINE DR
MANASSAS VA 20109
PRINCE WILLIAM COUNTY 176
Status: Active

Select an action
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On-Time Utility Solutions, LLC

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- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

General

SCC ID: S2054676
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 11/28/2006
 Status: Fee delinquent

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
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- [Pay annual registration fee](#)
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Principal Office

6913 HOVINGHAM CT
 CENTREVILLE VA20121

[New Search](#) [Home](#)

Registered Agent/Registered Office

RENEE T MARTIN
 44330 MERCURE CIR STE 140
 DULLES VA 20166
 LOUDOUN COUNTY 153
 Status: Active
 Effective Date: 4/8/2010



ACCUMARK, INC.

- SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

General

SCC ID: D4407458
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 1/30/1995
 Status: Active
 Shares Authorized: 500

Select an action

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

9500 KING AIR COURT
 ASHLAND VA23005

[New Search](#) [Home](#)

Registered Agent/Registered Office

S CRAIG MARTIN
 9500 KING AIR CT
 ASHLAND VA 23005
 HANOVER COUNTY 142
 Status: Active
 Effective Date: 1/5/2012



Appraisal Review Specialists, LLC



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Help

Appraisal Review Specialists, LLC

General

SCC ID: T0490682
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: WV
Date of Formation/Registration: 2/3/2012
Status: Active

Principal Office

3058 MOUNT VERNON RD
HURRICANE WV25526

Registered Agent/Registered Office

INCORP SERVICES INC
7288 HANOVER GREEN DR
MECHANICSVILLE VA 23111
HANOVER COUNTY 142
Status: Active
Effective Date: 2/3/2012

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Mountain Empire Acquisitions, LLC

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MOUNTAIN EMPIRE ACQUISITIONS LLC

General

SCC ID: T0441891
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: TN
Date of Formation/Registration: 8/27/2010
Status: Active

Principal Office

204 BUENA VISTA
CHATTANOOGA TN37404

Registered Agent/Registered Office

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7288 HANOVER GREEN DR
MECHANICSVILLE VA 23111
HANOVER COUNTY 142
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General

SCC ID: 50921587
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 2/19/2003
Status: Active

Principal Office

450 W BROAD ST # 301
FALLS CHURCH VA22046

Registered Agent/Registered Office

ROBERT J STRAYHORNE
LAW OFFICES OF ROBERT J
STRAYHORNE PLLC
450 W BROAD ST STE 301
FALLS CHURCH VA 22046
FALLS CHURCH CITY (FILED IN
ARLINGTON COUNTY) 304
Status: Active
Effective Date: 10/26/2011

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RUMMEL KLEPPER & KAHL LLP
RK&K
2100 EAST CARY ST
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ASHLAND, VA 23005



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Telephone: (804) 367-8500

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Details of license number 4008001754

Name:	MOUNTAIN EMPIRE ACQUISITIONS LLC
License Number:	4008001754
License Description:	Appraisal Business Registration
Business Type:	L
Address:	PO BOX 6506 PORTSMOUTH, VA 23701
Initial Certification Date:	November 5, 2012
Expiration Date:	November 30, 2014

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RICHMOND, VA 23233



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BRIAN MICHAEL FINERFROCK
327 EAST 18TH ST
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11-30-2013

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JEFFREY SCOTT KUTTESCH
14131 CHARTER LANDING CT
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0402036831

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JAMES CLICK CLEVELAND
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EDWARD GEORGE DRAHOS
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**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE**

SHAHZAD SULTAN MOOSA
7857 COPPERMINE DR.
MANASSAS, VA 20109



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
08-31-2013

NUMBER
0402010372

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

W C LABAUGH III
2418 MOUNTAINBROOK DRIVE
RICHMOND, VA 23233



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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Attachment 3.3.1

Key Personnel Resumes



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM



Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Scott C. Hunter – Vice President	
b. Project Assignment: Design-Build Project Manager	
c. Name of Firm with which you are now associated: General Excavation, Inc.	
d. Years experience: With this Firm <u>5</u> Years With Other Firms <u>21</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.):	
Vice President, General Excavation, Inc. (May 2007 – Present)	
As Vice President of General Excavation, Inc. Mr. Hunter has been responsible for the following:	
<ul style="list-style-type: none"> • South King Street Widening, Phase I in Leesburg, VA (\$4.5 million for Town of Leesburg) – Responsible-in-Charge for contract administration and project management. February 2012 – Present. • Route 234 Park & Ride Project in Prince William County, VA (\$5.3 million for VDOT) – Responsible-in-Charge for contract administration and project management. March 2012 – Present. • Route 7 Traffic Flow Improvements Project in Loudoun County, VA (\$3.7 million for Loudoun County) – Responsible-in-Charge for contract administration and project management. April 2012 – Present. • Aldie Route 50 Traffic Calming Project in Loudoun County, VA (\$3.7 million for VDOT) – Responsible-in-Charge for contract administration and project management. Project was completed \$500,000.00 below contract award amount. September 2011 – December 2012. • Pacific Boulevard Widening Design-Build Project in Loudoun County, VA (\$1.9 million for VDOT) – Design-Build Project Manager responsible for complete oversight and delivery of project design, construction, quality management and contract administration. May 2010 – August 2012. • Advance Detour and Access Road Construction Phase IV – I-66/Route 29 Linton Hall Road in Prince William County, VA (\$9.3 million for VDOT) - Responsible-in-Charge for contract administration and project management. May 2010 – September 2011. • Leesburg Park and Ride in Loudoun County, VA (\$4.3 million for Loudoun County) – Responsible-in-Charge for contract administration and project management. November 2008 – June 2010. • Route 340 Bridge Replacement Project over Jeremy’s Run in Page County, VA (\$7.7 million for VDOT) - Responsible-in-Charge for contract administration and project management. January 2008 – August 2009. • Dulles Corridor Metrorail Design-Build Project in Fairfax County, VA (\$0.8 million as a subcontractor to Dulles Transit Partners, LLC for MWAA) - Responsible-in-Charge for contract administration and project management. January 2009 – January 2012. • Route 340 Bridge Replacement Project / Overall Run in Page/Warren Counties, VA (\$5.1 million for VDOT) – Responsible-in-Charge for contract administration and project management. December 2006 - August 2008. • Route 208 Bypass Project Phase 1, Spotsylvania County, VA (\$13.4 million for VDOT) – Responsible-in-Charge for contract administration and project management. January 2007 – December 2008. • Route 15 Improvements in Loudoun County, VA (\$4.7 million for VDOT) – Responsible-in-Charge for contract administration and project management. November 2006 – November 2007. 	
Project Manager, Lane Construction (Dec. 2006 – May 2007)	
During his five months as a Project Manager for Lane Construction, Mr. Hunter assisted the estimating and management staffs in the development of the 495 HOT Lanes Design-Build proposal.	
Vice President of Construction, Moore Brothers Company, Inc. (Jan. 2003 – Nov. 2006)	
<ul style="list-style-type: none"> • I-66 HOV Lane Widening – Route 234 Bypass to Route 234 Business in Prince William County, VA (\$38.0 million for VDOT) – Responsible-in-Charge for project construction. August 2004 – December 2006. • I-95/ Route 627 Interchange Project in Stafford County, VA (\$46.0 million for VDOT) – Responsible-in-Charge for project construction. May 2002 – March 2006. 	
General Superintendent, Moore Brothers Company, Inc. (Jan. 1997 – Dec. 2002)	
<ul style="list-style-type: none"> • Route 234 Widening Project in Prince William County, VA (\$11.0 million for VDOT) – Responsible-in-Charge for project construction. July 2001 - October 2002. • Fairfax County Parkway – in Fairfax County, VA (\$30.0 million for VDOT) – Responsible for Bridge Construction & Project Field Operations. January 1997 – December 2001. 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Military Institute, Lexington, VA – BS/1986/Civil Engineering
f. Active Registration: Year First Registered/Discipline/VA Registration #:	N/A

- 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.*

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

Pacific Boulevard Widening – VDOT Design-Build Project – Loudoun County, VA

1. Design-Build Project Manager – Responsible-in-Charge for the overall design, right-of-way acquisition, construction, quality control, quality assurance, and contract administration for Pacific Boulevard Widening project in Loudoun County. Project value was \$1,850,103 and consisted of constructing 2,100 LF of two lanes of secondary roadway; reconstructing and widening of 850 LF of two lanes of secondary roadway; building a new traffic signal at the intersection of Pacific Boulevard and Sterling Boulevard; providing power to the new signal; and relocating sanitary sewer facilities.
2. General Excavation, Inc.
3. May 20, 2010 – August 2012

Route 340 over Jeremy's Run – VDOT – Page County, VA

1. Vice President - Principal-in-Charge of contract administration and project management. Supervised the Estimating Department in the development and preparation of the bid submission. During construction assisted the project management staff with preparation of subcontracts, scheduling, issuance of purchase orders, budgets, and cost controls. The value of this award winning project was \$7,674,952 and consisted of construction a bridge over Jeremy's Run. This project was recognized for its Excellence in Construction as the Best Project in the Staunton District in 2009.
2. General Excavation, Inc.
3. January 25, 2008 – August 2009

Route 208 Courthouse Road, Spotsylvania Courthouse - Phase 1- Spotsylvania County, VA – VDOT

1. Vice President - Principal-in-Charge of contract administration and project management. Advised the Department with the development of a revised sequence of construction and maintenance of traffic plan to better facilitate the safe flow of traffic, school buses, and emergency service vehicles through the limits of the project during construction. Supervised the project management staff with the development of the schedule, scoping, procurement, coordination of public notices, environmental compliance, and cost controls measures. The value of this project was \$13,463,486 and included construction of a new 4-lane divided roadway, traffic signals, stormwater management basins, environmental mitigation and other incidental construction activities on primary and secondary roadways.
2. General Excavation, Inc.
3. January 2007 – December 2008

I-66 HOV Lane Widening – Route 234 Bypass to Route 234 Business – VDOT Manassas, VA

1. Vice President – Construction/General Superintendent – Principal-in-Charge of construction management and administration for all field operations. The value of this project was \$38 million and consisted of constructing 6.11 kilometers of HOV lanes (in each direction) in the median of I-66; 6.11 kilometers in each direction of pavement widening on the outside of I-66; bridge deck construction and widening I-66 EBL over Route 234 business; 5 box culverts – extensions to the outside of I-66; 260,000 cubic meters of excavation; 250,000 metric tons of bituminous asphalt paving; and more than 37,000 meters of temporary traffic barrier service.
2. Moore Brothers Company, Inc.
3. August 2004 – December 2006

I-95/Route 627 Interchange – VDOT – Stafford County, VA

1. Vice President – Construction/General Superintendent – Principal-in-Charge Supervised the on-site construction management staff and was the principle point of contact for the administration of the contract after award. Directed the field staff with regards to the assignment and allocation of resources, project management, quality control, and development of the construction schedule. The value of this project was approximately \$46 million and included the construction of a new interchange on I-95; the construction of two bridges over I-95, one bridge over Route 1, and one over a stream; the reconstruction of approximately 5,000 LF of Route 1; 1.3 million cubic meters of excavation; 4,800 meters of storm drain; 167,000 metric tons of bituminous asphalt; 2,800 meters of water main; a new traffic signals; and permanent traffic signs. Of significant note is the savings of over \$4 million that this project realized as a result of numerous VEPs that were approved throughout the duration of construction.
2. Moore Brothers Company, Inc.
3. May 2002 – March 2006

ATTACHMENT 3.3.1



KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: James C. Cleveland, PE – Senior Construction Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: EBA Engineering, Inc.
d. Years experience: With this Firm <u>6</u> Years With Other Firms <u>43</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.): Senior Construction Manager, EBA Engineering, Inc. (2007 – Present) Coordinator of inspection services for Virginia, including assigning and supervising inspectors on projects in the Richmond District, NOVA District Maintenance Contracts, and the Bristol District. Also was the QAM for the Design Build Region 4 Bridge Rehabilitation Contract. Responsibilities include overseeing inspection activities to ensure that contract specifications are met and that a quality product is being obtained. Assistant Director of Construction Engineering, Wilbur Smith Associates (2002 – 2007) Assisted with the direction of construction engineering and inspection services for Virginia and West Virginia CEI operations. Responsibilities included primary client interface, quality assurance of WSA’s services and staffing of assignments. During this period, served as Quality Assurance Manager on the multi-million dollar Route 199 design-build VDOT project in Williamsburg, VA, which consisted of roadway, bridge, curbs and gutters, and drainage. Internal Project Team Coordinator, VDOT (2004 – 2006) West Point Bridges, Fredericksburg District, VDOT Internal Project Team Coordinator for this \$35 Million construction project that includes CEI services to contractor work on two bridge replacements, roadway widening, new roadway construction and extensive maintenance of traffic and public involvement in the town of West Point. Assistance Project Manager, VDOT (2002) Supervised as many as ten inspectors and engineers on the Northern Virginia District On-Call Consultant Engineering Inspection Contract, VDOT. Projects included major highway and bridge construction projects such as: Springfield Interchange, Fairfax County Parkway, I-95 bridges in Prince William County and Route 234 reconstruction. As part of this contact, provided inspection on several small projects, oversight of VDOT’s DBE contractor program in the District and provided District Office engineering staff with plan review and minor design services. Administrator, Virginia Department of Transportation (1995 – 2002) Construction Management, Administration & Management and Engineering for the Hampton Roads District. Responsible for District-wide strategic planning, direction, coordination and administration of activities in nine counties and nine cities, that included four underwater tunnels and numerous bridges. Also responsible for public involvement that included numerous presentations to citizen groups and municipalities. Responsible for staff of 1,400 employees. Construction Engineer, Virginia Department of Transportation (1982 – 1995) Responsible for all roadway and bridge construction in nine counties and projects in the Suffolk District financed by VDOT in nine cities. Projects included: (1) I-264 Downtown Tunnel; (2) I-664 Tunnel including 16 miles of roadway and bridges and (3) Route 17 George P. Coleman Bridge – Unique project that involved removal of existing superstructure by flotation and replacement with wider superstructure that included railing, lighting and other amenities constructed off-site. Award-Winning Project.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Tech, Blacksburg, VA - BS/1960/Civil Engineering; VDOT Management Seminars, 1970, 1983; National Highway & Transportation Management Program, 1986; VDOT Executive Institute, 1989.
f. Active Registration: Year First Registered/Discipline/VA Registration #: 1991/Professional Engineer/VA (#0402 022124)

- 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.*

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

Multiple Bridge Rehabilitation Project, Region 4, Fredericksburg and Richmond Districts (2009 - 2012)

1. Mr. Cleveland was the Quality Assurance Manager during the rehabilitation of ten bridges. He was responsible for monitoring the contractor's construction Quality Control and the QA inspectors testing to assure compliance with VDOT's Guidelines for QA/QC on Design Build Projects. As Quality Assurance Manager, conducted project site reviews, materials notebook reviews, coordination of inspection staff, coordination of materials testing lab, project records reviews, contractor requests for reimbursement reviews, administration of quality assurance plan for construction and ensured quality control plan for construction was administered by contractor.
2. EBA Engineering, Inc. (current firm)
3. 2009 - 2012

West Point Bridges, VDOT, Fredericksburg District

1. Mr. Cleveland was the Internal Project Team Coordinator responsible for the construction engineering and inspection quality assurance and quality control services for this major \$35 million construction project which included two bridge replacements, roadway widening, new roadway construction and extensive maintenance of traffic and public involvement with the town of West Point.
2. Wilbur Smith Associates
3. 2004 - 2006

Assistant Director of Construction Engineering and Inspection Services, Wilbur Smith Associates

1. Mr. Cleveland assisted with the direction of construction engineering and inspection services for Virginia and West Virginia CEI operations. Responsibilities included primary client interface, quality assurance of WSA's services and staffing of assignments. During this period, served as Quality Assurance Manager on the multi-million dollar Route 199 design-build VDOT project in Williamsburg, VA, which consisted of roadway, bridge, curbs and gutters, and drainage.
2. Wilbur Smith Associates
3. 2002 - 2007

Construction Management, Administration and Management and Engineering, VDOT

1. As Hampton Roads District Administrator, Mr. Cleveland was responsible for District-wide strategic planning, direction, coordination and administration of activities in nine counties and nine cities that included four underwater tunnels and numerous bridges. Mr. Cleveland was also responsible for public involvement that included numerous presentations to citizen groups and municipalities. He had a staff of 1,400 employees under his management.
2. Virginia Department of Transportation
3. 1995 - 2002

District Construction Engineer, Hampton Roads District, VDOT

1. As Hampton Roads District Construction Engineer, Mr. Cleveland was responsible for leading, guiding, directing managing and overseeing construction and maintenance funded contracts, overall construction management and oversight of a district materials testing laboratory. Primary focus was to effectively oversee and coordinate planning, organizing, monitoring, budgeting and directing all work activities and resources to complete specific transportation projects, ensuring proper measures of safety, quality assurance/quality control, constructability reviews and other project components are effectively executed. Worked closely with various Section Managers to maintain a partnership and ensure effective communication with elected officials and citizens while meeting district construction program goals. Provided direction, leadership and advanced professional engineering advice to construction inspection staff for issue resolution matters and exercised responsible engineering as described by Code of Virginia and DPOR regulations.
2. Virginia Department of Transportation
3. 1982 - 1995

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM



Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Gary S. Johnson, PE, DBIA – Senior Manager, Structures
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: RK&K, LLP
d. Years experience: With this Firm <u>2.5</u> Years With Other Firms <u>17</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.): Senior Manager, Structures – RK&K, LLP (Sept. 2010 – present) As Senior Manager for Structures, Mr. Johnson is responsible for bridge design and design-build projects in Virginia. He has more than 19 years of project management, design and construction inspection experience in structures, roadways, and mass transit stations. His extensive project management experience, formal training and hands-on participation in inspection, design and construction engineering assignments afford him in-depth knowledge of project requirements. Additionally, his experience with design-build projects has developed his full understanding of the implementation of bridge plans and projects through construction. He is currently a member of the VTCA Engineering Consultant Leadership Committee is regularly attends and participates in the VTCA Design-Build Committee meetings. Mid-Atlantic Unit Manager – T.Y. Lin International (May 2005 – Sept. 2010) Project Manager and Lead Structural Engineer for dozens of bridge projects. Oversaw staff of 20 structural engineers. Served as Engineer of Record on bridge replacement projects. Served as Principal in Charge for design-build projects in Virginia, North Carolina and Washington DC. Director of Virginia Operations – Ammann & Whitney (June 1993 – May 2005) Project Manager and Lead Structural Engineer for projects throughout Massachusetts, Pennsylvania and Virginia. Served as Engineer of Record on bridge replacement and rehabilitation projects. Focused on rehabilitation of bridges damaged from over height loads and emergency response.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Commonwealth University, Richmond, VA – MBA/2003/Business Administration University of New Hampshire, Durham, NH – BSCE/1993/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999/Professional Engineer/VA (#0402 033863) 2010/DBIA Professional (#125387) 2010/NBIS Certified Bridge Inspection Team Leader
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Middle Ground Blvd. Extension, Newport News, VA (Design-Build) <ol style="list-style-type: none">1. Structures Project Manager. As part of a Staff Services contract for Innovative Project Delivery department Mr. Johnson developed preliminary plans depicting the location and a concept (TS&L plans and report) for the bridge over the CSX Railroad in order to identify right of way requirements. Mr. Johnson also played an integral role in estimating construction costs. The Extension of Middle Ground Boulevard is from approximately 0.120 miles east of Route 143 (Jefferson Avenue) to approximately 0.077 miles west of Route 60 (Warwick Boulevard) in Newport News, Virginia. The proposed improvements cover a distance of approximately 1.20 miles and include a new bridge over the CSX Railroad. Mr. Johnson coordinated with the roadway engineers, railroad, and utility designers to arrive at the most cost-effective design.2. T.Y. Lin International3. May 2009 – Sept 2010

US 158 Over Yadkin River, Mocksville, NC (Design-Build)

1. Project Design Manager and Structural Engineer for a roadway widening that included a nine-span bridge structure with a length of 1150 feet. The superstructure span arrangement consists of three, 3-span units made continuous for live load utilizing 72" Modified Bulb Tee girders. The substructure consists of three column bents founded on drilled shaft foundations. Mr. Johnson led a multi-member, multi-disciplined project team (including utilities, roadway, right-of-way, environmental, structures, and hydraulics) from proposal development through construction. Complicating the project was extensive right-of-way negotiations, complex maintenance of traffic, complex hydraulic analysis, and an aggressive schedule.
2. T.Y. Lin International
3. June 2008 – Sept 2010

New York Avenue, Washington, DC (Design-Build)

1. Project Design Manager and Lead Structural Engineer for this bridge replacement project in downtown Washington DC. Maintenance of Traffic during construction was the main driving force of the project. MOT drove the most applicable structural alternatives. Mr. Johnson worked closely with the client and contractor to arrive at the most feasible bridge replacement options. The project involved significant roadway work and Mr. Johnson was responsible for all aspects of the project, from initial costing to final design.
2. T.Y. Lin International
3. January 2010 – Sept. 2010

The Bridges at Lancer Park for Longwood University (Design-Build)

1. Project Design Manager and Structural Engineer for the design of two new bridge structures and associated approaches and ramps. The first structure, a 140 foot long through truss, completed the proposed West Third Street entrance into Lancer Park by spanning the Rails and Trails corridor. The second structure is a pedestrian bridge and crosses West Third Street. Responsibilities included coordination with the Virginia Bureau of Capital Outlay Management (BCOM), Department of Conservation and Recreation (DCR), VDOT and the Town of Farmville. This project also included a presentation before the Art and Architecture Review Board (AARB).
2. T.Y. Lin International
3. Oct. 2008 – July 2010

Anacostia Riverwalk Trail, Washington, DC (Design-Build)

1. Project Design Manager for the environmental assessment and design of approximately 16 miles of the Anacostia Riverwalk Trail following the east and west banks of the Anacostia River, mostly through Anacostia National Park property. The trail alignment is adjacent to some of the most environmentally sensitive portions of the National Park. The trail also includes numerous connections to adjacent neighborhoods and transit stations. The final project was divided into three Design-Build contracts. Final design for one of these contracts and for a portion of another contract has been completed under the direction of Mr. Johnson. For this work, he was the Project Design Manager and was responsible for all aspects of the project, from pricing to final delivery. These contracts involved the construction of approximately 5.75 miles of trail as well as two bridges over the CSXT railroad.
2. T.Y. Lin International
3. April 2009 – Aug. 2010

ATTACHMENT 3.3.1



KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Page L. Gallihugh, Jr. – Construction Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: General Excavation, Inc.
d. Years experience: With this Firm <u>10</u> Years With Other Firms <u>13</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.): Construction Manager, General Excavation, Inc. (2001 – Present) As a Construction Manager for GEI, Mr. Gallihugh is responsible for field construction operations on design-build and fast-track, large scale transportation infrastructure projects. The following projects represent his field of practice as General Superintendent: <ul style="list-style-type: none">• Route 7 Traffic Flow Improvements Project in Loudoun County, VA (\$3.7 million for Loudoun County) – General Superintendent responsible for field construction operations. April 2012 – Present.• Pacific Boulevard Widening Design-Build Project in Loudoun County, VA (\$1.9 million for VDOT) – General Superintendent responsible for field construction operations. May 2010 – August 2012.• Sycolin Road Widening, Phase II in Leesburg, VA (\$2.7 million for Town of Leesburg) – General Superintendent responsible for field construction operations. June 2010 – September 2011.• Leesburg Park and Ride in Loudoun County, VA (\$4.3 million for Loudoun County) – General Superintendent responsible for field construction operations. November 2008 – June 2010.• Route 610 Improvements Project in Stafford County, VA (\$5.1 million for VDOT) – General Superintendent responsible for field construction operations. November 2006 - August 2008.• Route 208 Bypass Project Phase 1, Spotsylvania County, VA (\$13.4 million for VDOT) – General Superintendent responsible for field construction operations. January 2007 – December 2008.• Route 15 Improvements in Loudoun County, VA (\$4.7 million for VDOT) - General Superintendent responsible for field construction operations. November 2006 – November 2007.• University Boulevard over I-66 & Norfolk Southern Railroad in Prince William County, VA (\$11.1 million for VDOT) – General Superintendent responsible for field construction operations. October 2005 – September 2006.• Route 649 Project in Albemarle County, VA (\$4.8 million for VDOT) – General Superintendent responsible for field construction operations. March 2004 – September 2005.• Route 799 Improvement Project in Culpeper County, VA (\$1.3 million for VDOT) – General Superintendent responsible for field construction operations. January 2003 – September 2003.• Route 15 Improvements in Loudoun County, VA (\$4.4 million for VDOT) – General Superintendent responsible for field construction operations. May 2002 – May 2003.• Route 234 Widening Improvement Project in Prince William County, VA (\$16.2 million for VDOT) – General Superintendent responsible for field construction operations. April 2001 – October 2002. Construction Quality Improvement Inspector, Virginia Department of Transportation (1998 – 2001) <ul style="list-style-type: none">• Inspection of VDOT projects for safety issues, quality construction, and adherence to specification and plans.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
f. Active Registration: Year First Registered/Discipline/VA Registration #: Certifications: VDCR – Responsible Land Disturber #32627 – Expires 10/15/2015 VDOT – Erosion and Sediment Control Contractor Certification #1754C – Expires 2/20/2014 VDOT – Instructor Work Zone Traffic Control #00044953 VDMME – General Mineral Miner #0010996 Hazmat – Expires 12/22/2013 Training: OSHA – Subpart P, 30-Hour Attended 2/29/2008; ATTSA – Certified Traffic Control Supervisor – Expires 12/04/2016 VDOT – Intermediate Work Zone Traffic Control Trainer – Expires 12/31/2016 VDOT – Guardrail; Concrete Field; Nuclear Safety; Pavement Marking

- 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.*

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

Pacific Boulevard Widening – VDOT Design-Build Project, Loudoun County, VA

1. Construction Manager – Management and oversight of the field operations for the VDOT Pacific Boulevard design-build project. The contract price \$1.9 million consisted of designing and constructing 0.56 miles of secondary roadway. Significant borrow material was necessary to complete the project. Duties included negotiations with property owners of borrow sites essential to secure the required material; coordination with utility companies and the service authority for removal, replacement and relocation of existing utilities; monitor quality control inspections and testing to make sure the required frequency is being met and the results are acceptable.
2. General Excavation, Inc.
3. May 2010 – August 2012

Route 610 Garrisonville Road, Stafford County, VA

1. Construction Manager of this \$5.1 million VDOT project that consisted of 0.87 miles of grading, drainage, asphalt pavement, water, sanitary sewer, signage and traffic signals. The project included complex traffic control issues with three (3) major intersections and a daily traffic count of 50,000 VPD. The project required daily communication with the school system, VDOT and service authorities. Responsible for the safety of GEI employees and the traveling public. Coordinated with the local government agencies, commercial entities and media outlets to provide notice of upcoming lane shifts and detours. Served as the point of contact with the Stafford County Utilities Department for the upgrade to their facilities during the widening of Garrisonville Road.
2. General Excavation, Inc.
3. November 2006 – August 2008

Route 208 Courthouse Road, Spotsylvania Courthouse - Phase 1- Spotsylvania County, VA – VDOT

1. Construction Manager – Management of a \$13.4 million VDOT project consisting of 4.82 km of grading, drainage, excavation, asphalt pavement, curb & gutter, guardrail, landscaping, traffic signalization, electrical items, pavement markings, misc. concrete, pipe and structure installation and erosion & sediment control. Mr. Gallihugh was responsible for scheduling all crews and equipment. He negotiated with property owners to secure borrow and disposal sites. Participated in planning and progress meetings that included VDOT management staff, Spotsylvania County elected officials, and field supervisors. His knowledge of VDOT specifications and standards and his ability to communicate complex ideas and details to the stakeholders helped to develop positive community relations.
2. Firm: General Excavation, Inc.
3. January 2007 – December 2008

Route 234 Dumfries Road at Lake Jackson Drive – VDOT – Prince William County, VA

1. Construction Manager – Managed a \$16.2 million VDOT project consisting of 2.071 Miles of grading, construction of 3 bridges, drainage, asphalt drainage, storm water management, signs and signals. Managed and coordinated subcontractors involved with the installation of bridges, asphalt pavement, curb & gutter, guardrail and fence. He was responsible for managing GEI pipe crews and grading crews assigned to the project. Scheduling and coordinating material deliveries and their staging was an interregional part of his daily activities. Traffic controls including detours, lane shifts and maintenance of traffic through the work zone was included in his duties.
2. Firm: General Excavation, Inc.
3. April 2001 – October 2002

I-66 University Boulevard – VDOT – Prince William County, VA

1. Construction Manager – Managed \$11.1 million VDOT project consisting of 0.922-mile project constructing of a bridge across I-66 and the Norfolk Southern Railroad. Managed the maintenance of traffic plan, which included I-66 traffic and Norfolk Southern rail traffic. Involved close coordination with the Norfolk Southern Railroad flagmen to ensure that construction activities within the railroad right-of-way did not interfere with the train schedules. During the erection of the steel bridge spans a complete closure of I-66 was necessary and was permitted in 15-minute intervals, which involved coordination with the State Police to provide the necessary lane closures. The project was completed ahead of schedule.
2. General Excavation, Inc.
3. October 2005 – Sept. 2006

ATTACHMENT 3.3.1



KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Renee Martin – President 
b. Project Assignment: Lead Utility Coordinator
c. Name of Firm with which you are now associated: On-Time Utility Solutions
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>23</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.): President – On-Time Utility Solutions (Nov. 2006 - present) Project Manager on many utility coordination projects working directly with local government agencies implementing utility relocations in accordance with VDOT’s LAP manual. Utility Right of Way Manager – Shirley Contracting (May 2003 – Nov. 2006) Utility relocations and Right of Way Acquisition impacted by road improvement projects. Representative project work includes Route 28 Corridor Improvement Project (all interchanges) and Loudoun County Parkway and Centreville Road Improvement Projects. Project Engineer – Washington Gas and Light (2000-2003) Designed and oversaw construction/installation of high pressure transmission system, distribution and relocations for natural gas. Examples of projects include Loudoun County Parkway, Human Geno Science, Route 606 and Waxpool Road. Project Engineer – Communications Engineering, Inc. (1998-2000) Engineered and designed television broadcast facilities: FOX Houston, FOX Long Island, BET, WETA, Bloomberg and US Customs. Designed video walls, raised floorings, lighting, cabinetry conduit runs, server rooms and oversaw construction and installation.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Arkansas, Fayetteville, AR/BS/1988/Mechanical Engineering Southern Technical College, Hot Springs, AR/AS/1986/Computer Aided Drafting
f. Active Registration: Year First Registered/ Discipline/VA Registration #:
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) VDOT - Gallows Road and Route 29 Improvement Project, Fairfax, VA 1. Lead Utility Coordination Manager for utilities and responsible for overseeing the engineering and design for the relocation of all fiber optic communications providers into a common duct bank system with in the project limits. Due to the restricted available spacing, thirteen communication companies were directed to relocate their existing facilities. Some overhead and underground ran parallel and crossed both Gallows Road and Route 29 into a common duct bank system that was designed on behalf of VDOT. At some location in the duct bank system, there are as many as 56 stacked conduits. Complete restoration of sidewalks, roads and other surfaces were requirements by VDOT. Because of the impacts to traffic and commercial residents, MOT and construction scheduling was a must. Ms. Martin worked concurrently with the relocation of the water companies (Fairfax City and County), Dominion Virginia Power and other impacted utilities ensuring the constructability of the multi-duct bank system. Cost: \$2 million. 2. On-Time Utility Solutions 3. 2008 – 2010

VDOT Route 218 / Route 1 Project, Stafford County, VA

1. As Lead Utility Coordination Manager on behalf of Cox Communication, Verizon and Mary Washington Hospital, Ms. Martin's responsibilities included the utility design, coordination and relocation of Verizon, Cox and MWH fiber systems and overhead facilities in conflict with the proposed VDOT Roadway Improvement project. Over the course of a year the relocation design consisted of a common duct bank system shared by Cox, Verizon, Dominion and Mary Washington Hospital. Under Ms. Martin's direction, VDOT purchased a common shared utility easement and coordination of a single contractor to complete the installation of duct bank systems.

2. On-Time Utility Solutions

3. 2011 – June 2013 (estimated)

VDOT Route 7 Traffic Flow Improvement Project, Sterling, VA

1. As Lead Utility Coordination Manager, Ms. Martin implemented the utility design, coordination and relocation of Verizon, MCI, Dominion, Loudoun Water, AT&T, Washington Gas and Comcast systems in conflict with the proposed roadway improvements. She worked on behalf of the general contractor, and worked directly with the GC, County agents and their engineering staff to implement the most cost-efficient relocation plan suitable for all parties. Due to an aggressive construction schedule and the awarding of the project prior to any utility meetings, VDOT protocols and standards were implemented at the UFI meeting and utility relocation designs were completed during construction. OUS was able to avoid a potential fiber concrete incased duct bank system relocate by adjusting storm and verifying grade clearances. Through test holes and field value engineering they were also able to save cost and time to the project

2. On-Time Utility Solutions

3. 2012 – Nov. 2013 (estimated)

Loudoun County Parkway and Route 7 Interchange Project, Loudoun County, VA

1. As Lead Utility Coordination Manager, Ms. Martin implemented the utility design, coordination and relocation of Verizon, MCI, Dominion, Loudoun Water, AT&T, Washington Gas and Comcast systems in conflict with the proposed roadway improvements. She worked on behalf of the general contractor, and worked directly with the GC, County agents and their engineering staff to implement the most cost-efficient relocation plan suitable for all parties. Due to an aggressive construction schedule and the awarding of the project prior to any utility meetings, VDOT protocols and standards were implemented at the UFI meeting and utility relocation designs were completed during construction. OUS was able to avoid a potential fiber concrete incased duct bank system relocate by adjusting storm and verifying grade clearances. Through test holes and field value engineering they were also able to save cost and time to the project.

2. On-Time Utility Solutions

3. 2007 – 2009

Waxpool Road Improvement Project, Ashburn, VA

1. Lead Utility Coordinator Manager. Tasks included the generation of an estimated budget for the relocation of the existing utilities and to design the relocation in accordance with VDOT, the County and utility requirements making sure all utility design would coincide with all roadway designs. Once establishing all necessary easements, Ms. Martin worked directly with the County to acquire the easements by researching proffer statements, meeting with landowners during the negotiation process and execution of all documentation. During construction the facilitation of the utilities and construction start dates is always a challenge, but with aggressive time lines, overseeing this process allowed for an early completion in 2009. The original estimated budget was \$1.2M with a cost savings to the project of 40%.

2. On-Time Utility Solutions

3. 2007 – 2009



Attachment 3.4.1(a)

Lead Contractor Work History Forms



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	
Route 340 – Jeremy's Run Bridge Crossing Page and Warren Counties, VA	HDR Engineering, Inc.	Virginia Department of Transportation 540.778.2569 Mr. Robert Good, PE 540.778.2569 Robert.good@vdot.virginia.gov	Nov. 2009	Aug. 2009	\$7,674	\$8,148(The 5% increase was due to costs associated with bedding stone, traffic signs, revision in asphalt type and requirement to raise the superstructure to adjust the bearing pads)	\$3,413

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.

Scope of Work

- Bridge construction and demolition
- Work over an environmentally-sensitive area
- Disposal of unsuitable materials off-site

Proposed Project Team for the Project

- Scott Hunter – Responsible In Charge
- Page Gallihugh – Construction Manager
- Rodney Jenkins – Principal Executive
- David Graham – Bridge Subcontractor (Fairfield Echols)

Lessons Learned

- Consistency of the construction management teams from General Excavation and Fairfield-Echols created an environment that produced an award winning project
- Ability to apply lessons learned from two previous projects completed by the same construction management team that is in place for the Walney Road project
- Establish relationships with third party representatives
- Engage local utility companies early to ensure timely delivery of utility relocation
- Disposal of unsuitable materials off-site

PROJECT SCOPE AND DESCRIPTION

GEI was the Prime Contractor for this section of Route 340. The scope of services completed included roadway and bridge construction, blasting, storm drainage, maintenance of traffic, scheduling, bituminous asphalt paving, and construction management of our subcontractors. The key elements of the Jeremy's Run project were the replacement of the existing structure with a 446 foot long bridge. There was 139,000 cy of excavation on the project, most of which had to be blasted before being disposed of off-site.

PROJECT COMPLEXITY

Prior to being demolished, the old bridge structure was classified as structurally deficient. The posted weight restriction limited the use of the bridge for transportation of materials from one side of Jeremy's Run to the other. This presented the challenge of moving material on the project without crossing the bridge. Using a combination of smaller trucks with lighter loads and a lengthy detour route, the GEI/Fairfield-Echols Team was able to move and deliver all of the construction materials without damaging the existing structure. Demolition of the existing structure was performed without incident in an environmentally-sensitive area by constructing protective shields that prevented debris from falling into or entering the surrounding environmentally sensitive areas. It is important to note that given the complexity and manner in which the earthwork had to be completed, the Jeremy's Run project was completed two (2) months ahead of schedule.

EVIDENCE OF PERFORMANCE

EXCELLENCE

The Route 340 Bridge Replacement project over Jeremy's Run received **the award for Excellence in Construction as the Best Project in the Staunton District in 2009 and was completed two months ahead of schedule.** The award winning recognition was directly attributable to the team members involved on this project. Key among those members was our bridge subcontractor Fairfield-Echols, the same bridge subcontractor proposed for the Walney Road project. Our experienced field construction management staff, that was instrumental to the success of the Jeremy's Run project, will be directly

involved in the Walney Road project. This same staff completed not only the Jeremy's Run bridge, but also completed a similar bridge only a few miles away from Jeremy's Run on Route 340 over Overall Run. The positive foundation developed on the Jeremy's Run and Overall Run bridges will be applied to the Walney Road project to ensure its successful delivery.



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	
Route 340 – Overall Run Bridge Crossing Page and Warren Counties, VA	HDR Engineering, Inc.	Virginia Department of Transportation 540.778.2569 Mr. Robert Good, PE 540.778.2569 Robert.good@vdot.virginia.gov	Oct. 2008	Oct. 2008	\$11,258	\$11,340 (less than 1% increase to the final contract value was due to approved change orders – one of significant value that added a retaining wall, and asphalt and fuel adjustments	\$7,541

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.

Scope of Work

- Active bridge construction adjacent to traffic
- Staged construction utilizing concrete barrier
- Retaining wall construction
- Detailed traffic management plan required
- Existing bridge demolition

Proposed Personnel for the Project

- Scott Hunter – Responsible in Charge
- Page Gallihugh – Construction Manager
- Rodney Jenkins – Executive Oversight
- David Graham – Bridge Subcontractor (Farfield Echols)

Lessons Learned

- Develop a MOT/TMP plan that reduces the impact to the traveling public and surrounding businesses while enabling safe construction practices. GEI successfully revised the approved MOT plan for the project to achieve this objective.
- Engage local utility companies early to ensure timely delivery of utility relocation and new power and communications to traffic signals.

PROJECT SCOPE AND DESCRIPTION

GEI was the Prime Contractor for this section of Rte. 340 in Page and Warren Counties, VA. The scope of services included roadway and bridge construction, furnished and installed all site utilities, mass blasting, storm drainage, maintenance of traffic, scheduling, bituminous asphalt paving, and construction management of our subcontractors. Key members of our construction team included our bridge sub-contractor, Fairfield-Echols, the same bridge sub-contractor for Walney Road.

The key elements of the Overall Run project were the replacement of the existing structure with a 310 foot long bridge; including realigning Route 340 approximately 3,000 feet to accommodate the construction of the new bridge. The project also required the close coordination with GEI's Jeremy's Run project to ensure rockfill was available when needed.

PROJECT COMPLEXITY

During the construction of the abutments, it was noted that settlement of the roadway was occurring around structure B606. The settlement required a redesign by the prime design consulting firm. The GEI Team closely coordinated with the consulting firm to effectively resolve the issue and continue construction on the remaining portions of the project. The coordination of grading and the placement of shotrock for use as borrow from GEI's Rt. 340 project at Jeremy's Run was required. The GEI Team scheduled and coordinated the two projects to ensure the availability of the material to avoid costly delays and impacts to the Overall Run project. GEI's trucking subcontractor was selected for the project due to their DBE status and required close coordination of GEI's project management staff due to the trucking companies continued delays in delivery of stone required for the rockfill. Through the efforts of GEI's project management staff, the team resolved delivery delays with the trucking company and stone supplier ensuring the project remained on schedule, within budget, and allowing GEI to meet DBE goals.

Evidence of Performance

GEI's ability to manage and schedule the highly complex project enabled the firm to deliver the project on time and above all safety of the work force and traveling public was maintained throughout the entire project.



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	
Route 729 Road Improvements and Bridge Replacement Rappahannock County, VA	VDOT Location and Design Culpeper, VA	Virginia Department of Transportation Phone: See Below Dianna Sheesley, PE 703.259.2947 Dianna.Sheesley@VDOT.Virginia.gov	Nov. 2012	Nov. 2012	\$1,450	\$1,450	\$1,141

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.

Scope of Work

- Road closure with long detour
- Demolition of existing wood plank deck and steel bridge

Proposed Project Team for the Project

- Scott C. Hunter – Responsible in Charge
- Page Gallihugh – General Superintendent
- Rodney Jenkins – Executive Oversight

Lessons Learned

- Consistency of the construction management teams from General Excavation and Fairfield-Echols created an environment that produced a successful project.
- Ability to apply lessons learned from two previous projects completed by the same construction management team that is in place for the Walney Road project.
- Establish relationships with third party representatives
- Engage local utility companies early to ensure timely delivery of utility relocation.
- Identification of sites early in construction for the Disposal of unsuitable materials off-site.

Evidence of Performance Excellence

The Route 729 project represents another successful project in which GEI combined field forces with a sub-contractor to complete a critical bridge replacement for VDOT. In addition to Jeremy's Run and Overall Run, Route 729 provides examples of a successful teaming effort in which GEI provided field support to a bridge subcontractor while maintaining complete responsibility for the overall construction of the project.

PROJECT SCOPE AND DESCRIPTION

General Excavation, Inc. (GEI) served as the Prime Contractor self-performing the road improvements for the approaches, including installing drainage culverts, permanent slope drains, and underdrains. GEI installed the stone required to protect the bridge from scour, brought the ground to subgrade for the bridge foundation, and managed the bridge contractor installing the sub and super structure of the cast in place bridge over Battle Run. The Project consisted of 1,450 linear feet of road improvements and the replacement of an existing bridge with a 94 linear foot two-span bridge on Route 729 over Battle Run in Rappahannock County.

PROJECT COMPLEXITY

The project was a relatively straight forward bridge replacement. However, some environmental challenges had to be overcome which included the requirement to divert approximately 465 feet of an existing channel due to the proposed middle pier being located in the center of the existing live stream. The relocated channel consisted of an engineered meandering channel with low flow and riparian buffer components. In stream rock structures (cross vanes) combined with live stakes were required to create an instream habitat within a stable stream. The contractor was required to find a source for the type of rock used for the stream structures and in conjunction with the Engineer of Record would hand select the material.





Attachment 3.4.1(b)

Lead Designer Work History Forms



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)	
I-4744: I-40 Widening & Signing Wake County, NC	S.T. Wooten	North Carolina Dept. of Transportation 919.707.6601 Rodger Rochelle, PE 919.707.6601 rdrochelle@dot.state.nc.us	June 2011	June 2011	\$49,000	\$49,000	\$3,900

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.

- Scope of Work**
- Design Management
 - Roadway Design
 - Bridge Design
 - Traffic Control & Pavement Marking
 - Hydraulic & Erosion Control Design
 - Noise Analysis & Sound Barrier Design
 - Utility Coordination/Utility Design
 - Environmental Permitting/Coordination
 - ITS Conduit Routing
 - Signing Design

- Similar Scope and Complexity**
- Widening of existing roadway
 - Design-Build Delivery
 - Complex Traffic Issues
 - Public Involvement
 - Utility Coordination
 - Bridge Reconstruction

- Proposed Personnel for this Project**
- Tommy Peacock, PE
 - Sheila Reeves, PE

PROJECT SCOPE AND DESCRIPTION

RK&K's Raleigh office served as the Lead Designer for the entire project with assistance from RK&K's Richmond office. The 6.4 miles of I-40, from west of Wade Avenue to east of Jones Franklin Road is a critical commuter freeway with traffic volumes that exceed 130,000 per day and was the source of rush hours that lasted for hours. Contracted by the North Carolina Department of Transportation to reduce congestion and improve traffic flow, the RK&K Design-Build team widened the existing four-lane divided roadway to a six-lane divided facility. The project also included widening dual bridges over US 1/US 64 and dual bridges over eastbound Wade Avenue. With innovation and an aggressive design and construction schedule, the project approach circumvented complex traffic issues and was successfully completed nearly a full year ahead of schedule.

Highway/Roadway Design: I-40, known as the Triangle's "Main Street," is also a critical freeway. Traffic volumes exceeded 130,000 per day, which is far above the capacity of a freeway in this area, and led to an evening rush hour that could last for three hours eastbound.

This rolling urban freeway with a 70-mph design speed included the following roadway improvements: the design of one 12-foot wide lane in each direction of I-40 expanding the interstate from four to six lanes; a 12-foot wide paved shoulder was added in each direction, built to the same depth as the roadway, which allows for easier expansion of the highway in the future; median guardrail was installed throughout the project and guardrail was replaced on the outside shoulders; at the eastbound I-40/Wade Avenue split, the roadway was expanded to provide three lanes for I-40 from the current two lanes.

Pavement Markings and Signing: As a heavily traveled urban facility, special attention was focused on signing and pavement markings.

Intelligent Traffic Systems: Responsible for the design of ITS communications cable routing plans, CCTV cameras, and ITS.

Bridge Design: Structures were designed for the bridge widening at Wade Avenue and US 1 / 64, as well as two sound barrier walls.

Utilities: Responsible for the identification of conflicting utilities, coordination of Level "A" S.U.E. data and management of utility coordination efforts. Utility design included the design and permitting of water services for the construction office and asphalt plant facilities.

Lessons Learned

- Investigate using alternate methods for delivering materials to the project site to reduce exposure to traffic and reduce construction time.
- Close coordination with subconsultants and the Contractors is vital to a successful design-build project.
- Using staged submittals of design plans (structure, traffic controls, erosion control, etc.) allowed work to begin much earlier than following the typical process.
- Additional traffic studies are valuable to show additional hauling during the day will not impact the traveling public. Also, the additional hauling during the day helped reduce the construction time.

Evidence of Performance

*RK&K received an impressive technical score of 93% during the design-build selection process demonstrating the team had the experience and qualifications necessary to provide cost-effective and innovation solutions

*****AWARDS*****

- ACEC/NC Engineering Excellence Award
- 2011 AGC Pinnacle Award for Best Highway Project in the Carolinas
- 2010 NAPA Safety Innovation Award

"I commend the entire Design-Build Team for completing this project quickly, safely, and cost-effectively. The Design-Build Team's efforts exceeded NCDOT's expectations in innovation during both design and construction. Despite the numerous and complicated traffic control, schedule, subgrade, and public information challenged of this project, the S.T. Wooten/RK&K total 'team approach' and responsiveness to the NCDOT contributed to one of North Carolina's finest transportation achievements." ~NCDOT



a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
ROUTE 250 BYPASS INTERCHANGE AT MCINTIRE ROAD Charlottesville, VA	General Excavation Inc.	City of Charlottesville 434.970.3182 Angela Tucker 434.970.3182 tuckera@charlottesville.org	June 2015	December 2014 (estimated)	\$20,377	\$20,000 (estimated)	\$5,900

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.

<p>Scope of Work</p> <ul style="list-style-type: none"> Roadway Survey Structures Environmental Geotechnical Hydraulics Traffic Control Devices Transportation Management Plan Right-of-Way Utility Relocations and Coordination Public Involvement/Relations Quality Assurance / Quality Control Intelligent Transportation Systems Construction Engineering & Inspection Project Management <p>Similar Scope and Complexity</p> <ul style="list-style-type: none"> Bridge design Roadway design Pedestrian and bicycle accommodations Public Involvement <p>Proposed Personnel for this Project</p> <ul style="list-style-type: none"> Gary Johnson, PE, DBIA Owen Peery, PE Anand Patel, PE Mike Hogan, PE Brian Finerfrock, PE Kevin Hughes Eric Almquist Sheila Reeves, PE Jeff Kuttesch, PE, PTOE <p>Collective Team Experience</p> <ul style="list-style-type: none"> General Excavation, Inc. RK&K, LLP Fairfield-Echols, LLC Schnabel Engineering, Inc. H&B Survey 	<p>PROJECT SCOPE</p> <p>This project is one of the largest undertaken to date as part of the Virginia Department of Transportation (VDOT) First Cities Initiative. As the prime consultant, RK&K provided complete planning engineering and construction management services a new interchange on the Route 250 Bypass at the intersection with McIntire Road.</p> <p>PROJECT DESCRIPTION</p> <p>This project was developed in three phases – Phase I services include development of Conceptual Alternatives, Detailed Alternatives and eventually a Preferred Alternative through Public Hearing and completion of the Environmental Document. Phase II services include final design and assisting the City with bidding and procurement of the project. Phase III services consist of construction management and inspection as well as construction engineering. Project elements include environmental/NEPA documentation, Public Involvement, Traffic Data Collection and Analysis, Roadway Design, Structural Design, Traffic Engineering Design, Hydraulic and Hydrologic Analysis and Design, Graphics/Computer Renderings and Utility Design. Under the First Cities Initiative, all work is performed for the City of Charlottesville and closely coordinated with VDOT and the Federal Highway Administration (FHWA).</p> <p>The project location is centered on the existing intersection of the Route 250 Bypass and McIntire Road and connects with the southern end of the proposed McIntire Road Extension being designed by VDOT. The location for this gateway interchange is in a highly sensitive area with portions of the interchange falling within McIntire Park and adjacent to residential neighborhoods, a private school and the Charlottesville Albemarle County Rescue Squad. A key element in the development of the interchange concepts has been the incorporation of context sensitive solutions to provide a parkway like setting that compliments and enhances public access to McIntire Park.</p> <p>In response to the need for context-sensitive solutions to the safety, congestion and connectivity issues at this location, several of the interchange concepts that were developed incorporated modern roundabouts instead of traffic signals at the ramp termini along McIntire Road. RK&K performed traffic engineering analyses using SIDRA based on projected 2030 design year traffic volumes as well as several interim years to determine the most appropriate configuration for the roundabouts, considering the number of approach and circulating lanes, the location of separate right turn bypass lanes, and the need for lane continuity through the interchange to reduce potential driver confusion. The operational models recommended in Chapter 6 and Appendix M of NCHRP Report 572 “Roundabouts in the United States” were also used to verify the accuracy of the SIDRA results.</p> <p>Successful Delivery: This project demonstrates a very successful planning, coordination and public outreach effort to deliver the project in the face of highly motivated opponents.</p> <p>Lessons Learned: This project is being administered by the City of Charlottesville with oversight by VDOT and FHWA. In addition, there has been intense interest by the community including local neighborhood associations, non-profit organizations, a private school and numerous civic groups. In order to facilitate development of this context-sensitive project, RK&K adopted an aggressive public involvement approach which included a project web site (www.250interchange.org), over a dozen workshops with an 18 member steering committee, regular updates to City Council, neighborhood meetings, public workshops and coordination with local, state and federal oversight agencies. Without this pro-active approach, this project would not have advanced to the construction stage. Our extensive knowledge of VDOT's project development process and the Local Assistance Manual helped ensure that we were prepared in advance of required submittals. We also prepared VDOT's forms to help accelerate their review and submittal process.</p>		<p>Evidence of Performance</p> <p>The success of this project is due to the inclusion of all stakeholders in the development of the project with a dedication to coordinate “early and often” with local, state and federal agencies. This approach allowed our team to identify potential roadblocks early-on where they could be addressed before they impacted the schedule.</p>
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a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
ROUTE 58 PHASE II WIDENING, Washington County, VA	DLB Inc.	VA Department of Transportation 276.669.9910 Dennis Harris, PE 276.669.9910 Dennis.Harris@VDOT.Virginia.gov	August 2012	October 2012 (Actual)	\$20,095	\$21,410	\$291

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.

- Relevant Scope of Work**
- Roadway
 - Bridge Design
 - Hydraulics
 - Stormwater Management
 - TMP (SOC)
 - Signing
 - Pavement and Marking
 - Quality Assurance
 - Quality Control
 - Project Management
- Similar Scope and Complexity**
- Roadway widening from two lanes to four-lanes
 - TMP with phased E&S
 - Maintain connections to roadways, driveways and entrances
 - Extensive coordination with utility relocations
- Proposed Personnel for this Project**
- Owen Peery, PE
 - Mike Hogan, PE

PROJECT SCOPE AND DESCRIPTION

RK&K provided final plans to VDOT. RK&K's Richmond Virginia staff was responsible for the delivery of this project.

This two-mile section of Route 58 begins at Route 667 and ends at Route 638. The project widened the existing two-lane road to a four-lane divided facility, matching previous work to the west. Design work included major drainage and stormwater management designed to the latest standards, extensive coordination with utility relocations and two new structures over the Middle Fork of the Holston River. This rural principal arterial was designed with a 55 mph design speed and includes a graded median along with left and right turn lanes at intersecting roadways.

RK&K developed the traffic control plan to encompass the proposed road improvements along with the bridges and utility relocations. The new alignment was selected to ensure that one new bridge could be constructed while maintaining the existing road and bridge. Many of the utility relocations could not be completed until the large cut slopes were in place. The roadway, drainage, bridge and retaining wall elements were carefully evaluated to determine which elements impacted existing utilities. RK&K provided VDOT with a comprehensive TMP that included phased sequencing of the construction while accommodating utility coordination, earthwork operations, and maintenance of traffic.

While updating the shelved plans, RK&K uncovered that the recently completed section that was adjacent to this project had been constructed six inches below its proposed elevation. A supplemental survey confirmed this change and allowed RK&K to adjust the profile and drainage to correctly tie together. Attention to detail by the Design Team removed a potentially costly change order in the field.

Lessons Learned:

- Deep cuts required phasing proposed utility relocations to coincide with earthwork operations
- Ensure sight distance and design speed of cross-overs during maintenance of traffic operations
- Existing farm and private entrances may require permanent and temporary accommodations for oversized vehicles
- Verify adjacent construction to ensure it was built according to plans and not just rely on as-builts.



Evidence of Performance

RK&K took this project, which had been "shelved" for a number of years, and upgraded all design elements to current standards and had the project ready for PAC in four months to meet VDOT's desired advertisement schedule.