Request for Qualifications

A Design-Build Project

I-64 Pavement Rehabilitation

From: Little Creek Road Bridge (East Abutment)

To: Bridge over Curlew Drive & RR (West Abutment)

I-264 Pavement Rehabilitation

From: Claiborne Ave. Bridge (East Abutment)

To: Broad Creek Bridge (West Abutment)

Norfolk, Virginia

State Project No.: 0064-122-009

Federal Project No.: Pending

Contract ID Number: C00104329DB65

Statement of Qualifications

June 14, 2013

Prepared by: Curtis Contracting Inc.

In Association with: GAI Consultants, Inc.

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ATTACHMENT 3.1.2

Project: 0064-122-009
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	✓
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	✓
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	✓
Offeror's point of contact information	NA	Section 3.2.2	yes	✓
Principal officer information	NA	Section 3.2.3	yes	✓
Offeror's Corporate Structure	NA	Section 3.2.4	yes	✓
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	✓
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	✓
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	✓
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	✓
Evidence of obtaining bonding	NA	Section 3.2.9	no	✓

ATTACHMENT 3.1.2

Project: 0064-122-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	✓
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	✓
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	✓
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	✓
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	✓
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	✓
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	✓
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	✓
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	✓
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	✓
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	✓
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	✓
Key Personnel Resume – MOT Manager	Attachment 3.3.1	Section 3.3.1.6	no	✓
Organizational chart	NA	Section 3.3.2	yes	✓

ATTACHMENT 3.1.2

Project: 0064-122-009
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	✓
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	✓
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	✓
Project Approach				
Discuss the Offeror's approach to Sequence of Construction	NA	Section 3.5.1	yes	✓
Discuss the Offeror's approach to the Transportation Management Plan	NA	Section 3.5.2	yes	✓
Discuss the Offeror's approach to Public Relations	NA	Section 3.5.3	yes	✓
Discuss the Offeror's approach to Quality Assurance / Quality Control	NA	Section 3.5.4	yes	✓

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. *C00104329DB65*

PROJECT NO.: *0064-122-009*

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 05/15/2013
   (Date)
2. Cover letter of RFQ Addendum #1 05/31/2013
   (Date)
3. Cover letter of _____
   (Date)

_____ 6/14/13
SIGNATURE DATE

Andrew R Curtis Jr President
PRINTED NAME AND TITLE

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

June 14, 2013

Ms. Brenda L. Williams
Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, VA 23219

RE: I-64 and I-264 Pavement Rehabilitation
State Project No.: 0064-122-009
Federal Project No.: *Pending*
Contract ID No.: C00104329DB65

Ms. Williams:

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

The Curtis Contracting Design-Build Team offers the following information in response to your Request for Proposals.

3.2.2 Point of Contact for the Offeror

Andrew R. Curtis Jr., will serve as the Point of Contact for the Offeror, Curtis Contracting, Inc.
Title: President **Address:** 7481 Theron Road, West Point, VA 23181 **Phone:** (804) 843-4633
Fax: (804) 843-2545 **E-mail:** a.curtis@curtiscontracting.net

3.2.3 Principal Officer of the Offeror

Andrew R. Curtis will serve as the Principal Officer for the Offeror, Curtis Contracting, Inc.
Title: Chairman **Address:** 7481 Theron Road, West Point, VA 23181 **Phone:** (804) 843-4633
Fax: (804) 843-2545 **E-mail:** m.curtis@curtiscontracting.net

3.2.4 Offeror Structure

Curtis Contracting, Inc. is the sole proposer/entity with whom VDOT would directly contract for this project. The corporate structure of Curtis Contracting Inc. is as follows:
Mr. Andrew R. Curtis – Chairman and owner
Mr. Andrew R. Curtis Jr. – President

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

3.2.5 Full Legal Name for the Lead Contractor / Lead Designer

Lead Contractor: Curtis Contracting, Inc. **Lead Designer:** GAI Consultants, Inc.

3.2.6 Affiliated and/or Subsidiary Companies of the Offeror

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

3.2.7 Certification Regarding Debarment Forms

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

3.2.8 VDOT Prequalification Information

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

3.2.9 Letter from a Surety or Insurance Company

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

3.2.10 Licensing Information

Licensing information is provided in the Appendix on Attachment 3.2.10.

3.2.11 DBE Participation

Curtis Contracting, Inc. is committed to achieving a 12% DBE participation goal for the entire value of the contract.

The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal. The Curtis Contracting, Inc. Design-Build Team is enthusiastic about the opportunity to participate in the Design-Build process for this project, and we are confident that our Team will complete this project on time and within your budget. The Team offered by Curtis Contracting, Inc. brings the leadership, skills and shared core values that will help VDOT deliver projects to the citizens of the Commonwealth that set the standards for others to follow.

Sincerely,
CURTIS CONTRACTING, INC.

Andrew R. Curtis Jr.
President

3.3 Offeror's Team Structure

Curtis Contracting, Inc. (CCI) has the experience and personnel to effectively manage all of the design-build elements of the project. Of key significance and value for the Department is the partnering approach that is experienced on every project constructed by CCI. The CCI/GAI Team exemplifies a positive, all inclusive team approach on every single project we undertake. Both companies are founded on the philosophy of partnership with our client, each other, and stakeholders. We are accustomed to an "open book" operating standard that fosters respect, honesty, trust and accountability. We enjoy the work we do, and we take great pride in customer satisfaction. We want to be your design-builder of choice, and we will commit all necessary personnel to ensure that you feel this way upon completion of project delivery.

3.3.1 Key Personnel

As instructed in the RFP, all Key Personnel Resumes Forms are included in the Appendices, and shall not be counted against the page limit.

3.3.1.1 Design-Build Project Manager (DBPM), STEVE ORDUNG

Steve will be responsible for the success of the overall project, construction, quality management and contract administration for the project. Steve has been a Senior Project Manager for over 15 years and has managed numerous complex transportation projects involving earthwork, structures, concrete and asphalt paving, utilities and storm drainage. Steve maintains a very diverse background of large infrastructure improvement projects including highways, bridges, airports, water/waste water treatment facilities, roads and parks. Clients have included the Virginia Department of Transportation, Maryland State Highway Administration, USACE, Department of the Navy, General Services Administration, York County, City of Hampton, James City County, City of Poquoson, and other private sector clients. Throughout his career, he has excelled at bringing quality transportation projects to completion on time and within budget. **His most recent projects include the I-295 / Meadowville Road Interchange Improvements project in Chesterfield County and the Virginia Capital Trail project in Charles City County—both of which he served as the Design-Build Project Manager for a Curtis Contracting design-build Team.**

3.3.1.2 Quality Assurance Manager (QAM), FRED MORSE, PE

Fred will be independent from and have no involvement in the construction operations for the project. He is responsible for the Quality Assurance (QA) inspection and testing of all materials used and work performed on the project to include monitoring of CCI's Quality Control (QC) program. Fred will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the "approved for construction" plans and specifications. He has over 29 years of construction oversight experience and has provided construction management and design services for numerous roadway, governmental, industrial facilities. Fred is thoroughly familiar with project controls, including document control and scheduling and understands better than most the critical role of QA in maintaining quality, safety, schedule and budget. **Fred is a registered, licensed Professional Engineer in the Commonwealth of Virginia.**

3.3.1.3 Design Manager (DM), MARK BURRIS, PE

Mark has 30 years of experience primarily in the transportation industry for roadway, drainage and structural design. He has supervised and mentored project managers and engineers as they design and develop transportation projects across Virginia. He has served in the role of project manager on numerous VDOT transportation projects including design-build and PPTA. He is highly practiced in the design process for transportation projects from early planning studies through final design, including all roadway disciplines, reviewing design plans for development and approval for final construction, shop drawings, specifications and overall constructability. He will be responsible for

establishing and overseeing the design QA/QC program for the project. He is very familiar with VDOT's *Minimum Quality Control and Quality Assurance Requirements for Design-Build and PPTA Projects*. Mark will report directly to the DBPM and shall be responsible for ensuring the design and construction work are properly coordinated. **Mark served as the Design Project Manager for the Route 199 DB (PPTA) project in James City County, Virginia, which Curtis Contracting Inc. was a lead member of the PPTA team. He has most recently served as Design Project Manager for the North Gayton Road Extension Design-Build in Henrico County, Virginia which successfully opened in 2012. Mark is a registered, licensed Professional Engineer in the Commonwealth of Virginia.**

3.3.1.4 Construction Manager (CM), BILL RICHARDS, PE

Bill will be on the project site for the duration of the construction operations and will be responsible for managing the construction process, including all construction quality control activities, and to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He will also assist with constructability reviews. Bill has over 25 years of experience working on roadway construction projects in Virginia. **Bill most recently served as Construction Manager for I-295/Meadowville Road Interchange Improvements project in Chesterfield County and is currently serving as the Construction Manager for the Virginia Capital Trail project in Charles City County—both as part of the Curtis Contracting/Parsons Brinckerhoff design-build Team. Bill is a registered, licensed Professional Engineer in the Commonwealth of Virginia.** In addition, Bill is a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) and has VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

3.3.1.5 Public Relations Manager (PRM), MIKE CAROSI

Mike has more than 20 years of experience in all areas of creative services, public affairs, community outreach, marketing, advertising, strategic planning and deployment of communications plans as both vendor and client. Mike's extensive knowledge and experience include all phases of logistics, planning, printing, purchasing, procurement, media and workflow associated with marketing and transportation public relations. Mike is currently the Vice President of Public Affairs for Seventh Point Advertising, Marketing and Public Relations. **Mike has managed teams for all media relations for the I-64 Battlefield Boulevard in Chesapeake, VA and is currently managing the media teams for both the Gilmerton Bridge Replacement project and VDOT's District Wide Contract IV in Hampton Roads, VA.**

3.3.1.6 Maintenance of Traffic (MOT) Manager, CONRAD SCOTT, PE

Conrad's experience consists of 19 years in performing roadway engineering services including maintenance of traffic (MOT) plan development and coordination for a variety of transportation projects. His MOT/TMP design expertise includes complex urban streets, freeways and interchanges. Conrad's MOT/TMP experience also includes projects consisting of various complexities including high traffic volumes with restricted lane closure durations, critical environmental and right of way constraints, utility coordination, public and stake-holders involvement, accommodation of critical interchange access throughout construction, and a variety of other complicated site conditions including soil, drainage and distressed pavement. Conrad's experiences include working on many similar-type pavement rehabilitation projects during the 1990's and early 2000's. **His most recent project includes Route 36 Design-Build in the City of Hopewell where he served as the TMP/MOT Task Manager. Conrad is currently the TMP/MOT Engineer for the I-395 HOV Ramp Design-Build at Seminary Road in the City of Alexandria as well as the I-95 bridges replacement over the Meherrin River in City of Emporia. Conrad is a registered, licensed Professional Engineer in the Commonwealth of Virginia.**

3.3.2 Organizational Chart

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

We have specifically designed our organization so there is a clear separation between quality assurance (QA) and construction quality control (QC). Our QA Manager reports directly to the Design-Build Project Manager (DBPM) and works very closely with the VDOT Project Manager to ensure independent project quality. We have shown this indirect relationship with VDOT on our organization chart. We also recognize the importance of safety as a significant project issue and have designated a Safety Manager, for developing, maintaining and communicating a safety plan for this project.

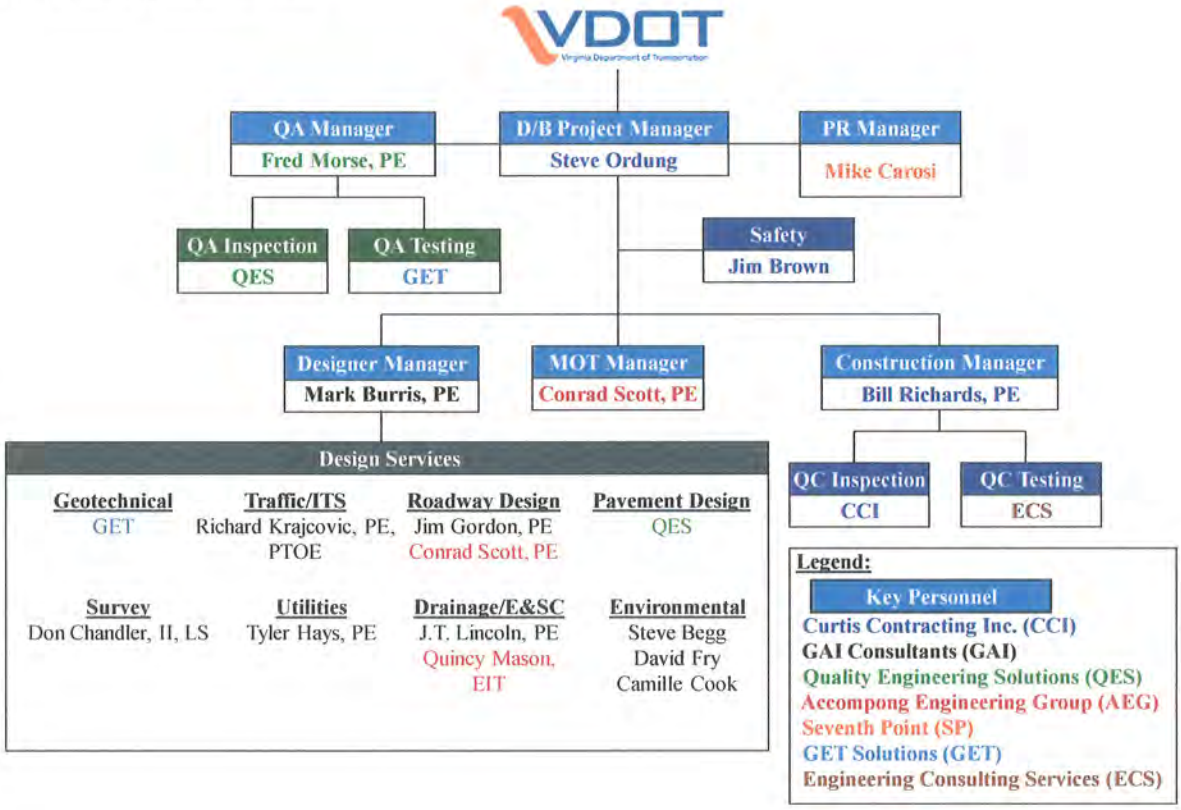
The administration of a project of this magnitude will require the type of partnership that our Team has exhibited on the previous successful projects that we have completed together and individually. Each participant identified within our organization chart has a specific responsibility and will have a clear understanding of the requirements, details, deliverables and the lines of communication to enable them to support the project. All participants understand that VDOT is the project owner and ultimately provides approval of the final design packages prior to construction. VDOT's designated design project manager and construction manager will have an open invitation to participate in all project meetings to include the project "kick off", initial design workshops, weekly design/permitting reviews and the weekly and monthly progress meetings held at the onsite project offices. Third-party stakeholder representatives will also be invited to attend each meeting so that they are continually kept abreast of the status of project progress or any items of concern. The DBPM will be the central point of contact for the Design Builder. For efficiency, the DBPM will authorize direct communications between the Design Manager and VDOT's Design Project Manager for issues relative to design and permitting; however, the DBPM will retain ultimate responsibility for the Design Builder and will be involved in any discussions or communication that would include matters of contract compliance. During the design and permitting phases, we will involve third-party stakeholders as necessary to review and approve our plan or deliverables. As an added benefit of our Team, we provide and maintain a shared use website that contains links to the various project documents to include copies of permits, design submittals, project meeting minutes, QA and QC test reports, EEO documentation, project schedules, etc.

Quality Assurance will surround the entire project from the very beginning to the final document accounting. The Design Manager (DM) will be responsible for establishing and overseeing a QA/QC program for all pertinent disciplines involved in the design of the Project. The DM will report to the DBPM and also provide assurance to VDOT relative to the project compliance. The QA Manager (QAM) will be responsible for the QA inspection and testing of all materials used and work performed on the Project, to include the monitoring of the contractor's QC program. For example, the QAM will insure that all project documentation, delivery tickets, test reports, non-compliance resolution etc. are in place prior to offering their approval of the periodic pay estimates. The QAM will be responsible for the development of the QA Plan for the project and its implementation and will report directly to the DBPM. The QAM will inform both VDOT and the DBPM of any deficiencies in the design or construction process that are being neglected by the Design and Construction Team members.

QC will be independent of the QA described above. The DBPM shall retain ultimate responsibility for

the QC and will establish the QC Plan for the project specific needs and to insure compliance with the VDOT standards for Design-Build QC and Inspection. Coordination of the QC Program support personnel for inspection, testing and documentation will be delegated to the Construction Manager and Design Manager for each member's scope of work.

Section 3.3.2 Organizational Chart



3.4 Experience of the Offeror's Team

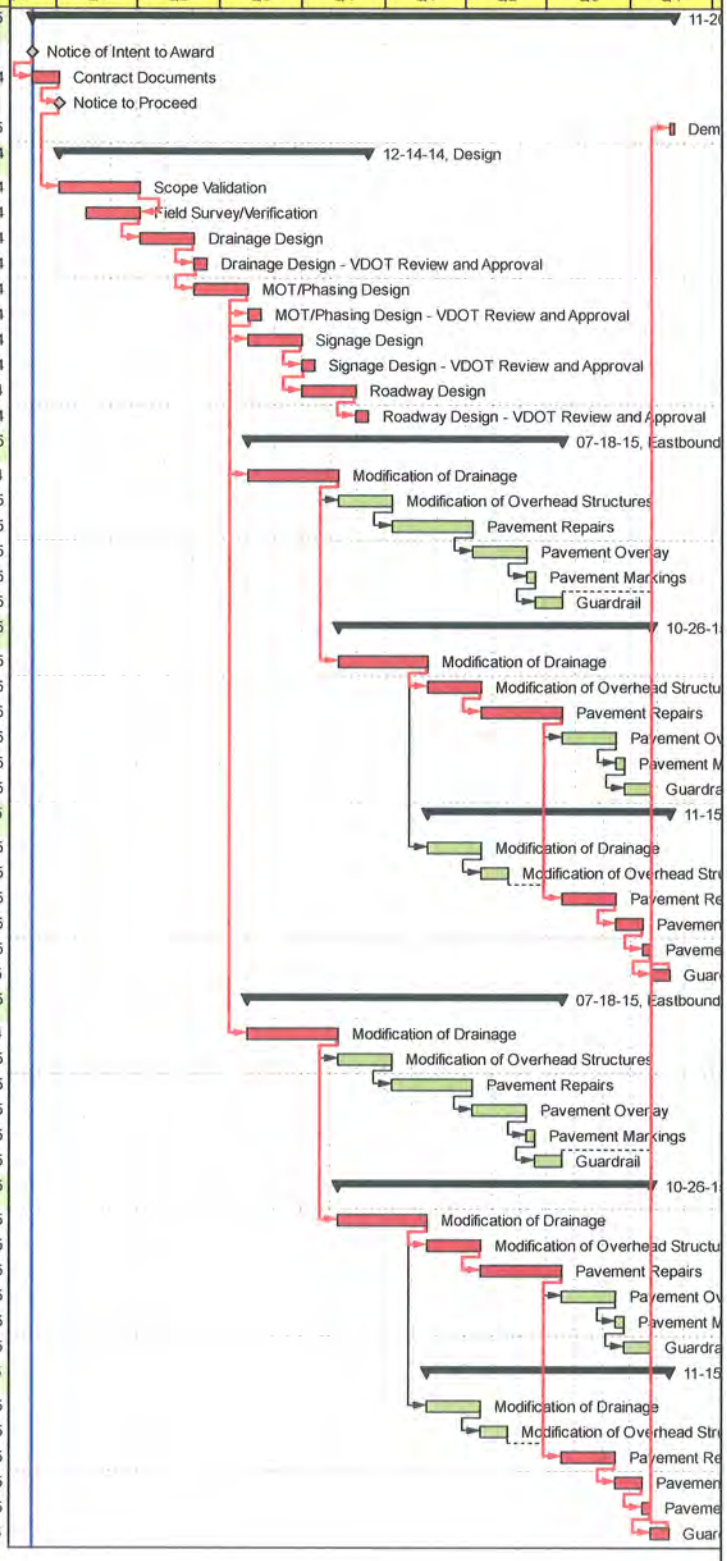
*As instructed in the RFP, all **Work History Forms** are included in the Appendices, and shall not be counted against the page limit.*

3.5 Project Approach

In reviewing the scope of this project, our Team has a clear understanding of the components that are significant to successfully deliver this project. Each component is described below for addressing and efficient schedule, maintaining existing traffic safety, effective communication and assuring VDOT's quality expectations are achieved.

3.5.1 – Sequence of Construction

Activity ID	Activity Name	Days	Start	Finish
Administrative		716.0	12-04-13	11-20-15
A1000	Notice of Intent to Award	0.0	12-04-13	
A1010	Contract Documents	31.0	12-04-13	01-04-14
A1020	Notice to Proceed	0.0	01-04-14	
A1160	Demobilize/Closeout	5.0	11-15-15	11-20-15
Design		344.0	01-04-14	12-14-14
A1030	Scope Validation	90.0	01-04-14	04-04-14
A1040	Field Survey/Verification	60.0	02-03-14	04-04-14
A1050	Drainage Design	60.0	04-04-14	06-03-14
A1170	Drainage Design - VDOT Review and Approval	14.0	06-03-14	06-17-14
A1080	MOT/Phasing Design	60.0	06-03-14	08-02-14
A1200	MOT/Phasing Design - VDOT Review and Approv	14.0	08-02-14	08-16-14
A1070	Signage Design	60.0	08-02-14	10-01-14
A1190	Signage Design - VDOT Review and Approval	14.0	10-01-14	10-15-14
A1060	Roadway Design	60.0	10-01-14	11-30-14
A1180	Roadway Design - VDOT Review and Approval	14.0	11-30-14	12-14-14
Eastbound I-64		350.0	08-02-14	07-18-15
A1090	Modification of Drainage	100.0	08-02-14	11-10-14
A1100	Modification of Overhead Structures	60.0	11-10-14	01-09-15
A1110	Pavement Repairs	90.0	01-09-15	04-09-15
A1120	Pavement Overlay	60.0	04-09-15	06-08-15
A1130	Pavement Markings	10.0	06-08-15	06-18-15
A1140	Guardrail	30.0	06-18-15	07-18-15
Westbound I-64		350.0	11-10-14	10-26-15
A1210	Modification of Drainage	100.0	11-10-14	02-18-15
A1220	Modification of Overhead Structures	60.0	02-18-15	04-19-15
A1230	Pavement Repairs	90.0	04-19-15	07-18-15
A1240	Pavement Overlay	60.0	07-18-15	09-16-15
A1250	Pavement Markings	10.0	09-16-15	09-26-15
A1260	Guardrail	30.0	09-26-15	10-26-15
Ramps I-64		270.0	02-18-15	11-15-15
A1270	Modification of Drainage	60.0	02-18-15	04-19-15
A1280	Modification of Overhead Structures	30.0	04-19-15	05-19-15
A1290	Pavement Repairs	60.0	07-18-15	09-16-15
A1300	Pavement Overlay	30.0	09-16-15	10-16-15
A1310	Pavement Markings	10.0	10-16-15	10-26-15
A1320	Guardrail	20.0	10-26-15	11-15-15
Eastbound I-264		350.0	08-02-14	07-18-15
A1330	Modification of Drainage	100.0	08-02-14	11-10-14
A1340	Modification of Overhead Structures	60.0	11-10-14	01-09-15
A1350	Pavement Repairs	90.0	01-09-15	04-09-15
A1360	Pavement Overlay	60.0	04-09-15	06-08-15
A1370	Pavement Markings	10.0	06-08-15	06-18-15
A1380	Guardrail	30.0	06-18-15	07-18-15
Westbound I-264		350.0	11-10-14	10-26-15
A1390	Modification of Drainage	100.0	11-10-14	02-18-15
A1400	Modification of Overhead Structures	60.0	02-18-15	04-19-15
A1410	Pavement Repairs	90.0	04-19-15	07-18-15
A1420	Pavement Overlay	60.0	07-18-15	09-16-15
A1430	Pavement Markings	10.0	09-16-15	09-26-15
A1440	Guardrail	30.0	09-26-15	10-26-15
Ramps I-264		270.0	02-18-15	11-15-15
A1450	Modification of Drainage	60.0	02-18-15	04-19-15
A1460	Modification of Overhead Structures	30.0	04-19-15	05-19-15
A1470	Pavement Repairs	60.0	07-18-15	09-16-15
A1480	Pavement Overlay	30.0	09-16-15	10-16-15
A1490	Pavement Markings	10.0	10-16-15	10-26-15
A1500	Guardrail	20.0	10-26-15	11-15-15



Actual Work | Critical Remaining Work | Remaining Work | Milestone

Curtis Contracting Inc. has performed major roadway rehabilitation projects similar to what is proposed under this contract. Our experience will enable our Team to approach the project in the most efficient manner and bring the synergy necessary to accommodate all stakeholders and effected parties. The most important consideration will be to construct this project with the least amount of impact to the traveling public and emergency response vehicles. Secondly, we understand the Department will have contracts and maintenance throughout the limits of this project and on adjacent or alternate traffic routes that must be coordinated, so that any single operation or limitation of traffic on this project, combined with any limitation scheduled on the alternate routes, will not impact the traveling public or emergency response. At a minimum, we will exercise the Departments standard described in the *Road and Bridge Specifications*, Section 105.09 regarding cooperation among contractors. We will also coordinate with the VDOT Smart Traffic Center (ELCAMS) by providing weekly schedules and daily updates in advance of any planned roadway activity.

Relative to our construction approach for this project, we are providing the attached schedule to outline the general sequence of activities with minimum durations. Adjustment to the schedule will be made based upon survey of current facilities and will include considerations for the volume and magnitude of drainage modifications, median reconstruction, existing pavement repairs, guardrail adjustment or replacement, shoulder rehabilitation, overhead structures and depth and mix of proposed overlay construction. Every major work item involved in this project will require proper consideration of its limiting factor. For example, adjustment to drainage may require reconstruction of roadway median barrier and, depending on the location of the barrier to adjacent travel lanes and the volume of barrier to be removed and replaced; we may consider a protection of the work area by means of temporary barrier service and attenuators. Other activities such as guard rail adjustment or full depth concrete repairs would require only temporary traffic control lane closures and possible temporary detours, depending on location. A more significant work activity consideration will be the pavement joints between adjacent lanes receiving overlays. In these cases we will limit the depth of overlay lifts to accommodate safe travel of daily traffic upon opening the roadway once the lane closure restrictions expire. It will require multiple lifts of asphalt in order to achieve the proposed approximate 5" overlay depths. It will require overlays moving left to right or right to left across the roadway widths depending upon the direction of drainage so as to not trap water.

Considering the above and also as described in the attached schedule, we would propose the general sequence of construction as follows:

- Mobilization
- Complete field condition verification surveys
- Complete design of elements that are not dependent upon surveys
- Obtain approval of MOT and Sequence of Construction plans
- Obtain approval of design for elements not dependent upon surveys
- Begin repair of existing pavement and shoulder reconditioning as required
- Complete design of elements that are dependent upon surveys
- Construct all drainage modifications
- Construct all overhead structure modifications and sign modifications
- Prepare all subgrade surfaces to receive asphalt overlay
- Install asphalt overlays sequentially in consideration of factors described above
- Install temporary pavement markings in support of overlay installations
- Install asphalt curb and backup material
- Install new or adjust guardrail and other barrier elements sequentially
- Install permanent pavement markings
- Remove all temporary facilities and signs
- Demobilization

3.5.2 – Transportation Management Plan

The Curtis/GAI team understands that one of the primary goals for a successful I-64/I-264 pavement rehabilitation project is the efficient handling of traffic through and around construction operations; while giving paramount importance to the safety of motorists, construction crew as well as inspectors. Our team plans to prepare a comprehensive "Type B" Category III Transportation Management Plan (TMP) and site specific Temporary Traffic Control Plan (TTCP) that is consistent with VDOT's IIM-241.5 (Work-Zone Safety and Mobility) and TE351 (Work Zone Speed Analysis) requirements.

Our team is equipped with construction crews, engineers and a wide array of critical support staffing that have extensive experience in working on interstate highway rehabilitation and reconstruction projects. The TMP and TTC plan will be designed, implemented, and inspected by staff with VDOT certification in Work Zone Traffic Control. Our staffing is also experienced in applying the principles of the 2009 MUTCD and VDOT's 2011 Virginia Work Area Protection Manual.

The Curtis/GAIs' TMP goals for this I-64/I-264 pavement rehabilitation project are to:

- Improve work zone safety to the travelling public, construction workers and inspectors;
- Promote public awareness and minimize complaints from the travelling public, adjacent communities, businesses, as well as primary and secondary stakeholders; and
- Promote efficient and effective construction phasing and staging to minimize contract duration and control cost.

One of our team's primary goals is to deliver a project that minimizes impacts to roadway users and stakeholders. Through our past experiences and accomplishment with this type of interstate pavement rehabilitation work, we believe our team is well suited to serve the department's need in delivering a successful project. Based on our experience with pavement rehabilitation projects, we believe there are a number of items that could impact major stakeholders as well as the travelling public on this I-64/I-264 pavement rehabilitation project. Our team's approach is to manage and mitigate these risks appropriately, if selected to deliver this project. Some of the items that pose risk to key stakeholders and the travelling public include:

- Crashes or other incidents within the construction work-zones;
- Inadequate warning and/or signage of the construction operations especially delays;
- Inability of the design-builder to accommodate rush hour traffic schedule;
- Inadequate accommodations for emergency operation vehicles; and
- Honesty of the construction team in relationship to information communicated to the traveling public.

The Curtis/GAI Team is aware that communications is one of the key items in gaining the trust as well as patience of the travelling public and stake-holders. Through our Public Relations (PR) Manager, our team will ensure that road users and stakeholders are continually updated on work progress and schedule, delays with the project's vicinity, accidents as well as lane closures. Our approach to the communications management for these types of events will involve our PR Manager ensuring that the traveling public and key stake-holders are notified, through VDOT approved procedures. They will be informed of activity/incident and be provided with anticipated schedules for the necessary construction treatments. We believe if the traveling public and stakeholders are notified of situations within the construction zones, then they can make necessary adjustments or accommodations to suit their personal life-styles. These notifications will be done through our proactive communications and outreach efforts in support for the Traffic Management Program. The strategies will include using Portable Changeable Message Signs (PCMS) to warn motorists of changes to the traffic patterns within the project limits. We will work through VDOT and with the Hampton Roads Region Traffic Operations Center (TOC)

who will be able to control the PCMS boards remotely as well as ensure notify 511 Virginia. The TMP strategies for this **I-64/I-264 Pavement Rehabilitation Project** will be coordinated with the two additional VDOT improvement projects on **I-64 and I-264** to ensure a smooth transition into the various work-zones. Also, the project will be coordinated with any additional ongoing Hampton Roads District construction project as well as roadway projects being built by nearby municipalities.

The Curtis/GAI Team general approach and plan for incident management will involve the use of proactive communications strategies to ensure the travelling public and communities are continually informed. We will ensure to work with our team members and stakeholders to implement an incident management plan that is informative and responsive, while making reasonable accommodation for unforeseen projects risk. Our team's approach will involve ensuring that work operations are shut down on the freeway about 30 minutes prior to peak traffic hours as identified in the SOQ documents VDOT provided. We will monitor the construction operations to ensure that tedious operations are accessed prior to the shut-down periods in order to ensure that the operation does not extend beyond the allowable work hour durations. Based on our experiences with past pavement rehabilitation projects, we are aware that this can be challenging as field and other external conditions sometime cause unforeseen delays. However, our approach will be to plan the best way possible using "lessons learned methodologies" to continually monitor field conditions as construction work is being performed.

Work-zones sometime experience traffic crashes. Based on the time of day, these crashes can create significant back-ups and traffic delays. Our approach will ensure that freeway delays and back-ups are communicated to the travelling public and key stake holders immediately following any incident. We believe this application will assist our team (Curtis +VDOT) in gaining trust from the motorists. We will provide notice to the traveling public with alternate routes and anticipated delay time-frames. Through our PR Manager, our team will work with VDOT and other major stake-holders to disseminate information in reasonable time. Another approach will involve utilizing off duty state police officers within our construction work-zone. This approach will assist in addressing regulatory issues as well as speed up procedures in ticketing and providing directions to the traveling public or crash victims when required.

Based on the current conditions of the pavement, our team will not be surprised to see sections of pavement failing prior to rehabilitation. The Curtis/GAI Team approach to this situation will involve the development of a special situations patch team whereby they will provide emergency response services for pavement failure areas. These operations may require temporary flagging and application of a mobile construction operation. This type of situation may also require the continual assessment of pavements condition within the work area whereby locations that pose risk of failure prior to scheduled treatment will be temporarily patched to withstand traffic until the scheduled pavement treatment period. These are some of the unforeseen activities which may lead to unexpected traffic delays or failure for the design-builder to open traffic in accordance to the "Allowable Lane Closure Hours" VDOT provided.

3.5.3 – **Public Relations**

The public relations approach to the **Pavement Rehabilitation Project I-64 from Little Creek Road Bridge to Bridge over Curlew Drive** and **I-264 from Claiborne Avenue Bridge to Broad Creek Bridge** will be considered in conjunction with the two additional Pavement Rehabilitation Projects. Since all three projects begin at the same time, the impact on motorists will be significant. To execute the most effective and efficient public outreach effort possible, we recommend the public relations approach and program for this contract be combined and deployed simultaneously with the other two.

The CCI/GAI Team has partnered with Seventh Point Public Relations to deliver outreach, consistent messaging and communications to major stakeholders. The first step is to develop a combined public

relations plan for all three projects. Regardless of whether The CCI/GAI Team is awarded one or all three contracts, we will collaborate with the other firms to develop a comprehensive and unified public relations campaign.

While there will be individual communications activities for the specific work associated with this Project, we recommend that initial primary outreach and communications be combined for all three projects through a single brand identity. This consolidated effort will achieve effective reach and maximize awareness, while remaining extremely cost efficient. The initial primary message is that phased construction will take place for up to 18 months on four sections of the region's primary interstates. Once general awareness is established, specific communications and messaging on impacts and benefits of the Project will be implemented as defined below.

With targeted communications, the first step is to create a solid brand identity and develop a public relations campaign with the primary objectives, strategies and tactics listed below. The public relations campaign for the Project will be developed with approval from the VDOT Hampton Roads District public affairs manager. Our team's established and strong relationship with the VDOT HR Public Affairs office will result in seamless communications between VDOT and the project team, reducing the need for additional public relations efforts required by VDOT.

Primary Objectives:

- Create a foundation of public awareness about the benefits of the Project.
- Minimize negative impacts and maximize positive outcomes through collaborative communications with civic organizations, businesses and entertainment venues.
- Engage key stakeholders in the development and details of the construction.
- Build strong and trusting relationships with the community through open communications.
- Maintain a collaborative partnership with VDOT HR District Public Affairs to coordinate communications for lane closures associated with the Project in relation to other projects across the District — specifically the current Downtown Tunnel Rehab, Monitor-Merrimac Memorial Bridge-Tunnel repairs, High Rise Bridge and others. When possible, plans for lane closures for the Project will be considered in association with other work in the region to minimize motorist impact.

Primary Strategies:

To build public awareness and manage public opinion of the Project, communications strategies will include but are not limited to:

- Generate positive public opinion through the development of a strong brand coupled with consistent and targeted messaging to keep key stakeholders engaged and informed through informational meetings, media relations, communications and advertising.
- Maximize public interest and understanding through a proactive media relations program and community outreach engagements.
- Reduce project risks with the development of comprehensive crisis communications and risk management response plans.
- Capitalize on potential good news stories, such as Work Zone Safety Week and early completion of the Project, to generate positive media coverage.

Primary Tactics:

- **Dedicated Public Information Officer (PIO):** to manage all public affairs initiatives in collaboration with the VDOT public affairs staff.
- **Communications Plan:** Develop a roadmap for all public outreach activities, which will include:

- **Key Stakeholder Identification:** Including but not limited to:
  - Military • Municipal, Civic and CVB Organizations • Print, TV, Online Media
  - Local/State/Elected Officials • Emergency Responders • Elizabeth River Crossings
  - Large Employers and Business Groups • Resident and Tourist Motorists
- **Key Messaging:** develop clear and consistent messages in all communications vehicles.
- **Brand Development:** unified brand with consistent graphics/messaging in all materials.
- **Public and Community Outreach:** to inform key stakeholders of the Project and generate positive public opinion. These include in-depth community presentations tailored to key stakeholders, community subscriber updates and quarterly legislative updates to provide consistent communication on the Project, lane closures and project benefits. Campaign will be monitored through a proprietary dashboard interface, providing instant real-time feedback on the success of the campaign.
- **Media Relations:** includes feature articles, broadcast interviews, traffic alerts, lane closure advisories and project construction updates to promote positive news coverage.
- **Crisis Management/Risk Management Response:** to anticipate and mitigate any potential situations. Media training will be provided to ensure media readiness.
- **Media Ad Placement:** A strategic plan for broadcast, outdoor, print and web will be developed to effectively reach target audiences about lane closures, project status and scheduling. The HR District is currently developing a new "Lane Closure" Ad Campaign. While the brand materials, scheduling, messaging and lane closure announcements will be specific to this Project, the specific ad concept in use by the District can be utilized for this project; resulting in additional savings to VDOT.
- **Website:** the Project website will be updated regularly on the latest news and schedules.
- **VDOT/TOC:** direct coordination on Project updates and lane closures so they can instantly deliver information to motorists.
- **Program Measurement:** review of data and demographics, monitor media coverage and measure stakeholder engagement.

In Summary:
A comprehensive public outreach program for the Pavement Rehabilitation Project **I-64 from Little Creek Road Bridge to Bridge over Curlew Drive** and **I-264 from Claiborne Avenue Bridge to Broad Creek Bridge** will be essential to mitigate impacts and garner positive public opinion among key stakeholders. Our PR team's proven history with similar projects in the Hampton Roads District (specifically on the current District-Wide IV, Gilmerton Bridge and Downtown Tunnel/Midtown Tunnel/MLK), positions our team to provide a solid, extremely effective and cost-efficient public relations program for this project. Our experience demonstrates our ability to effectively inform, raise awareness, mitigate impact and generate positive opinion for the Project to all key stakeholders on behalf of VDOT.

3.5.4 – Quality Assurance / Quality Control (QA/QC)

The CCI/GAI Team QA/QC Philosophy: Our team's quality policy is founded in the understanding that our business and project success depends on producing high quality services and products that our clients have the right to expect. Our continuous efforts to provide the best quality of performance assures increased productivity, decreased costs, and successful projects. Quality is not achieved as an accident, but it is achieved as result of deliberate and conscious actions. Quality projects are produced by the establishment of an environment where all personnel are technically competent, quality conscious and effectively managed.

The following sections outline our teams plan for documented QA/QC for the entire scope of services for this design-build project. This comprehensive QA/QC plan will consist of four separate independent plans as outlined below.

1. **Overall Quality Management System:** As required the CCI/GAI Team will develop a comprehensive QA/QC plan to provide QA and QC for both the design and construction elements of the project in accordance with VDOT's "*Minimum Quality Control Quality Assurance Requirements for Design-Build and PPTA Projects" January 2012*. This plan outlines the corporate commitment and procedures that the team will use to comply with VDOT's QA/QC requirements. This portion of the plan also includes providing the QAM with written authority to stop work or hold payment. Each major firm on this design-build team has a corporate commitment at the highest level to QA/QC, and as such, we have established an organizational structure for providing all services required in the scope of services and controlling and assuring the quality of those services. The structure provides for verification of compliance with the quality requirements by qualified technicians who operate independently of project designers and construction staff that do not have direct responsibility for performing the work.

   As demonstrated by our organizational chart, there is a clear independent separation between design, construction QA and construction QC, specifically to maintain the integrity of the QA/QC process. Our complete QA/QC program will require very minimal additional QA/QC efforts by VDOT. We anticipate required VDOT QA/QC efforts will be review and periodic monitoring only as per normal IV/IA protocol.

   Design QA/QC: The design portion of the QA/QC plan, will utilize a well-defined Design Quality Management Plan (DQMP) under the direction of our Design Manager, Mark Burris, P.E. of GAI. The DQMP will begin with a design that is in accordance with a quality assurance plan that eliminates errors and omissions and exceeds the requirements of VDOT's "*Minimum Quality Control Quality Assurance Requirements for Design-Build and PPTA Projects" January 201.* The objective of our quality control process is to promote the development of design and construction documents that are complete, accurate and appropriate for their intended use. The emphasis of our quality management process is on prevention – minimizing quality issues by developing a clear project plan of action and communicating the plan to the team members and staff involved in the work. The most critical element of the plan is assigning the appropriate staff to the project to effectively complete the assigned tasks. Our design QA/QC services will generally include reviews of math and engineering computations; check for technical accuracy; conformance to contract requirements; reviews of form; content and spelling; and coordination with other design disciplines and sequence of construction. Mr. Burris will have overall responsibility for the design portion of the QA/QC Plan and will report directly to our DBPM, Mr. Ordung, as well as directly to VDOT.

2. **Construction QA:** This plan provides procedures for all QA sampling and testing requirements for each type of materials used on the project and the associated testing frequencies. It will also include an independent testing QA inspection program which will be tied to the work packages in the schedule as well as four phases of inspection: preparatory, intermediate, completion and punch list. This inspection program makes extensive use of separate QA inspection checklists prepared based on contract requirements. The plan also has procedures regarding document control, the material book, and our QA auditing and nonconformance recovery plan.

Construction QA Operation and Coordination: Fred Morse, P.E. the QAM, working for Quality Engineering Solutions (QES) will be responsible for the QA operation for the project and will direct the operation of the on-site QA inspection staff and the independent QA testing firm, GET Solutions (GET). The independent testing QA testing laboratory will report to the QAM and will provide field testing support if required. At this time, our QAM anticipated being assisted by one senior level QA inspector/records manager on-site full time. All staff provided will be VDOT-certified in the specific area of expertise they have been hired to perform.

The QAM will interface with VDOT through VDOT's independent assessment/independent validation (IA/IV) process as well as the coordination of the required preparatory inspections meetings. He will discuss any non-conformance issue and the appropriate corrective and recovery action procedure with VDOT as well. The QAM's senior level QA inspector will also maintain the project's material book according to VDOT's Materials Division requirements and review it monthly with the QAM and VDOT. The QAM will coordinator with VDOT regarding the certification of the pay requests and, at the point of completion, he will be responsible for the punch out inspection to include any areas where VDOT IA/IV testing produced discrepancies.

The QAM will carry out his responsibilities during the design phase of the project by working with the DBPM. At least monthly, the QAM and the DBPM will discuss any constructability issues, the QA testing plan, and the need to have adequate inspection and testing forces available to meet the schedule as well as work package certifications. Once construction starts, the QAM will work with the DBPM on a weekly, if not daily, basis. The QAM will receive deficiency reports from the design-build staff and will then discuss these issues directly with the DBPM and VDOT with recommendations to correct the problem(s). The lines of communication will be open at all times between the DBPM, the QAM, and VDOT's representative to ensure that everyone is aware of any problem and that corrective action is taken to everyone's satisfaction. If a meeting is necessary and cannot wait until the monthly progress meeting, a special meeting will be held to resolve the issues.

The QAM will work directly with VDOT with regard to certifying pay requests for all design and construction work packages. Once construction begins, the QAM will work with VDOT's Project Manager on a weekly and monthly basis through VDOT's IA/IV process. Other direct interaction may be with VDOT's Civil Rights Managers, District Environmental Section, District Construction Engineer or representative, and Materials Division. Throughout the construction process, coordination may be necessary with other governmental stakeholders and adjacent property owners. Our QAM will be responsible for QA/QC of any specific agency requirements on the project and will assist any agency that visits the project to review conformity with its requirements, while keeping the VDOT Project Manager advised of any discussions.

3. **Construction QC:** This plan provides the procedures for QC sampling and testing requirements for each type of material used on the project and associated testing frequencies. It will also develop an independent QC inspection program which is tied to the work packages in the schedule and will make extensive use of separate QC inspection checklists prepared based on contract requirements. The plan also has procedures regarding document control and how non-conforming work will be reported.

Construction QC Operation and Coordination: The Construction Manager (CM), will manage the construction quality control program and will coordinate with the QAM for preparatory, intermediate, completion, and punch out inspections. The CM will attend meetings and will also meet with the PM, QAM, and DM to discuss any quality issues and implement and

recommendations to correct the problem(s). The CM will ensure that all project daily reports and other requested information will be sent to the QAM for his approval.

The CM for this project will be Bill Richards, P.E. He will perform construction QC working full-time on this project with an estimated two full-time senior construction inspectors, actual levels of on-site inspection staff will vary as workload fluctuates with change of phases of construction, number of concurrent paving operations and seasonal operations. The CM for this project and will direct the operation of the on-site QC inspection staff and the independent QC testing firm, Engineering Consulting Services (ECS), in addition to QC Inspection staff providing the majority of onsite testing.

Once the design-builder's schedule and construction methods are determined, a more precise QC staffing level will be developed to match the design-builder's overall operations.

QC inspection and testing will be performed in accordance with VDOT's "*Minimum Quality Control Quality Assurance Requirements for Design-Build and PPTA Projects" January 2012*, in addition to various VDOT reference materials, such as the Construction Manual, Inspection Manual, Post Construction Manual, Materials Manual of Instructions, etc. All QC inspectors will hold current VDOT certifications, NICET certifications.

QA and QC Functions Performed Independently:
Independent Construction QA: Quality Engineering Solutions (QES) will be contracted directly to provide construction QA services. They will independently conduct all on-site QA operations and inspections while using GET to perform all on-site QA sampling and laboratory testing. The QAM will independently verify the inspections performed by the QC staff. All QA inspections, tests, and material sampling will be documented in writing in a separate QA daily reports and checklist. The QAM will independently sample and test each material type that meets the QA frequencies outlined in the contract documents.

Independent Construction QC: CCI will provide QC services and will independently conduct all on-site QC operations and inspections while using ECS, as an independent firm to perform on-site sampling and laboratory testing. CCI and ECS will sample and test each material type that meets the QC frequencies outlined in the contract documents. All QC inspections, tests, and material sampling will be documented in writing in separate QC daily reports and separate QC checklists.

The QAM and the CM organization will communicate daily during the construction phase to ensure all work is covered with the proper inspections and testing, all daily documentation is completed and work for each day is planned ahead of time.

The QAM and the CM will report directly to the DBPM who will be responsible for the majority of the communication with VDOT and other stakeholders. It is anticipated the QAM and the CM will participate in the regularly scheduled progress meetings and will interface with stakeholders during this meeting as needed. The QAM will also be directly responsible for keeping VDOT updated on all aspects of the work during construction and will keep the documentation website updated for all stakeholders with access.

ATTACHMENT 3.2.6

State Project No. 0064-122-009

Affiliated and Subsidiary Companies of the Offeror

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

☐ **The Offeror does not have any affiliated or subsidiary companies.**
☒ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	**Joint Forces Construction, LLC**	**202 Baptist Road, Yorktown, VA 23690**

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

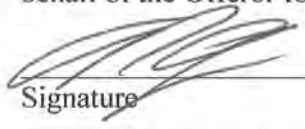
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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



Signature

6/14/13
Date

President
Title

Curtis Contracting Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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] 6/11/13 NORTHEAST REGION TRANSPORTATION MANAGER

Signature Date Title

GAI CONSULTANTS, INC.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

Signature	Date	Title
	6/10/13	President

Accompany Engineering Group LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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.

	June 7, 2013	Principal Engineer
Signature	Date	Title

Geotechnical Environmental Testing Solutions, Inc. dba GET Solutions, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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 05/31/2013 President
Signature Date Title

Quality Engineering Solutions, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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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.

	May 31, 2013	Managing Vice President of Public Affairs
Signature	Date	Title

Mike Carosi / Seventh Point Advertising, Marketing and Public Relations

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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	06/14/13 Date	Vice President / Branch Manager Title

ECS Mid-Atlantic, LLC
Name of Firm

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

--PREQ ADDRESS ----------
P. O. BOX 769
WEST POINT, VA 23181-0769
PHONE : 804-843-4633
FAX : 804-843-2545

WORK CLASSES (LISTED BUT NOT LIMITED TO)
002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
078 - TEMPORARY TRAFFIC MANAGEMENT

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

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

DBE TYPE : WBE
DBE CONTACT: N/A

TRAVELERS

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

June 6, 2013

Virginia Department of Transportation

RE: Curtis Contracting, Inc.
I-64 Pavement Rehabilitation
From: Little Creek Road Bridge (East Abutment);
To: Bridge over Curlew Drive & RR (West Abutment)
And I-264 Pavement Rehabilitation
From: Claiborne Ave. Bridge (East Abutment);
To: Broad Creek Bridge (West Abutment)
Contract ID Number: C00104329DB65
(Anticipated Cost of Construction: $50,000,000)

To Whom It May Concern:

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

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

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

Sincerely,

Cindy O'Bryan

Cynthia D. O'Bryan

ATTACHMENT 3.2.10

State Project No. 0064-122-009

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Curtis Contracting Inc.	02733335	Corporation	Active	PO Box 769 West Point, VA 23181	Class A Contractor ASB BLD H/H LSC	2701031525	03-31-14
GAI Consultants, Inc.	F0396012	Foreign Corporation	Active	618 E. South Street Suite 700 Orlando, FL 32801	Professional Engineering, Licensed Surveying	0407004210	12-31-13
Quality Engineering Solutions	F1601428	Foreign Corporation	Active	PO Box 3004 Conneaut Lake, PA 16316	Professional Engineering	0407004950	12-31-13
Accompong Engineering Group, LLC	S2835215	Limited Liability Company	Active	9510 Ironbridge Rd., Suite 200 Chesterfield, VA 23832	Professional Engineering	0407005442	12-31-13
GET Solutions	05418470	Corporation	Active	204-B Grayson Road Virginia Beach, VA 23462	Professional Engineering	0407004018	12-31-13
Engineering Consulting Services, LTD.	031139366	Corporation	Active	2700 International Pkwy, Suite 100 Virginia Beach, VA 23452	Professional Engineering	0411000385	02-28-14
Seventh Point Inc.	02675411	Corporation	Active	4752 Euclid Road VA Beach, VA 23462			

ATTACHMENT 3.2.10

State Project No. 0064-122-009

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
Curtis Contracting Inc.	Bill Richards	PO Box 769 West Point, VA 23181	Richmond VA, 23227	Professional Engineering	0402027950	01-31-14
GAI Consultants, Inc.	Mark Burris	4198 Cox Road, Suite 114 Glen Allen, VA 23060	Mechanicsville VA, 23116	Professional Engineering	0402021215	07-31-14
Quality Engineering Solutions	Fred Morse	509 Meherrin St. Emporia, VA 23847	Wilmington DE, 19805	Professional Engineering	0402032858	08-31-14
Accompong Engineering Group, LLC	Conrad Scott	9510 Ironbridge Rd., Suite 200 Chesterfield, VA 23832	Chester VA, 23836	Professional Engineering	0402032170	05-31-15

Virg

06/13/13

LLCM3220 LLC DATA INQUIRY 18:37:24

LLC ID: S283521 - 5 STATUS: 00 ACTIVE STATUS DATE: 02/17/09

LLC NAME: Accompong Engineering Group, LLC

DATE OF FILING: 02/17/2009 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8425 LYLWOOD CT

CITY: CHESTERFIELD STATE: VA ZIP: 23838-0000

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

R/A NAME: CONRAD A SCOTT

STREET: 9510 IRONBRIDGE ROAD

SUITE 200 RTN MAIL:

CITY: CHESTERFIELD STATE: VA ZIP: 23832-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 12/27/11 LOC: 120 CHESTERFIELD CO

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			

(Screen Id:/LLC_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407005442

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

PROFESSIONS: ENG

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

Gordon N. Dixon, 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.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005442 EXPIRES: 12-31-2013
PROFESSIONS: ENG
ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2013

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

NUMBER
0402041680

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

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402041680 EXPIRES: 11-30-2013

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838

(FOLD)

(DETACH HERE)

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

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Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

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

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0364

Commonwealth of Virginia
State Corporation Commission

Virg

06/14/13

CISM0180 CORPORATE DATA INQUIRY 08:26:45

CORP ID: 0273333 - 5 STATUS: 00 ACTIVE STATUS DATE: 07/12/85
CORP NAME: CURTIS CONTRACTING, INC.

DATE OF CERTIFICATE: 07/15/1985 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JOSEPH H KASIMER

STREET: Rees Broome, P.C. AR RTN MAIL:
1900 Gallows Road, Suite 700
CITY: TYSONS CORNER STATE : VA ZIP: 22182
R/A STATUS: 4 ATTORNEY EFF. DATE: 01/02/13 LOC : 129
ACCEPTED AR#: 213 09 1606 DATE: 05/29/13 FAIRFAX COUNTY
CURRENT AR#: 213 09 1606 DATE: 05/29/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Virginia.gov
Online Services | Commonwealth Sites | Help | Governor
Search Virginia.gov | Submit Query

APELSCIDLA Individual License

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

Open Complaints: None

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

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

Closed Complaints: None

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

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2014

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

NUMBER
2701031525

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

CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181

Gordon N Dixon, Director

ALTERATION OF [illegible] AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA

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

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

CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181

(FOLD)

(DETACH HERE)

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

[illegible] USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA

Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is July 15, 1985.

Nothing more is hereby certified.

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

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0505

Commonwealth of Virginia
State Corporation Commission

Virg

06/13/13

CISM0180 CORPORATE DATA INQUIRY 18:33:46

CORP ID: 0311396 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/18/96
CORP NAME: ENGINEERING CONSULTING SERVICES, LTD.

DATE OF CERTIFICATE: 10/23/1987 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 1100.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100 AR RTN MAIL:

CITY: CHANTILLY STATE : VA ZIP: 20151
R/A STATUS: 2 OFFICER EFF. DATE: 11/20/02 LOC : 129
ACCEPTED AR#: 212 53 6111 DATE: 09/20/12 FAIRFAX COUNTY
CURRENT AR#: 212 53 6111 DATE: 09/20/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,700.00					500,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

Engineering Consulting Services - Mid-Atlantic, LLC

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

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0431

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, AUGUST 5, 2004

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

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

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

CERTIFICATE OF AMENDMENT

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

STATE CORPORATION COMMISSION

By Mark L. Christie

Commissioner

04-07-21-4045
LLAACPT
CIS0436

Commonwealth of Virginia
State Corporation Commission

Virg

06/13/13
CISM0180 CORPORATE DATA INQUIRY 18:31:17

CORP ID: F039601 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/24/03
CORP NAME: G-A-I CONSULTANTS, INC.

DATE OF CERTIFICATE: 11/04/1981 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: NATIONAL CORPORATE RESEARCH, LTD.

STREET: 250 BROWNS HILL COURT AR RTN MAIL:

CITY: MIDLOTHIAN STATE : VA ZIP: 23114
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/19/12 LOC : 120
ACCEPTED AR#: 212 53 9978 DATE: 10/17/12 CHESTERFIELD CO
CURRENT AR#: 212 53 9978 DATE: 10/17/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,270.00					200,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
07-31-2014

NUMBER
0402021215

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

MARK CHRISTOPHER BURRIS
EARTH TECH
11013 RIDGEBROOK DRIVE
SUITE 210
MECHANICSVILLE, VA 23116

Gordon N Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021215 EXPIRES: 07-31-2014

MARK CHRISTOPHER BURRIS
EARTH TECH
11013 RIDGEBROOK DRIVE
SUITE 210
MECHANICSVILLE, VA 23116

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2013

NUMBER
0407004210

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

PROFESSIONS: ENG, LS

G A I CONSULTANTS INC
618 E.SOUTH STREET
STE 700
ORLANDO, FL 32801

Gordon N Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004210 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS
G A I CONSULTANTS INC
618 E.SOUTH STREET
STE 700
ORLANDO, FL 32801

(FOLD)

(DETACH HERE)

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

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That G-A-I CONSULTANTS, INC., a corporation incorporated under the law of Pennsylvania, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on November 4, 1981; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

April 3, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1304035733

06/13/13

CISM0180 CORPORATE DATA INQUIRY 18:33:15

CORP ID: 0541847 - 0 STATUS: 00 ACTIVE STATUS DATE: 08/04/04

CORP NAME: Geotechnical Environmental and Testing Solutions, Inc.

DATE OF CERTIFICATE: 06/16/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: TERENCE MURPHY

STREET: KAUFMAN & CANOLES PC AR RTN MAIL:
150 W MAIN ST STE 2100

CITY: NORFOLK STATE : VA ZIP: 23510 1609

R/A STATUS: 4 ATTORNEY EFF. DATE: 07/17/02 LOC : 212

ACCEPTED AR#: 213 09 1311 DATE: 05/24/13 NORFOLK CITY

CURRENT AR#: 213 09 1311 DATE: 05/24/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407004018

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

PROFESSIONS: ENG

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

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004018 EXPIRES: 12-31-2013
PROFESSIONS: ENG
GEOTECHNICAL ENVIRONMENTAL & TESTING
SOLUTIONS INC
204-B GRAYSON ROAD
VIRGINIA BEACH, VA 23462

(FOLD)

(DETACH HERE)

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

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Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
June 7, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1306075878

06/13/13

CISM0180 CORPORATE DATA INQUIRY 18:32:01

CORP ID: F160142 - 8 STATUS: 00 ACTIVE STATUS DATE: 09/20/04

CORP NAME: QES, Inc. (USED IN VA BY: Quality Engineering Solutions, Inc.)

DATE OF CERTIFICATE: 09/20/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: BUSINESS FILINGS INC

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/20/04 LOC : 143

ACCEPTED AR#: 212 13 0252 DATE: 08/06/12 HENRICO COUNTY

CURRENT AR#: 212 13 0252 DATE: 08/06/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	220.00					25,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407004950

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

PROFESSIONS: ENG

QUALITY ENGINEERING SOLUTIONS INC
QES INC
PO BOX 3004
CONNEAUT LAKE, PA 16316

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.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004950 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUALITY ENGINEERING SOLUTIONS INC QES INC
PO BOX 3004
CONNEAUT LAKE, PA 16316

(FOLD)

(DETACH HERE)

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

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.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
08-31-2014

NUMBER
0402032858

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

FREDRICH G MORSE
707 BLACKSHIRE RD
WILMINGTON, DE 19805

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Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402032858 EXPIRES: 08-31-2014

FREDRICH G MORSE
707 BLACKSHIRE RD
WILMINGTON, DE 19805

(FOLD)

(DETACH HERE)

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

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.

10010 (7/11) 107028-3

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QES, Inc. (USED IN VA BY: Quality EngineeringSolutions, Inc.), a corporation incorporated under the law of Pennsylvania, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on September 20, 2004; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

June 12, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1306125404

Commonwealth of Virginia
State Corporation Commission

06/14/13
CISM0180 CORPORATE DATA INQUIRY 08:34:49

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

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

STREET: 4705 COLUMBUS ST AR RTN MAIL:

CITY: VIRGINIA BEACH STATE : VA ZIP: 23462 6749
R/A STATUS: 4 ATTORNEY EFF. DATE: 03/24/98 LOC : 228
ACCEPTED AR#: 213 04 0605 DATE: 02/19/13 VIRGINIA BEACH
CURRENT AR#: 213 04 0605 DATE: 02/19/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, March 4, 1985

This is to Certify that the certificate of incorporation of

HAMBRIGHT, CALCAGNO & DOWNING, INC.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all the laws of the State applicable to the corporation and its business.

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

State Corporation Commission

George H. Bryant, Jr.

Clerk of the Commission

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

I.

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

II.

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

III.

The foregoing amendment was adopted on January 24, 2008.

IV.

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

V.

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

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

HAMBRIGHT, CALCAGNO & DOWNING, INC.

By:_____
Christopher A. Calcagno, President

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, FEBRUARY 1, 2008

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

Seventh Point, Inc. (formerly HAMBRIGHT, CALCAGNO & DOWNING, INC.)

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

CERTIFICATE OF AMENDMENT

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

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

STATE CORPORATION COMMISSION

By Mark C. Christie

Commissioner

08-01-28-0084
AMENACPT
CIS0436

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

William "Bill" Richards, PE, Construction Engineer

b. Project Assignment:
Construction Manager

c. Name of Firm With Which You Are Now Associated:
Curtis Contracting, Inc.

d. Years Experience: With this Firm 12 Years With Other Firms 15 Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.)

2000 – Current. Curtis Contracting, Inc.: Construction Engineer/Construction Manager

- Virginia Capital Trail Design-Build Project – June 2011 – Present Project Manager responsible for construction management on the Curtis Contracting/Parsons Brinckerhoff Team for this $8.7 million VDOT/Charles City County project
- I-295/Meadowville Road Interchange Design-Build Project – Sept 2010 – Nov 2011 Project Manager responsible for the construction management on the Curtis Contracting/Parsons Brinckerhoff Team for this $11.7 million VDOT/Chesterfield County project
- Warhill Infrastructure and Roadways Design-Build Project – April 2006 – Aug 2008 Project Manager responsible for the construction management on the Curtis/Timmons Group/CHA LLP Team for this $37.4 million James City County project
- US Route 199 Widening Design-Build (PPTA) Project – May 2004 – April 2006 Project Manager responsible for the construction management on the Jamestown 2007 Constructors, LLC/Wilber Smith & Assoc Team for this $32.4 million VDOT/James City County project

1998 – 1999. Frederick R. Harris: Associate Vice President
1990 – 1997. VRTBA: Engineer Director
1987 – 1990. VDOT: Asst Resident Engineer Chesterfield

Over 25 years of experience on major infrastructure projects located throughout Virginia. Experience includes airport facilities, athletic facilities, highway and bridge, environmental, and other site development projects. Clients have included VDOT, Local Municipalities, DOD, GSA and FHWA.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization

Virginia Polytechnic Institute and State University, Blacksburg, Virginia / B.S. / 1984 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #

1998 / Professional Engineer /VA #027950
Virginia DCR Responsible Land Disturber Certification / #21759 (Exp. 1/31/2014)
VDOT Erosion and Sediment Control Contractor Certification / #1053C (Exp. 12/12/2013)

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

1. **VA Capital Trail Design-Build Project–Construction Manager June 2011–Present (The project completion date of his current assignment is scheduled to occur prior to the start date of construction for the proposed project)** Mr. Richards is responsible for the management of construction for this $8.8 million project. The project elements include the construction of 12.5 miles of asphalt paved trail and structures. Mr. Richards is responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Mr. Richard's duties include daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicates daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Mr. Richards is the on-site point of contact for the Curtis/Parsons Brinckerhoff Team and is responsible for the communication and coordination with

VDOT's Project Representative, Charles City County, visiting permitting agencies and impacted property owners. Mr. Richards maintains a professional engineering license in the State of Virginia and has extensive roadway design and construction experience. Using this experience, Mr. Richards is able to efficiently communicate field issues with our Design Team Members and help to expedite the resolve of any conflicts or improvements as they are revealed thru the normal course of construction. Most importantly Mr. Richards credentials make him uniquely qualified to insure that the project is constructed in accordance with the current approved design plans and contract requirements. Mr. Richards coordinates the daily and weekly progress meetings where the immediate on-site staff participates in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items are addressed to support construction and contract compliance. Owner Contact: VDOT Richmond District, 2430 Pineforest Drive, Colonial Heights, VA 23834, Mr. Keith Ryder P.E., 804-752-5538.

2. **I-295/Meadowville Road Interchange Design-Build Project – Construction Manager Sept 2010 – Nov 2011**
   Mr. Richards was responsible for the management of construction for this $11.7 million Fast Track/Design-Build project. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included significant traffic control, construction of two signalized interchanges on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Mr. Richards was responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Mr. Richard's duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Mr. Richards was the on-site point of contact for the Curtis/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT's Project Representative, Chesterfield County, visiting permitting agencies and adjacent property owners. Mr. Richards coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.
   Owner Contact: VDOT Richmond District, 2430 Pineforest Drive, Colonial Heights, VA 23834, Mr. Tom Hawthorne, 804-524-6091.
3. **US Route 199 Widening Design Build (PPTA) Project – Construction Manager May 2004 – April 2006**
   Mr. Richards was responsible for the construction management on the Jamestown 2007 Constructors, LLC/Wilber Smith & Assoc Team for this $32.4 million project. Elements of this project included Design-Build construction to complete expansion of the Route 199 corridor from 2 lanes to 4 lanes for approximately three (3) miles. The project included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorptive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements and the relocation of Route 359 into the Colonial National Parkway at Jamestown. Mr. Richards was responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Mr. Richard's duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Mr. Richards was the on-site point of contact for the Curtis/Wilber Smith & Assoc Team and was responsible for the communication and coordination with VDOT's Project Representative, James City County, visiting permitting agencies and impacted property owners. Mr. Richards coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a "micro" level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief resume of Key Personnel anticipated for the Project.

a. Name & Title:
Conrad Scott, PMP, PE - Principal Engineer

b. Project Assignment:
Maintenance of Traffic (MOT) Manager

c. Name of Firm with which you are now associated:
Accompong Engineering Group LLC

d. Years experience: With this Firm 4.5 year. With other Firms 14.5 years.
Please list chronologically your employment history, position and general experience of fields of practice for the past (15) years. (NOTE: if you have less than 15 years of experience, please list your experience for those years you have worked):

Accompong Engr. Group: 4.5 Years – President / Civil and Transportation Engineering

Timmons Group: 2 Years – Civil and Transportation Engineering

City of Richmond: 1 year – Civil and Transportation Engineering

VDOT: 1.5 years – Civil and Transportation Engineering

URS: 4 years – Civil and Transportation Engineering

PTG: 1 year - Civil and Transportation Engineering

Michigan DOT: 5 years – Civil and Transportation Engineering

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization
Michigan State University, East Lansing, MI / MS / 1999 / Civil Engineering

Morgan State University, Baltimore, MD / BS / 1995 / Civil Engineering

f. Active Registration: Year First registered/Discipline/VA Registration #:
1999 / Professional Engineer / VA # 041680

g. Document the extent and depth of experience and qualifications relevant to the Project.
Mr. Scott experiences include 19 years of managing and designing a variety of transportation engineering reconstruction and rehabilitation projects. His experiences include a diverse engineering background in transportation planning, scoping, design and construction of roadway/highway infrastructure. His experience includes performing MOT/TMP coordination, designs and inspections. Mr. Scott is also experienced in the preparation of construction plans and specifications relating to transportation infrastructure projects for Interstate Highways. Some of the projects he performed on the behalf of VDOT includes:

1. **I-95 bridges replacement over the Meherrin River; Emporia, VA (2012 to Present)**
Task Manager responsible for Maintenance of Traffic (MOT/TMP) during the replacement of two bridges over the Meherrin River in Emporia. The purpose of the project is to replace

the two bridges carrying I-95 traffic with structures that complies with current standards. The existing bridges were constructed in 1959 and projects more than 540-feet over the Meherrin River. The existing bridges require continuous repair and does not comply with current standards including having functionally obsolete shoulder widths. The project includes bridge design, roadway, traffic, MOT/TMP, drainage, utility relocation and coordination, value engineering, QA/QC, and constructability review.

2. **Route 36 Design-Build; Prince George County & Hopewell, VA (2010 to 2012)**
   Task Manager responsible for Maintenance of Traffic (MOT/TMP) and the development of traffic signal plans for five intersections. The $8 million AARA and BRAC project involves widening approximately 1 mile of roadway along the eastbound direction on Route 36 from Fort Lee to the City of Hopewell as well as reconfiguring approximately 0.5 mile of roadway along Route 144 eastbound. The project includes drainage, storm water management, ramp upgrade, signals, curb and gutter, lighting, utilities, ROW and environmental services.

3. **Lynnhaven Parkway; Virginia Beach, VA (2005 to 2006)**
   Engineering Team Manager for the reconstruction and widening of Lynnhaven Parkway from Holland Road to Lishelle Place. The $44 million project involved widening the existing roadway from 4 lanes to 6 lanes, bridge widening, culvert widening, driveway improvements, traffic signals, grading diagram, utility design and relocation, rights-of-way, and a complex maintenance of traffic (MOT) sequence to minimize interruptions on the existing facility.

4. **Route 221 (Forest Road) Widening; Bedford, VA (2005 – 2006)**
   Design Manger for the 4 miles expansion of Route 221 from Ambassador Drive to Route 1489 (Venture Drive) to accommodate a five-lane typical section.
   The $24 million project involved drainage, traffic signals, intersection design, major geometric improvements involving vertical and horizontal alignments, maintenance of traffic (MOT), culvert widening, side streets improvements, driveways, guardrail, grading diagram, and ROW.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Fredrich G. Morse, P.E.

b. Project Assignment:

Quality Assurance Manager

c. Name of Firm With Which You Are Now Associated:

Quality Engineering Solutions, Inc.

d. Years Experience: With this Firm <1 Years With Other Firms 29 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.)

Eastern Shore Natural Gas Company: <1 year – Construction Manager
Trumbull Construction Management Services: 1.5 years – Construction Manager
Hawkeye, LLC: 1 year – Project Manager
AECOM: 1 year – Senior Construction Manager
Edgemoore Homes, LLC: 2 years – Senior Project Manager
Rodgers Construction Management Associates, Inc.: 5 years – Senior Associate
Wilbur Smith Associates, Inc.: 4 years – Director of Construction Engineering and Inspection
Parsons Brinckerhoff Construction Services, Inc.: 2.5 years – Senior Construction Engineer

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization

BS, United States Merchant Marine Academy / 1971 / Mechanical Engineering
MS, Northwestern University / 1975 / Environmental Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #

1998 / Professional Engineer / VA # 0402032858
/ Professional Engineer / MD #26143
/ Professional Engineer / FL #22868

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

1. **Construction Manager, Eastern Shore Natural Gas Company; April 2013 - present**
   On-site Owner's representative during the construction of a $12 million expansion of the Daleville Gas Compressor station. Providing oversight of contractor's daily activities, work schedules, and QA/QC procedures.
2. **Construction Manager, Trumbull Construction Management Services; August 2010 - November 2012**
   Construction Manager assigned to PennDOT District-6 roadway and bridge construction projects. Projects include the $14 million demolition and replacement construction of nine (9) triple span steel beam structures, and incidental drainage and pavement; the demolition and replacement of an box girder bridge and roadway realignment with extensive retaining wall construction; coordination of construction activities for two (2) bridge crossings with CONRAIL at an active industrial siding and a CONRAIL yard; and the repair of structural steel bridge girders and replacement of expansion dams on I-95 in Philadelphia. Provide total project controls services to include change orders, correspondence, submittals, RFI's, and meetings coordination and recordation.
3. **Project Manager, Hawkeye, LLC.; 2009**
   Provided construction scheduling and change order controls for an electrical general contractor for a 5.5 mile pilot 230 kV/2000mVA underground transmission system for Dominion Virginia Power in Garrisonville, VA valued at $35 million. Project elements included 42 inch diameter horizontal directional drilling bores, concrete duct banks, and cable pulling operations.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Mark Burris, PE – Director of Engineering
b. Project Assignment: Design Manager
c. Name of Firm With Which You Are Now Associated: GAI Consultants, Inc.
d. Years Experience: With this Firm <1 Years With Other Firms 29 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.)
AECOM: 6 Years – Director of Transportation, Design-Build PM for transportation projects VDOT: 1.5 Years – Design Section Manager (Location and Design) Wilbur Smith Associates: 5 Years – Associate in Charge, Design-Build PM for transportation project HW Lochner: 3 Years – Director of Road Design, PM for transportation projects
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization BS, Old Dominion University / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration # 1990 / Professional Engineer / VA # 021215
g. Document the extent and depth of your experience and qualifications relevant to the Project. Mr. Burris has 29 years of professional experience primarily with transportation projects. He has served in the role of project manager on numerous Virginia Department of Transportation (VDOT) roadway and bridge and design-build projects for the past 18 years. He is highly practiced in the design process for transportation projects from early planning studies through final design and construction. His experience includes managing and design of interstate, major roadway reconstruction and rehabilitation projects, involving environmental permitting, utility relocations, right-of-way acquisition, maintenance of traffic during construction, coordination with federal, state and local municipal stakeholders, and construction engineering support services. Some of the representative projects he has managed include: **1. Jamestown Corridor Improvements PPTA Project; Jamestown and Williamsburg, VA (2003-2006)** Design Project Manager for corridor improvements project to enhance transportation access for the 400th anniversary of Jamestown in 2007. The PPTA team was led by Jamestown 2007 Corridor Constructors, which included Curtis Contracting as a lead contracting role. The $32 million project involved the widening the existing two lane sections to four-lane divided roadway of Route 199, a bridge replacement over College Creek, sound barrier walls, intersection improvements at the intersection of Route 199 and Route 31, and a realignment of Route 359 on a new location outside the Jamestown Visitor's Center to connect Route 359 with the Colonial Parkway. The project involved major geometric considerations, noise walls, intersection improvements, residential and commercial development accommodations, utility coordination, relocation and design, bridge replacement over a major stream, culvert design and significant grading and alignment

improvement, environmental permitting and mitigation, right-of-way acquisition and overall construction engineering management. The project was completed on-budget and ahead of schedule.

2. **North Gayton Road Extension Design-Build; Henrico County, VA (2007-2012)**
   Design Project Manager for the design and construction of a 2.1 mile extension of North Gayton Road in Henrico County, Virginia for English Construction. The $38 million design-build project involved widening the existing roadway from two lanes to four lanes, a new six lane divided roadway, a new bridge spanning I-64, two precast concrete culverts over small streams, driveway improvements, traffic signals, grading diagram, utility design and relocation, and a complex maintenance of traffic sequence to minimize interruptions on the existing facility.

3. **Volvo/Lynnhaven Parkway Improvements; Chesapeake and Virginia Beach, VA (1997-1999)**
   Design Project Manager for this 2.2 mile urban principal arterial roadway widening project connecting a missing section between Lynnhaven Parkway, in Virginia Beach and Volvo Parkway, in Chesapeake. This connection and widening project will significantly improve east/west connectivity between the two cities. The existing two lane sections are to be widened to four lanes divided with curb and gutter, a bikeway and sidewalks along a commercial and residential corridor. The $22 million project involves major drainage improvements, bridge replacement, intersection design, and major geometric improvements involving vertical alignments, maintenance of traffic, side street improvements, driveways, sound barriers, grading diagram, and right-of-way acquisition.

4. **Route 50 (Lee Jackson Memorial Highway) Improvements; Fairfax County, VA (1996-1997)**
   Design Project Manager for this 3.5 mile urban principal arterial roadway widening project crossing I-66, in Fairfax County, VA. The project provided additional capacity by adding additional through lanes to the existing roadway in sections and adding right and dual left turn lanes throughout the densely developed commercial corridor at intersections. The project also included ramp access improvements at the I-66 interchange for acceleration and deceleration lanes. Maintenance of traffic and sequence of construction were primary key issues, to maintain access to the project's adjoining commercial businesses. The project also involved drainage improvements, intersection design, side street improvements, driveways, and right-of-way acquisition.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Mike Carosi, Vice President of Public Affairs

b. Project Assignment:
Transportation Public Relations Project Manager

c. Name of Firm with which you are now associated:
Seventh Point Advertising, Marketing and Public Relations, Virginia Beach, VA

d. Years experience: With this Firm __6__ Years With Other Firms __17__ 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.):

Seventh Point Advertising, Marketing and PR, Vice President of Public Affairs, 2007 - Present
The Meridian Group, Director of Production Logistics, 2005 - 2007
Decipher Inc., Director of Production for Brand Materials and Product Distribution, 2002 - 2005

Professional Statement: Mike Carosi has more than 20 years of experience in all areas of creative services, public affairs, community outreach, marketing, advertising, strategic planning and deployment of communications plans as both vendor and client. Mike's extensive knowledge and experience include all phases of logistics, planning, printing, purchasing, procurement, media and workflow associated with marketing and transportation public relations. Mike is currently the Vice President of Public Affairs for Seventh Point Advertising, Marketing and Public Relations.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Commonwealth University, B. A. / 1990 / History

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
NA

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

1. **I-64 Battlefield Boulevard Project, Chesapeake, VA (2007 - 2010)**
Managed Seventh Point's internal operations, creative development, messaging and media purchasing. Managed teams for all media relations, community and local business outreach and PR for the project. Supervised print, broadcast, direct mail, internet campaigns, media training and deployment for all outreach as directed by the VDOT Hampton Roads District Public Affairs office. Supervised public affairs staff, billing and contract requirements.

2. **Gilmerton Bridge Replacement Project, Chesapeake, VA (2009 - Jan. 2014)**
Currently manage Seventh Point's internal operations and teams for all public affairs directives from Parsons Brinckerhoff and the VDOT Hampton Roads District Public Affairs office. Initiatives include electronic communications, community and business outreach, direct mail, community surveys, press relations and media training. Supervise print, broadcast and web/interactive media placement as well as public affairs staff, billing and contract requirements.

3. **VDOT District Wide Contract IV, Hampton Roads, VA (Feb. 2011 - Dec. 2013)**
Currently manage Seventh Point's internal operations and teams for specific public affairs projects, media placement, advertising and message development. Work directly with the VDOT Hampton Roads District Public Affairs office to develop and deliver marketing, advertising and public relations. Initiatives include electronic communications, public outreach, press relations, media training, print, broadcast and web/interactive media placement. Supervise public affairs staff, billing and contract requirements.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Stephen L. Ordung – Operations Manager

b. Project Assignment:
Design-Build Project Manager

c. Name of Firm With Which You Are Now Associated:
Curtis Contracting, Inc

d. Years Experience: With this Firm 6.5 Years With Other Firms 16 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.)

Present – 2006. Curtis Contracting, Inc.: Design Build Project Manager/Contracts Manager

- Virginia Capital Trail Design-Build Project – June 2011 – Present Design Build Project Manager responsible for managing the Curtis Contracting/Parsons Brinckerhoff Team for this $8.7 million Charles City County project
- I-295/Meadowville Road Interchange Design-Build Project – Sept 2010 – Nov 2011 Design Build Project Manager responsible for managing the Curtis Contracting/Parsons Brinckerhoff Team for this $11.7 million Chesterfield County project
- Fort Eustis Tactical Equip Facility Design-Build Project – April 2009 – Jan 2011 Design Build Project Manager responsible for managing the Curtis Contracting/CHA LLP Team for this $11.5 million US Army project
- Warhill Infrastructure and Roadways Design-Build Project – April 2006 – Aug 2008 Design Build Project Manager responsible for managing the Curtis/Timmons Group/CHA LLP Team for this $37.4 million James City County project

2006 – 2003. Archer Western Contractors: Program Manager

- Springfield Interchange Phase 6&7 – Responsible for the construction management of the $104 million interchange project, to include 14 bridge structures, in the I95/I495/I395 mixing bowl
- I-64/Staples Mill Interchange CSX ACCA Yard RR Bridge Widening – Responsible for the construction management of the $24 million bridge/roadway widening and replacement in Henrico County

2003 – 1998. Archer Western Contractors: Senior Project Manager

- I-64 Widening/Jefferson Avenue Interchange – Responsible for the construction management of the $39 million Interstate 64 widening, bridge structure replacement and complete interchange project in Newport News, VA
- I-70 Tonoloway Bridge Replacement – Responsible for the construction management of the $7 million interstate widening and bridge replacement over the Tonoloway River in Hancock, MD
- RDU Airport Infrastructure – Responsible for the construction management of the $32 million roadway civil and structures project in support of the $110 million new parking structure and roadways at the Raleigh/Durham Airport

1998 – 1996. Archer Western Contractors: Project Manager

- I-64 HRBT Widening WB Roadway – Responsible for the construction management of the AWC Joint Venture share of the $38 million bridge widening and superstructure rehabilitation for the westbound approach bridges at the Hampton Roads Bridge Tunnel.

1995 – 1992. Walsh Northeast Construction: Project Engineer

- Various Significant Projects for Federal, State and Local Government Clients

Over 20 years of experience on major infrastructure projects located throughout the Eastern United States including several projects in the Commonwealth of Virginia. Experience includes design/build, major airport facilities, athletic facilities, highway and bridge, water/wastewater treatment plants, and other site development projects. Clients have included VDOT, James City County, NCDOT, MDSHA, USACE, US Navy, AAFES, and GSA.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization

Wentworth Institute of Technology, Boston, Massachusetts / B.S. / 1990 / Construction Management
Worcester Industrial Technical Institute, Worcester, Massachusetts / A.S. / 1988 / Civil Engineering
US Army Corps of Engineers – CQM Certification CENAO-08-0387

f. Active Registration: Year First Registered/ Discipline/VA Registration #

Virginia DCR Responsible Land Disturber Certification / #32306 (Exp. 7/13/2012)

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

1. **Virginia Capital Trail Design-Build Project–Design Build Project Manager June 2011 – Present**
   Mr. Ordung is responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, right-of-way acquisition, quality assurance & quality control, environmental protection, safety, schedule and construction for this $8.8 million project. The project elements include the construction of 12.5 miles of asphalt paved trail and structures. Mr. Ordung is the main point of contact for the Curtis/Parsons Brinckerhoff Team and is responsible for the communication and coordination with VDOT, Charles City County, permitting agencies, impacted property owners and other stakeholders on the project. Mr. Ordung utilized his experience combined with the innovative flexibility allowed with the Design-Build process to reduce project costs by eliminating the need for 11 bridge structures, which resulted in an owner savings of more than $1.1 million. Mr. Ordung was also instrumental in establishing the design criteria that allowed for an environmentally positive use of recycled asphalt pavement millings in the pavement base material. He developed the original contract proposal, CPM Schedule, QA/QC Plan and continues to monitor progress of the project. Owner Contact: VDOT Richmond District, 2430 Pineforest Drive, Colonial Heights, VA 23834, Mr. Keith Ryder P.E., 804-752-5538.
2. **I-295/Meadowville Road Interchange Design-Build Project–Design Build Project Manager Sept 10'–Nov 11'**
   Mr. Ordung was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this $11.7 million project. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included two signalized interchanges on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Mr. Ordung was the main point of contact for the Curtis/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. Mr. Ordung was instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. Using the unique flexibility allowed only with the Design-Build process he steered the phased design submissions to allow for work to begin within 2 months of project Award and then obtain all approvals in order to complete all work on time and within budget. Mr. Ordung's focus on safety and accident prevention resulted in over 100,000 man hours without a single recordable injury for the entire project. Mr. Ordung was instrumental in the decision to salvage the existing concrete material within the I-295 pavement shoulders and recycle the material in an environmentally positive way to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. He developed the original contract proposal, CPM Schedule, QA/QC Plan maintained all project controls, and completed all significant contract negotiations for this project. Owner Contact: VDOT Richmond District, 2430 Pineforest Drive, Colonial Heights, VA 23834, Mr. Tom Hawthorne, 804-524-6091.
3. **Warhill Infrastructure and Roadways Design-Build Project–Design Build Project Manager April 06'–Aug 08'**
   Design Build Project Manager responsible for managing the Curtis/Timmons Group/CHA LLP Team for this $37.4 million James City County project. As the Design Build Project Manager for the Curtis/Timmons Group/CHA Team, Mr. Ordung was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this $37.4 million project. The project elements included the roadway widening of US Route 60 and widening of Centerville Road to provide increased traffic capacity and access to James City County's new 588 acre education, recreation and emergency response center development. Design and construction details also included major roadways, utilities and storm water management for the entire 588 acre. This project was a Turn-Key effort that supported the new 1,450 student high school for Williamsburg-James City County Schools, a 350,000 square foot campus site for Thomas Nelson Community College, 3,000-seat stadium and multi-use synthetic grass athletic fields venue. Work also included the reconstruction of two (2) earthen dams. CCI's continuous emphasis on environmental compliance throughout the project earned them the award by James City County Board of Supervisors for Environmental Stewardship in 2008. Mr. Ordung was the main point of contact for the Curtis/Timmons Group/CHA Team and was responsible for the communication and coordination with James City County, VDOT, and all third party stakeholders on the project. As this project was multi-phased, Mr. Ordung was instrumental in the coordination of design and construction for all phases in order to expedite the schedule to meet the contract completion date for all phases ahead of schedule. Mr. Ordung's focus on safety and accident prevention resulted in over 200,000 man hours without a single recordable injury for the entire project. Owner Contact: James City County General Services, 113 Tewning Road, Williamsburg, VA 23187, Mr. Bernie Farmer, 757-592-2276.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Rt. 199** **Segments 1B, 3, 4 (PPTA)** Location: **James City County, VA**	Name: **Wilbur Smith Associates**	Name of Client./ Owner: **VDOT** Phone: **(757) 253-5069** Project Manager: **David Black** Phone: **(757) 253-5069** Email: **david.black@vdot.virginia.gov**	**2005 (1B)** **2005 (3)** **2005 (4)**	**2004 (1B)** **2005 (3)** **2004 (4)**	**32,400**	**32,400**	**32,400**

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

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

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

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

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

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

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

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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Name: **Warhill Infrastructure & Roadways (PPEA)** Location: **James City County, VA**	Name: **Timmons Group**	Name of Client./ Owner: **James City County** Phone: **(757) 253-6728** Project Manager: **Sanford Wanner** Phone: **(757) 253-6728** Email: **swanner@williamsburgpottery.com**	**2007**	**2007**	**35,041**	**37,382**	**37,382**

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

In 2004 James City County Virginia passed a $40 million bond referendum to finance the development of a 588 acre property known as the Warhill site. Curtis Contracting Inc. was subsequently awarded a Design-Build (PPEA) in 2005 for the turn-key design, permitting, right-of-way acquisition, and utility improvements necessary to deliver this massive investment by the municipality. Project elements included the roadway widening of US Route 60 and widening of Centerville Road to provide increased traffic capacity and access to James City County's new 588 acre education, recreation and emergency response center development. Design and construction details also included major roadways, utilities and storm water management for the entire 588 acre site. This project was a turn-key effort that supported the new 1,450 student high school for Williamsburg-James City County Schools, a 350,000 square foot campus site for Thomas Nelson Community College, a 3,000-seat stadium and multi-use synthetic grass athletic fields venue. Work also included the reconstruction of two (2) earthen dams. CCI's continuous emphasis on environmental compliance throughout the project earned them the award by James City County Board of Supervisors for Environmental Stewardship in 2008. Curtis Contracting led the Team of Curtis/Timmons Group and was responsible for the communication and coordination with James City County, VDOT, and all third party stakeholders on the project.

The requirements of the US Route 60 and Centerville Road expansion were very similar to those of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway was expanded under traffic while also accommodating the existing roadway cross slope, profile, and drainage features. CCI coordinated the MOT plans and the construction sequencing with great detail to enable work to be completed without interruption to traffic flow or pedestrian access throughout the project. In fact, CCI eliminated the need for any detour and designed only a single shift of the traffic pattern in order to complete all work.

Construction sequencing was also a significant challenge on this project due to the significant amount of utilities that were installed or modified in advance of the mass grading roadway construction. CCI installed over 2,100 LF of 72" Dia. RCP for the main storm drainage being carried across the site to the storm water management ponds. Design and construction accommodated a crossing of this massive culvert and other new utility installations with the existing Dominion Virginia Power high voltage transmission main, Virginia Natural Gas high pressured transmission main and a Newport News Waterworks 60" Dia. water force main.

CCI's focus on safety enabled us to complete all work, to include over 200,000 man hours, without a single recordable injury.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

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Name: **I-295/Meadowville Road Interchange Improvements (Design Build)** Location: **Chesterfield County, VA**	Name: **Parsons Brinckerhoff**	Name of Client./ Owner: **VDOT** Phone: **(804) 674-2800** Project Manager: **Ian Millikan** Phone: **(804) 674-2800** Email: **ian.millikan@vdot.virginia.gov**	**12/31/2011**	**12/15/2011**	**11,715**	**11,820**	**11,820**

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

CCI was responsible for the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this $11.7 million project. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included two signalized intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. CCI was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. CCI met the challenge of expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. CCI's talent was key to supporting the phased design submissions to allow for work to begin within 2 months of project Award and then obtain all approvals in order to complete all work on time and within budget.

CCI's Team salvaged the existing concrete material within the I-295 pavement shoulders and recycled the material in an environmentally positive way to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. The Interstate 295 and Meadowville Road Interchange Design Build construction is very similar to the requirements of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway under traffic will be expanded while also accommodating the existing roadway cross slope, profile, and drainage features. Our experience brings forth many valuable lessons for consideration in order to accomplish this challenge. One example would be the emphasis of as-built data prior to establishing the baseline profiles for roadway and drainage design. We have found that the increments of topographic and baseline survey need to be sufficient to identify precisely the existing pavement profiles and cross sections so that the design for the widened roadway does not reach the point of final surface course and find the variables in pavement settlements or prior construction do not allow minimum, or will exceed maximum, allowable tolerance for the final roadway sections.

During the design and construction of this project, CCI worked seamlessly with our Design Team to establish a pavement section and construction method that allowed us to eliminate the traffic limitation of a single lane on the bridge and approaches during the phase of pavement reconstruction at the existing fixed bridge location. The approach expedited the completion of work in this critical area and allowed for minimal impact of traffic during construction. CCI received high praise from the County emergency response officials and the neighboring Northrop Grumman State data storage center officials for our innovative approach and for the fact that we considered their concerned, adapted, and improved any original conceptual plan for this work.

CCI was able to control the project schedule with its unique ability to self perform all project management, mass excavation, roadway sub base, storm drainage/basin construction, pavement demolition, traffic control and guardrail installation. Major items of work include approx 120,000 cubic yards of mass excavation, 20,000 Cubic Yards of borrow excavation, 26,000 SY of concrete pavement, 23,000 Tons of asphalt and 27,000 Tons of aggregate base material. CCI has added the resources internally to also perform all asphalt milling and paving operations which allows for us to control all these elements on the Interstate 64 Widening and Route 623 Interchange Improvements project.

CCI's focus on safety enabled us to complete all work, to include over 100,000 man hours, without a single recordable injury.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **SR 115 (MLK Jr. Parkway)/ 21st Street Interchange Design Build** Location: **Jacksonville, Duval County Florida**	Name: **GAI Consultants was the Prime Designer.** **Archer Western Contractors was the Contractor.**	Name of Client: **Florida Department of Transportation, District 2** Phone: **800-749-2967** Project Manager: **Craig Teal** Phone: **800-749-2967** Email: **craig.teal@dot.state.fl.us**	**Fall 2013**	**Fall 2013**	**$30.5M**	**$30.5M**	**$2,490,656.16**

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.

GAI is serving as prime consultant for the design and permitting of this interchange optimization project providing safety and operational improvements related to access to and from the Port of Talleyrand. Improvements include the realignment of SR 115/MLK Jr. Parkway, bringing the mainline horizontal and vertical geometry to current standards, a new interchange between SR 115 and 21st Street and improvements to the existing Phoenix Avenue interchange. The project also includes the water and sanitary sewer design improvements necessary to accommodate the new interchange. The work was performed out of our Jacksonville, FL office.

Work Tasks/Services

- Three new bridge structures, including a superelevated structure over the JAXPORT Railroad
- 71,000 SY of PCCP
- Stormwater management facility design and permitting
- Significant permanent and temporary MSE wall design
- Local Access Interchange at intersection of SR 115 and Phoenix Ave.
- Complex MOT–maintaining 4 lanes of traffic on SR 115 at all times while reconstructing the mainline roadway and associated bridges

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LEAD DESIGNER - WORK HISTORY FORM

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Name: **Interstate 79, Section A12** Location: **Allegheny County, Pennsylvania**	Name: **GAI Consultants was the prime Designer.**	Name of Client: **Pennsylvania Dept. of Transportation, District 11-0** Phone: **412-479-4877** Project Manager: **Elwood Balog** Phone: **412-479-4877** Email: **ebalog@pa.gov**	**Winter 2006**	**Winter 2006**	**$90 M**	**$90 M**	**$7,000,000**

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

GAI Consultants, Inc. (GAI) provided in-depth bridge inspection, preliminary engineering, environmental studies, final designs, shop drawing review and consultation during construction for the total reconstruction of five miles of Interstate highway between the Kirwan Heights and Parkway West interchanges in Collier Township. This high-profile project along Section A12 of S.R. 0079 required pavement and shoulder replacement, rehabilitation or replacement of 23 bridges and three culverts, drainage system updates, new guide rail, and acceleration and deceleration lane lengthening at three interchanges. GAI was able to reduce rock fall potential from steep cut slopes along the corridor, and developed a proactive Traffic Control Plan that provided two travel lanes in each direction during construction. The project also included a complete Intelligent Transportation System with a closed-circuit television system, changeable message signing and an Incident Management Plan.

Work Tasks/Services

- In-depth bridge inspection for repair strategies (21 bridges)
- Traffic analysis
- Accel/Decel lane lengthening
- Roadway design
- Bridge rehabilitation (21 bridges)
- Bridge design (2 new bridges)
- Culvert design
- Geotechnical investigations
- Traffic control plan
- Erosion and Sedimentation
- Stormwater management plan
- Traffic signal design
- Intelligent TransportationSystem (ITS)
- Signing plan
- Pavement marking and delineation plan
- Highway lighting plan
- Utility investigation
- Right-of-Way plan

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **SR 9B (Future I-795) from SR-5/US-1 to I-295 Design-Build** Location: **Jacksonville, Duval County Florida**	Name: **GAI Consultants was Prime Designer.** **Archer Western Contractors was the Contractor.**	Name of Client: **Florida Department of Transportation, District 2** Phone: **800-749-2967** Project Manager: **Nelson Bedenbaugh** Phone: **800-749-2967** Email: **nelson.bedenbaugh@dot.state.fl.us**	**06/2013**	**06/2013**	**$70 M**	**$70 M**	**$ 5,428,523.79**

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.

GAI is serving as prime consultant for the design and permitting of this new 3.5-mile divided highway designed to Interstate standards. GAI is providing all highway design, drainage design and permitting, along with Bridge Design, MSE Wall Design, and oversight of wetland permitting. This $70 Million project has an 881-day Design and Construction Schedule with the design divided into numerous components, allowing construction to begin early in the design process to meet this aggressive schedule. The work was performed out of our Jacksonville, FL office.

Work Tasks/Services

- 13 Bridge structures over waterways, wetlands and active interstate highways
- System to System Interchange at the I-295/SR-9B intersection designed to accommodate the ultimate future build-outconfiguration
- 3.5 miles of new Interstate alignment
- PCCP Typical Section
- Stormwater Management FacilityDesign and Permitting
- Wetland Permitting Oversight
- MSE Wall Design
- Local Access Interchange at the intersection of SR-9B and US-1
- Water and SanitaryForcemain Design