



Statement of Qualifications

I-95 at Temple Avenue Interchange Improvements

FROM: 0.041 Miles West of Hamilton Avenue

TO: 0.069 Miles East of Existing I-95 Ramp

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

November 25, 2013

Submitted by:



In association with:

RS&H
IMPROVING YOUR WORLD

ORIGINAL



3.1 General

3.1.2 - STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS



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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Sec. 3.1.2-1 thru 3.1.2-2
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Sec. 3.1.2-3
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	Sec. 3.2: Page 2
Offeror's point of contact information	NA	Section 3.2.2	yes	Sec. 3.2: Page 1
Principal officer information	NA	Section 3.2.3	yes	Sec. 3.2: Page 1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	Sec. 3.2: Page 2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	Sec. 3.2: Page 2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Sec. 3.2: 3.2.6-1
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Sec. 3.2: 3.2.7-1 thru 3.2.7-8
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Sec. 3.2: Appendix A-1
Evidence of obtaining bonding	NA	Section 3.2.9	no	Sec. 3.2: Appendix A-2

ATTACHMENT 3.1.2**Project: 0095-106-122****STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Sec. 3.2: Appendix A-3 thru A-5
Full size copies of SCC Registration	NA	Section 3.2.10.1	No	Sec. 3.2: Appendix A-6 thru A-13
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Sec. 3.2: Appendix A-14 thru A-21
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Sec. 3.2: Appendix A-22 thru A-29
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	Sec. 3.2: Page 2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Sec. 3.3: Page 3 thru 6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Sec. 3.3.1-1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Sec. 3.3.1-3
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Sec. 3.3.1-5
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Sec. 3.3.1-7
Organizational chart	NA	Section 3.3.2	yes	Sec. 3.3: Page 7

ATTACHMENT 3.1.2**Project: 0095-106-122****STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	Sec. 3.3: Page 6
Experience of Offeror's Team				Sec. 3.4: Page 8 thru 10
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Sec. 3.4.1- 1 thru 3
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	No	Sec. 3.4.1- 4 thru 6
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Sec. 3.5: Page 11 thru 15

2.10 - ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Form C-78-RFQ

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

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

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 10/15/2013
(Date)

2. Cover letter of Addendum #1 11/12/2013
(Date)

3. Cover letter of _____
(Date)

 11/21/13
SIGNATURE DATE



3.2 Letter of Submittal



GEORGE NICE & SONS, INC.

Site Development
Road & Utility Construction

November 25, 2013

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

RE: A Design-Build Project I-95 at Temple Avenue Interchange Improvements
State Project No. 0095-106-122
Federal Project No.: NH-095-1(328)
Contract ID Number: C00085623DB74

Attention: Brenda L. Williams

For your consideration, **George Nice and Sons, Inc. (GNS)** offers our enclosed Statement of Qualifications (SOQ) for the subject design-build solicitation. Please find attached one original paper version of the SOQ, ten abbreviated copies of the SOQ, and one CD-ROM containing the entire SOQ in a single cohesive Adobe PDF file.

GNS is a mid-sized, privately held, family owned and operated general contractor with decades of successful infrastructure projects in our portfolio. We are very proud of our history, which began with George J. Nice over four decades ago. In 1985 George Nice and Sons incorporated and each of Mr. Nice's four sons Robert, Ray, Jerry, and Michael joined the business. Today, three generations of family members work for GNS with George still leading as president. The Nice family takes great pride in our reputation for quality, integrity, and craftsmanship. We relish the opportunity to demonstrate how our family company may serve the stakeholders and the Department on your Temple Avenue project.

3.2.2 Offeror Point of Contact

Mr. S. Ray Nice, PE
Vice President
George Nice and Sons, Inc.
129 Industrial Blvd.
Toano, Virginia 23168
757-565-2885 Fax 757-565-1526
RNice@GNiceandSons.com

3.2.3 Principal Offeror

Mr. George J. Nice
President
George Nice and Sons, Inc.
129 Industrial Blvd.
Toano, Virginia 23168
757-565-2885 Fax 757-565-1526

Brenda Williams
November 25, 2013

3.2.4 Offeror Structure – George Nice and Sons, Inc. is the design-build contracting entity for the project. GNS, a Virginia corporation, will undertake financial responsibility for the project and will post performance and payment bonds for the project contract value and associated time period. There are no associated liability limitations to describe.

3.2.5 Full Legal Names – The Lead Contractor Legal Name is George Nice and Sons, Incorporated. The Lead Designer legal name is Reynolds, Smith and Hills, Inc.

3.2.6 Offeror Affiliated or Subsidiary Companies – As indicated on Attachment 3.2.6 George Nice and Sons, Inc. has no affiliated or subsidiary companies.

3.2.7 Debarment Forms – The requested forms Attachments 3.2.7(a) and 3.2.7(b) are attached to this Letter of Submittal.

3.2.8 VDOT Prequalification – GNS is currently prequalified with VDOT reference number **N165**. Evidence of this prequalification is included in our SOQ in Appendix A attached to the Letter of Submittal.

3.2.9 Evidence of Bonding – The requested surety letter is included in Appendix A attached to the Letter of Submittal.

3.2.10 SCC & DPOR Documentation – Attachment 3.2.10 as well as full size copies of SCC Registration, DPOR Registration (offices), DPOR Registration (Key Personnel), and DPOR Registration (non-APELSCIDLA) is included in Appendix A attached to this Letter of Submittal.

3.2.11 DBE Participation – As attested via the closing signature below, George Nice and Sons, Inc., as the design-build Offeror for the subject project, commits to achieving meaningful DBE participation in the order of 12% of the entire value of the contract.

Thank you for your time and thoughtful consideration of our Statement of Qualifications. We eagerly await the opportunity to serve the Department and your project stakeholders.

Sincerely,



S. Ray Nice, PE
Vice President
George Nice and Sons, Inc.

Attachments:
Attachment 3.2.6
Attachment 3.2.7(a)
Attachment 3.2.7(b)
Appendix A

3.2.7(a) - CERTIFICATIONS REGARDING DEBARMENT - PRIMARY

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

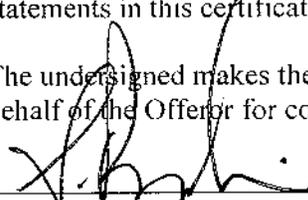
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

	11/15/13	Vice President
Signature	Date	Title

George Nice & Sons, Inc.
Name of Firm

3.2.7(b) - CERTIFICATIONS REGARDING DEBARMENT - LOWER TIER

ATTACHMENT NO. 3.2.7(b)

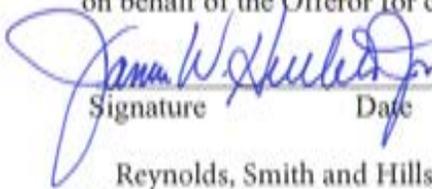
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

 11-19-13
Signature Date

Vice President, Mid-Atlantic Region
Title

Reynolds, Smith and Hills, Inc. (RS&H)
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

	November 19, 2013	President
Signature	Date	Title

Reynolds, Smith and Hills CS, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

	11/15/2013	President
_____ Signature	_____ Date	_____ Title

Froehling & Robertson, Inc.

 Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

<u>K. B. T.</u>	<u>November 15, 2013</u>	<u>Practice Leader, Associate</u>
Signature	Date	Title

Woolpert, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

	11/15/2013	Principal Geotechnical Engineer
Signature	Date	Title
Camille A. Kattan, P.E.		

GET Solutions, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

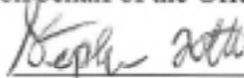
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

	November 18, 2013	Chief Operating Officer
Signature	Date	Title

O. R. Colan Associates of Florida, LLC
Name of Firm



APPENDIX

3.2.8 - VDOT PREQUALIFICATION

TRNSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 11/15/2013

11/15/2013
2:06 PM
PAGE 301

- N -

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N165
GEORGE NICE & SONS, INC.
PREQ. EXP : 07/31/2014

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
129 INDUSTRIAL BOULEVARD	022 - INCIDENTAL CONCRETE
TOANO, VA 23168-0000	045 - UNDERGROUND UTILITIES
PHONE : 757-565-2885	055 - BRIDGE REPAIRS
FAX : 757-565-1526	101 - EXCAVATING

BUSINESS CONTACT: NICE, MICHAEL ANDREW
EMAIL: MNICE@GNICEANDSONS.COM

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

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

=====

N234
NICKELSTON INDUSTRIES, INC.
PREQ. EXP : 07/31/2014

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 133	020 - FENCE INSTALLATION
LAWSONVILLE, NC 27022-0133	021 - GUARDRAIL INSTALLATION
PHONE : 336-871-3435	
FAX : 336-871-3439	

BUSINESS CONTACT: NICKELSTON, SHEREE HARRIS
EMAIL: NICKINDUSTRIES1@YAHOO.COM

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

DBE TYPE : DBE AND WBE
DBE CONTACT: N/A

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3.2.9 - EVIDENCE OF BONDING**TOWNE INSURANCE**

November 22, 2013

Mr. William Arel
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond VA 23219

RE: Colonial Heights, Virginia
State Project No.: 0095-106-122
Federal Project No.: NH-095-1(328)
Contract ID Number: C00085623DB74

Dear Mr. Arel,

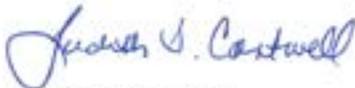
George Nice & Sons, Inc. is a substantial and important client of Towne Insurance and Travelers Casualty and Surety Company of America. We have supported this established firm in their pursuit of projects in the \$15,000,000.00 range. Furthermore, we will favorably give consideration to a total work program in the range of \$25,000,000.00.

As surety for George Nice & Sons, Inc., Travelers Casualty and Surety Company of America with A.M. Best Financial Strength Rating A+ and Financial Size Category XV, is capable of obtaining 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 as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

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

Please feel free to contact us if you need any other information.

Sincerely,



Judith S. Cantwell
Attorney-in-Fact

/jsc

3.2.10 - SCC & DPOR DOCUMENTATION**ATTACHMENT 3.2.10****State Project No. 0095-106-122****SCC and DPOR Information**

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
George Nice and Sons, Inc.	02655199	Corporation	Active	129 Industrial Blvd Toano, VA 23168	Contractor	2701027703	3/31/2014
Reynolds, Smith and Hills, Inc.	F112005-1	Foreign	Active	4235 Innslake DR. Ste. 105 Glen Allen, VA 23060	Engineering	0411000935	2/28/2014
Reynolds, Smith and Hills, Inc.	F112005-1	Foreign	Active	730 Peachtree Street Suite 430 Atlanta, GA 30308	Engineering	0411001027	2/28/2014
Reynolds, Smith and Hills, CS, Inc.	F115040-0	Foreign	Active	252 W. Main St. Ste. 1 Abingdon, VA 24210	Engineering	0411000872	2/28/2014
Froehling and Robertson, Inc.	0027211-2	Corporation	Active	3015 Dumbarton Rd. Richmond, VA 23228	Engineering	0407 000098	12-31-2013
Woolpert, Inc.	F1597881	Foreign	Active	676 Independence Parkway, Ste. 100 Chesapeake, VA 23320	Engineering	0407004603	12/31/2013
GET Solutions, Inc.	0541847	Corporation	Active	204 Grayson Rd. Virginia Bch, VA 23462	Engineering	0407004018	12/31/2013
O.R. Colan and Associates, Inc.	T0309270	Foreign LLC	Active	11121 Carmel Commons Blvd, Ste. 200 Charlotte, NC 28226	Real Estate Appraisal Board	4008 001545	07/31/2015
Williamsburg Environmental Group, LLC	0357437-3	Corporation	Active	5209 Center St Williamsburg, VA 23188	Engineering	0407003693	12/31/2013

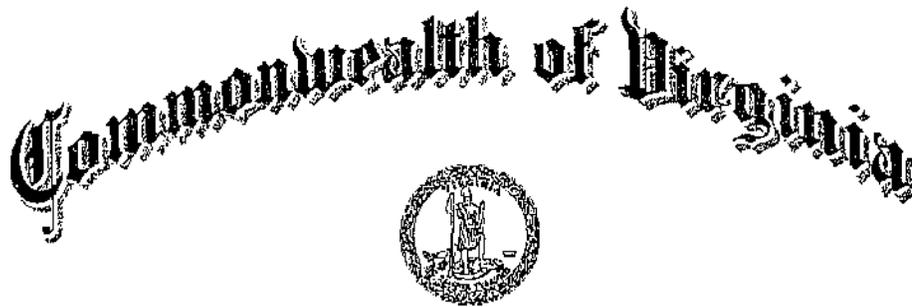
ATTACHMENT 3.2.10
State Project No. 0095-106-122
SCC and DPOR Information

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
George Nice and Sons, Inc.	S. Ray Nice	Toano, VA	19681 High Bluff Lane Barhamsville, VA 23011	Engineer	0402018664	7/31/2014
George Nice and Sons, Inc.	Michael Nice	Toano, VA	129 Industrial Blvd. Toano, VA 23168	Engineer	0402028743	1/31/2014
Reynolds, Smith and Hills, Inc.	John Vandergriff	Glenn Allen, VA	3229 White Chimneys Ct. Glen Allen, VA 23060	Engineer	0402031149	7/31/2015
Reynolds, Smith and Hills, Inc.	Mark McElwain	Glenn Allen, VA	11341 Long Meadow Dr. Glen Allen, VA 23059	Engineer	0402033041	7/31/2015
Reynolds, Smith and Hills, Inc.	Greg Grant	Atlanta, GA	138 Grand Avenue Suwanee, GA 30024	Engineer	0402045503	12/31/2014
Reynolds, Smith and Hills, Inc.	Charles Smith	Glenn Allen, VA	3413 Hunton Ridge Rd, Glen Allen, VA 23059	Engineer	0402038210	7/31/2015
Reynolds, Smith and Hills CS, Inc.	Thomas White	Abingdon, VA	1000 Legion Place, Ste. 800, Orlando, FL 32801	Engineer	0402050751	10/31/2014
Froehling and Robertson, Inc.	Robert Hill	Richmond, VA	4206 Fitzhugh Avenue Richmond, VA 23230	Engineer	0402021277	2/28/2015
GET Solutions, Inc.	Camille Kattan	Virginia Beach, VA	793 Lo Colonis Drive Virginia Bch, VA 23456	Engineer	0402018045	7/31/2014
GET Solutions, Inc.	Mark Scholefield	Virginia Beach, VA	204 Grayson Road Virginia Bch, VA 23462	Engineer	0402033932	4/30/2014
GET Solutions, Inc.	Joe Robinson	Virginia Beach, VA	1311 Sagamore Court Virginia Bch, VA 23464	Engineer	0402050157	7/31/2014
Woolpert, Inc.	Kirsten Tynch	Chesapeake, VA	676 Independence Parkway, St. 100 Chesapeake, VA 23320	Engineer	0402032034	2/28/2014

ATTACHMENT 3.2.10
State Project No. 0095-106-122
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
Woolpert, Inc.	Stacey Burrows	Chesapeake, VA	638 W. Princess Anne Rd. Norfolk, VA 23517	Engineer	0402046471	1/31/2014
Woolpert, Inc.	Joey Cobb	Chesapeake, VA	10131 Fortsville Road Capron, VA 23829	Land Surveyor	0403002482	6/30/2015
Woolpert, Inc.	Mike Mull	Chesapeake, VA	2309 Merl Circle Virginia Bch, VA	Engineer	0402047873	12/31/2013

STATE CORPORATION COMMISSION



STATE CORPORATION COMMISSION

Richmond, January 14, 1985

*This is to Certify that the certificate of incorporation of
George Nice & Sons, Inc.*

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



State Corporation Commission

George N. Bussett
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That REYNOLDS, SMITH AND HILLS, INC., a corporation incorporated under the law of Florida, 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 October 8, 1992; 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:
March 12, 2013*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1303125780

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, June 16, 2009

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

Reynolds, Smith and Hills CS, Incorporated

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



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

CIS0328

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FROEHLING & ROBERTSON, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 11, 1924;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 9, 2013*

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1301095661

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, Clerk of the Commission

CISECOM
Document Control Number: 1306075878

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That O.R. Colan Associates of Florida, LLC, a limited liability company organized under the law of Florida, obtained a certificate of registration to transact business in Virginia from the Commission on June 2, 2006; and

That it is registered to transact business in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

June 6, 2012

Joel H. Peck

Joel H. Peck, Clerk of the Commission



CSSECOM

Document Control Number: 1206065546

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 17, 2004

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

Woolpert, Inc.

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



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

CIS0436

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, November 2, 2001

This is to Certify that the certificate of incorporation of

WILLIAMSBURG ENVIRONMENTAL GROUP, INC.

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

Effective date: April 17, 1990



State Corporation Commission

Attest:

Joel H. Peck

Clerk of the Commission

CIS0448

DPOR REGULATION LICENSES - FIRM

George Nice and Sons, Inc.

**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
2701027703

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

GEORGE NICE & SONS INC
129 INDUSTRIAL BLVD.
TOANO, VA 23168



Gordon N. Dixon
Gordon N. Dixon, Director

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

Reynolds, Smith and Hills, Inc.

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

EXPIRES ON 02-28-2014	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0411000935
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**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION**

PROFESSIONS: ENG

REYNOLDS SMITH AND HILLS INC
4235 INNSLAKE DRIVE
SUITE 105
GLEN ALLEN, VA 23060



 Gordon N. Dixon, Director

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

EXPIRES ON 02-28-2014	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0411001027
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**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION**

PROFESSIONS: ENG

REYNOLDS SMITH AND HILLS INC
730 PEACHTREE ST
SUITE 430
ATLANTA, GA 30308



 Gordon N. Dixon, Director

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Reynolds, Smith and Hills CS, Incorporated

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

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

EXPIRES ON
02-28-2014

NUMBER
0411000872

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

REYNOLDS SMITH AND HILLS CS INC
252 WEST MAIN ST
SUITE 1
ABINGDON, VA 24210



Geordan N. Dumas
Geordan N. Dumas, Director

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Froehling and Robertson, Inc.

**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
0407000098

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

PROFESSIONS: ENG

**FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228**



 Gordon N. Dixon, Director

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

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

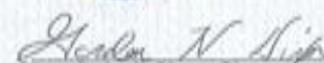
EXPIRES ON
02-28-2014

NUMBER
0411000053

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

PROFESSIONS: ENG

**FROEHLING ROBERTSON INC
1734 SEIBEL DR N E
ROANOKE, VA 24012**



 Gordon N. Dixon, Director

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Woolpert, Inc.

**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
0407004603

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

PROFESSIONS: LS, ENG

**WOOLPERT INC
676 INDEPENDENCE PARKWAY
SUITE 100
CHESAPEAKE, VA 23320**



Gordon N. Dixon
Gordon N. Dixon, Director

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GET Solutions, Inc.

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

EXPIRES ON 12-31-2013	9980 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0407004018
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**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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COMMONWEALTH OF VIRGINIA**

EXPIRES ON 02-28-2014	9980 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0411000366
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**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION**

PROFESSIONS: ENG

**GEOTECHNICAL ENVIRONMENTAL TESTING SOLUTIONS
1592 PENNIMAN RD STE E
WILLIAMSBURG, VA 23185**



 Gordon N. Dixon, Director

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O.R. Colon Associates, Inc.

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

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

EXPIRES ON

07-31-2015

NUMBER

4008 001545

**REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION**

O R COLAN ASSOCIATES OF FLORIDA LLC
11121 CARMEL COMMONS BOULEVARD SUITE 200
CHARLOTTE NC 28226



Gordon N. Dixon
Gordon N. Dixon, Director

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Williamsburg Environmental Group, Inc.

**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
0407003693

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

PROFESSIONS: ENG, LA

WILLIAMSBURG ENVIRONMENTAL GROUP INC
5209 CENTER ST
WILLIAMSBURG, VA 23188



 Gordon N. Dixon, Director

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

EXPIRES ON
02-28-2014

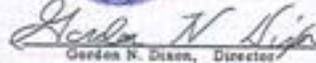
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0411000595

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

PROFESSIONS: ENG

WILLIAMSBURG ENVIRONMENTAL GROUP INC
1011 BOULDER SPRINGS DR
STE 225
RICHMOND, VA 23225



 Gordon N. Dixon, Director

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DPOR REGULATION LICENSES - KEY PERSONNEL

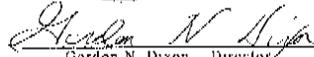
George Nice and Sons, Inc.

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

EXPIRES ON 07-31-2014	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0402018664
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

STANLEY RAY NICE
19681 HIGH BLUFF LANE
BARHAMSVILLE, VA 23011



Gordon N. Dixon, Director

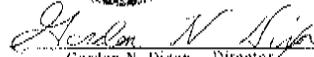
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COMMONWEALTH OF VIRGINIA**

EXPIRES ON 01-31-2014	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0402028743
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

MICHAEL ANDREW NICE
129 INDUSTRIAL BLVD
TOANO, VA 23168



Gordon N. Dixon, Director

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Reynolds, Smith and Hills, Inc.

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

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

EXPIRES ON
07-31-2015

NUMBER
0402031149

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

JOHN ANDREW VANDERGRIFF
3329 WHITE CHIMNEYS COURT
GLEN ALLEN, VA 23060



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
07-31-2015

NUMBER
0402033041

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

MARK DANIEL MCELWAIN
11341 LONG MEADOW DRIVE
GLEN ALLEN, VA 23059



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON

07-31-2015

NUMBER

0402038210

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

CHARLES BRADFORD SMITH
3413 HUNTON RIDGE RD
GLEN ALLEN, VA 23059



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON

12-31-2014

NUMBER

0402045503

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

GREGORY CARL GRANT
138 GRAND AVE
SUWANEE, GA 30024



Gordon N. Dixon
Gordon N. Dixon, Director

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Reynolds, Smith and Hills CS, Inc.

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

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

**EXPIRES ON
10-31-2014**

**NUMBER
0402050751**

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

**THOMAS RUSSELL WHITE
1000 LEGION PL
STE 870
ORLANDO, FL 32801**




Gordon N. Dixon, Director

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Froehling and Robertson, Inc.

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON
02-28-2015

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

NUMBER
0402021277

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

ROBERT AUGUSTUS HILL III
4206 FITZHUGH AVE
RICHMOND, VA 23230



Gordon N. Dixon
Gordon N. Dixon, Director

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

GET Solutions, Inc.

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

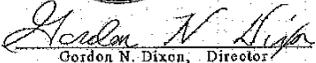
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
07-31-2014

NUMBER
0402018045

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

CAMILLE A KATTAN
793 LOS COLONIS DRIVE
VIRGINIA BEACH, VA 23456



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

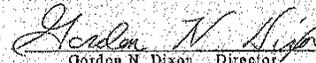
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
04-30-2014

NUMBER
0402033932

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

DAVID MARK SCHOLEFIELD
204 GRAYSON ROAD
VIRGINIA BEACH, VA 23462



 Gordon N. Dixon, Director

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

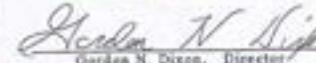
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
07-31-2014

NUMBER
0402050157

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

JOSEPH ROSS ROBINSON
1311 SAGAMORE COURT
VIRGINIA BEACH, VA 23464



 Gordon N. Dixon, Director

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Woolpert, Inc.

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

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

EXPIRES ON
02-28-2014

NUMBER
0402032034

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

KIRSTEN BLACK TYNCH
WOOLPERT INC
676 INDEPENDENCE PARKWAY
SUITE 100
CHESAPEAKE, VA 23320



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
01-31-2014

NUMBER
0402046471

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

STACEY NICOLE RUBY BURROWS
638 W. PRINCESS ANNE RD
NORFOLK, VA 23517



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
06-30-2015

NUMBER
0403002482

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

JOSEPH MARK COBB
10131 FORTSVILLE ROAD
CAPRON, VA 23829



Geordan N. Dixon
Geordan N. Dixon, Director

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

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

EXPIRES ON
12-31-2013

NUMBER
0402047873

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

JOHN MICHAEL MULL
2309 MERL CIRCLE
VIRGINIA BEACH, VA 23455



Geordan N. Dixon
Geordan N. Dixon, Director

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3.3 Offeror's Team Structure



3.3 OFFEROR'S TEAM STRUCTURE

INTRODUCTION

George Nice and Sons, Inc. and our associated design, right-of-way, and quality assurance team members offer VDOT a highly qualified team of professionals, collaborating with a “right sized” local contractor who takes tremendous pride in our work. The Temple Avenue Project scale, location, and scope match the capabilities of the GNS Team. Your project is a textbook match for GNS capabilities and demonstrated project experience. The estimated contract value and associated scope of construction activities correlate to our core business, and your project is optimally located near our base of operations in Toano, Virginia. GNS recently completed construction of a roadway, roundabout, and utility infrastructure project along a portion of Meadowville Technology in Parkway Chester, Virginia very close to your project. GNS is appropriately sized, located, and skilled to recognize construction and operations efficiencies for your project.

Joining GNS as prime design consultant is Reynolds, Smith and Hills, Inc. (RS&H), who consistently ranks near the top of the Engineering News Record Top 500 Design Firms (80th 2013). Supported by over 850 employees across 36 offices mostly concentrated in the southeast, the RS&H design team for Temple Avenue is based in Glen Allen, Virginia is but a short drive to the Temple Ave. Project and GNS headquarters. RS&H engineers possess direct VDOT final design experience, and their skills and location aid in our efficient design-build delivery.

The table below outlines the firms comprising the GNS Team and associated project organizational roles. Small, Women and Minority (SWaM) are identified accordingly.

GNS Team	Role / Responsibility
George Nice and Sons, Inc.	D-B Project Management, Construction
Reynolds, Smith and Hills, Inc.	Design Management, Prime Design Consultant, Public Outreach Relations
Reynolds, Smith and Hills CS, Inc.	Quality Assurance Management
Froehling and Robertson, Inc. (SWaM)	Quality Assurance Materials Testing
GET Solutions, Inc.	Design Geotechnical, QC/Materials
Woolpert, Inc.	Surveying, Utility Design, Signal Design,
Williamsburg Environmental Group, Inc. (SWaM)	Environmental Services and Permitting
O.R. Colan Associates of Florida, LLC (SWaM)	Right of Way Services

3.3.1 KEY PERSONNEL

Role	Name	Firm
<i>Design Build Project Manager</i>	Ray Nice, PE	George Nice and Sons, Inc.
<i>Quality Assurance Manager (QAM)</i>	Tom White, PE	Reynolds, Smith and Hills CS, Inc.
<i>Design Manger</i>	John Vandergriff, PE	Reynolds, Smith and Hills, Inc.
<i>Construction Manager</i>	Michael Nice, PE	George Nice and Sons, Inc.

As requested, detailed information for Design-Build Project Manager (DBPM), Quality Assurance Manager (QAM), Design Manager (DM), and Construction Manager (CM) is included on Attachment 3.3.1., Key Personnel Resume Forms.

All of the key personnel are registered professional engineers in the Commonwealth, and as their Resume Forms indicate, each individual is appropriately qualified for your Temple Avenue.. Project. Brothers Ray and Michael Nice bring an inherent personal and professional bond to our team, and serve as the core of the project leadership team. John Vandergriff has led several multi-disciplinary design teams in the private sector for VDOT design projects, and while a member of VDOT Richmond District he served as VDOT Project Manager, as well. QAM, Tom White, adds 36 years of construction engineering experience to the team, including seven design-build projects on Interstate 95.

Integral Support Personnel

Your Temple Avenue Project may not rank among the largest in Virginia, however the project possesses many of the attributes of larger projects that require an array of expert support personnel. The GNS Team includes fittingly skilled support personnel , including:

Construction Superintendent, Jerry Nice (GNS) has served in partnership with brothers Ray and Michael on many transportation infrastructure projects built by GNS. Jerry's niece, Kate Richey, LEED AP, leads the Construction Quality Control duties for GNS. As discussed earlier, the family owned and operated approach to construction project delivery reaches well into the organizational structure of George Nice and Sons, Inc.

Transportation/Roadway Task Manager, Mark McElwain, PE, (RS&H) will be responsible for transportation engineering and transportation task management. His technical experience includes a focus on geometric design, interchange design, traffic engineering, drainage design, and construction plan preparation. Mr. McElwain has more than 18 years of experience designing projects for state and local agencies. He has designed various interchange types, including cloverleaves, split diamonds, diamonds, and partial cloverleaves. Mark has served as the project manager and engineer of record for the Telegraph Road Widening located in Fairfax County (UPC 96509).

Drainage Task Manager, Charles Smith, PE, (RS&H) will lead drainage activities, including design, erosion and sediment control, and SMW. Charles has more than 14 years of drainage design experience and has been responsible for drainage design for several projects, most recently U.S. Route 50 Lee-Jackson Highway (UPC 68757); U.S. Route 29 and Gallows Road (UPC 11395), and Telegraph Road Widening (UPC 96509). Charles is also an expert with the GEOPAK Drainage platform used by VDOT.

Radha Swayampakala, PE, PTOE (RS&H) serves the team with adept traffic engineering and traffic analysis skills. He is proficient in the use of Synchro, SimTraffic, SIDRA, TransCAD, ArcGIS, CORSIM, VISSIM, MicroStation and HCS+. With over 50 Interchange Modification / Justification reports in his personnel portfolio, he will aid the team with operational analysis skills in both the RFP and final design stages of project pre-construction development, aiding the team in developing creative design solutions.

Greg Grant, PE (RS&H) leads the structural engineering tasks for the project team. Throughout his 28 year career, he has amassed a portfolio of project experience to include various bridge and retaining wall designs including interchange bridges, multitudes of retaining walls (tie-back, cantilever, MSE) and several design-build projects across the southeast.

Beverly Davis, AICP (RS&H) RS&H recognizes the need to advance this project in a way that is acceptable to the communities, VDOT, and property owners adjacent to the roadway, and that it is broadly supported by citizens and decision-makers. This effort requires that we be fully aware of issues and concerns, as well as expectations. In recognition of this need, we have identified Beverly Davis, AICP, one of our most experienced and seasoned associates, to lead this public involvement effort. Ms. Davis has extensive experience in effectively leading public involvement and outreach efforts for highly complex projects at the local, state and regional levels, as

well as numerous applicable publications such as “Maintaining Mobility and Preserving Tradition: Addressing Congestion through Context Sensitive Design Solutions” *Transportation Research Board*, 2008. She will work in concert with both John Vandergriff and Ray Nice with public outreach / relations duties. She has proven experience engaging citizens, key stakeholders, and agencies to find consensus-based solutions to existing and expected project challenges and opportunities. Ms. Davis is supported by corporate RS&H in-house capabilities for renderings, displays, animations, fliers, and social media.

Environmental services and associated permitting activities is led by industry expert, **Brian Hawley** of **Williamsburg Environmental Group, Inc. (WEG)**. Brian is a certified Professional Wetland Scientist and has over 19 years of experience in the environmental services field. His firm specializes in wetland science, regulatory permitting, wetland mitigation, and water resources engineering. In addition, he serves as WEG's Program Manager for Transportation and is the Contract Manager and single point of contact on multiple VDOT Statewide Open-End Contracts, which include: Wetlands and Water Quality; Environmental Documents; and Wetland and Stream Maintenance and Monitoring and Related Services. In this role, he routinely interfaces with the VDOT on project considerations and issue resolution, including: National Environmental Policy Act (NEPA) documentation, delineation of Water of U.S., threatened and endangered species, permitting, compensatory mitigation, construction and post construction compliance monitoring.

A 20 year surveyor and chief, **Joey Cobb, LS** (Woolpert) will lead all surveying, mapping, and utility designation duties for the GNS Team. Mr. Cobb has served VDOT continuously on district and statewide surveying contracts since 2005.

Mike Mull, PE (Woolpert) brings a Virginia centric career focused on utility infrastructure design and coordination including both private and public utility coordination and design. Many of his past project experiences include utility relocations for transportation projects such as Witchduck Road LAP in Virginia Beach.

Stacey Burrows, PE and Kirsten Tynch, PE (Woolpert) supplement the design team, focusing on traffic engineering activities including signal design. Ms. Tynch has over 19 years of professional transportation design experience, including I-95 / 627 interchange Stafford County and Route 3 Signal Upgrades in Spotsylvania County. Supported by Ms. Burrows' nine years of experience in signal design, they represent a cohesive signal / traffic design squad.

Led by **David Sands** (O.R. Colan) , the right-of-way acquisition services are resourced for complete service. Mr. Sands has developed a comprehensive knowledge in real estate over the past 16 years in implementing acquisition, relocation assistance, right of way, property management, and project management services under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. He is a certified Relocation Assistance expert (R/W-RAC) as recognized by the International Right of Way Association, and he is presently assigned as Project Manager to the VDOT-sponsored 13th Street and 10th Street projects in Roanoke, Virginia. Mr. Sands was also the Project Manager for two VDOT on call task orders consisting of 11 acquisition parcels for the bridge replacements on Route 221 and Route 613 that have been successfully completed.

Geotechnical design services are led by **Camille Kattan, PE** (GET Solutions), a 28 year veteran of the profession, and his peer, **Joe Robinson, PE**, will lead the Quality Control lab for the project.

Robert Hill, PE, of Froehling and Robertson, Inc. leads the separate and independent materials testing for Quality Assurance. Recently Robert held the project oversight role on the I-895/Richmond Airport Connector P3 Design-build QC Materials testing effort which included four bridges and various MSE walls.

3.3.2 ORGANIZATIONAL CHART AND FUNCTIONAL RELATIONSHIPS

The George Nice and Sons, Inc. assembled firms and individual experts are graphically depicted below. The Team helps guarantee our reputation of efficient and effective project delivery.

Key Personnel

Ray Nice, PE (DBPM) reports directly to the assigned VDOT Project Manager and will ensure the delivery of the project per the GNS/VDOT contract. Within the confines of the project, the CM, QAM, and DM will report directly to Mr. Ray Nice. Ray has full and complete authority for design and construction project issues as well as contract authority with VDOT. The DBPM and the DM will have a close functional working relationship for all the pre-construction activities on the project.

Michael Nice, PE (CM) reports directly to the DBPM. Michael will lead the day-to-day operations of the construction of the project. During the design stage of the project, the CM, DBPM, and DM will work collaboratively to link design activities to construction approaches. Quality control activities led by Ms. Richy will also report to Michael and the QAM. Jerry Nice, superintendent, reports through the construction activities chain of command through Michael to the DBPM. For construction stakeout activities, Mr. Cobb of Woolpert would report directly to both Jerry and Michael Nice as needed.

Tom White, PE (QAM) reports contractually to the DBPM and will be separated from GNS construction and design operations. The QAM firm, Reynolds, Smith and Hills Construction Services, Inc. (RSHCS) headquartered in Orlando, Florida is a subsidiary of RS&H headquartered in Jacksonville, Florida. RSHCS is managed independent of RS&H and will not be directly or indirectly involved with construction operations or design operations. Mr. White of RSHCS will be responsible for Quality Assurance during construction. The independent testing and materials analysis, part of the QAM duties, will be performed by F&R under sub-contract to RSHCS. Mr. White will have direct and independent contact with VDOT as needed. Mr. White will facilitate communication between the DBPM, the CM, and VDOT should the need arise.

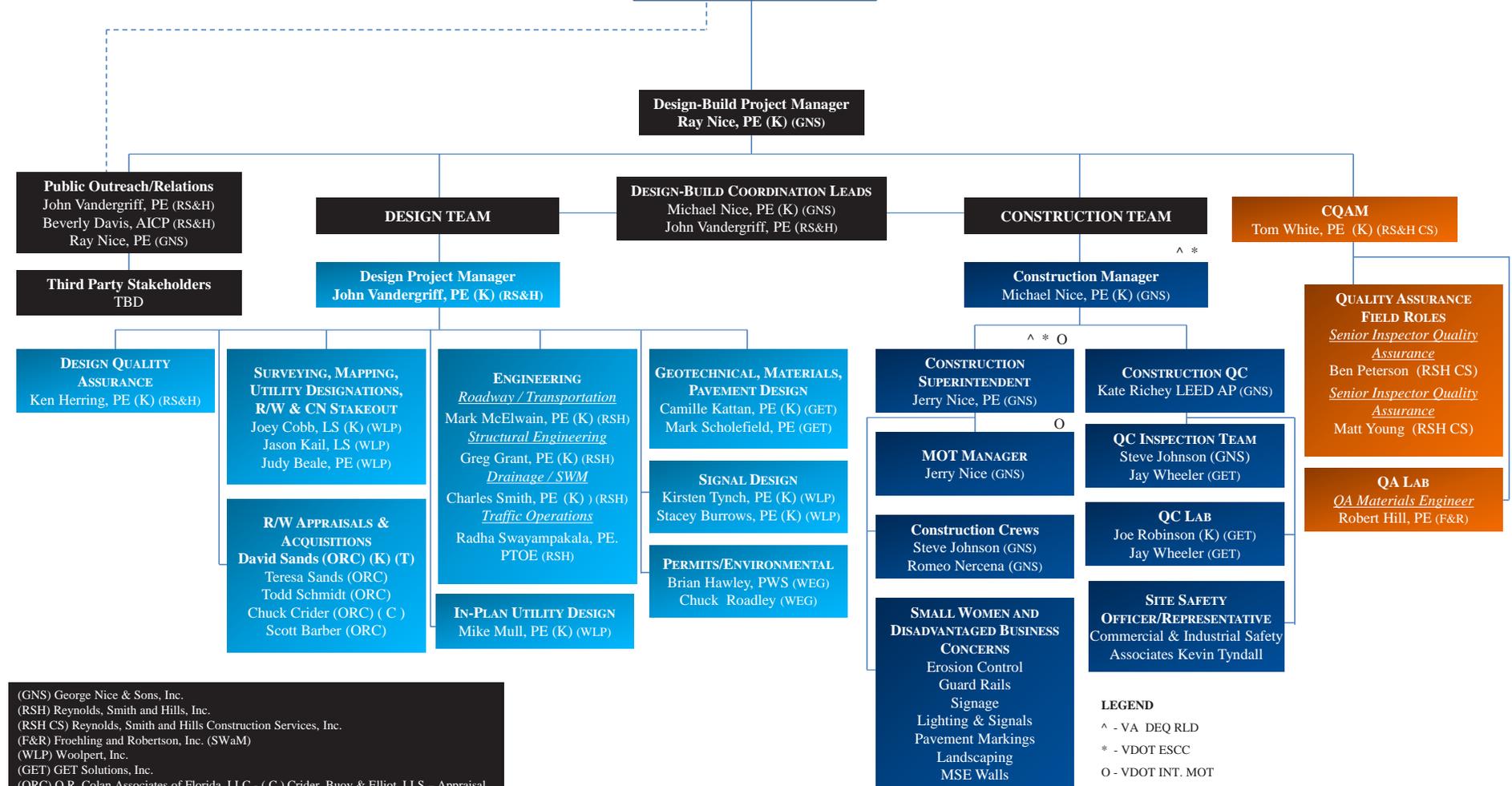
John Vandergriff, PE (DM) reports directly to the DBPM and may hold responsible charge duties for the project or may delegate these duties to responsible charge design task managers. He will lead all pre-construction activities, including those related to engineering design and activities ancillary to transportation design, such as R/W acquisition, surveying, and utility relocation. He will support the public outreach activities by providing technical input, public involvement, and various engineering graphics. Mr. Vandergriff will work with the DBPM and the CM during pre-construction activities and lead design support during construction activities. Communication between the design team and the construction team will be facilitated through the DM to the CM, DPBM, and superintendent.

The integral support personnel and task managers identified in light blue on the organizational chart will report to DM Vandergriff, and the firms associated with the support personnel - Woolpert, Inc.; O.R. Colan; Willamsburg Environmental Group, and GET Solutions - report to RS&H. The review appraisals for the project, as conducted by Crider, Buoy & Elliot, will performed directly for O.R. Colan, and as such, there will be no direct contractual agreement directly between RS&H and Crider, Byuoy & Elliot.

Beverly Davis (RSH) reports directly to the DM, but works collaboratively and collectively with the DBPM, DM, and CM on public outreach / relations activities and will lead media relations, public involvement, and public outreach for the project team.

George Nice and Sons, Inc. often outsources safety audit / officer duties to Commercial & Industrial Safety Associates for an internal independent evaluation of our activities. This "on-call" service is not specific to this project/contract, but part of our standard operating procedures. As such, it is depicted on the attached organizational chart for informational purposes and not indicative of a project specific contractual relationship.

ORGANIZATIONAL CHART



(GNS) George Nice & Sons, Inc.
 (RSH) Reynolds, Smith and Hills, Inc.
 (RSH CS) Reynolds, Smith and Hills Construction Services, Inc.
 (F&R) Froehling and Robertson, Inc. (SWaM)
 (WLP) Woolpert, Inc.
 (GET) GET Solutions, Inc.
 (ORC) O.R. Colan Associates of Florida, LLC - (C) Crider, Buoy & Elliot, LLS - Appraisal
 (WEG) Williamsburg Environmental Group, Inc.
 (K) DPOR Key Personnel

LEGEND
 ^ - VA DEQ RLD
 * - VDOT ESCC
 O - VDOT INT. MOT

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	S. Ray Nice, PE Vice President
b. Project Assignment:	Design-Build Project Manager
c. Name of Firm with which you are now associated:	George Nice & Sons, Inc.
d. Years experience: With this Firm <u>25</u> Years With Other Firms ____ Years	Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.):
	July 1988 – Present: George Nice & Sons, Inc. (Vice President) Primary responsibilities include estimation and project management of site, road and utility projects within the Peninsula, Middle Peninsula and Richmond market areas. Assist with general Business Management and Business Development functions.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Old Dominion University – Norfolk, Virginia/Bachelor of Science Degree/1984/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1988/VA Professional Engineers/License #18664

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.**

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

(2011-2012) Meadowville Technology Parkway (Principal Manager) – Chesterfield, Virginia

Responsibilities Included:

- Prepared detailed cost estimates for paving, grading, excavating, and underground construction projects in accordance with scope of work and RFP instructions.
- Performed quality take-offs, determine resource requirements, and develop production rates.
- Coordinated the total estimating effort as well as interface with owner, engineers, and other contractors
- Provided construction field engineering support service, to include project administration and construction inspection services

(2010-2011) VDOT 5B6, Route 199 (Manager) – James City County, Virginia

Responsibilities Included:

- Prepared detailed cost estimates for paving, grading, excavating, and underground construction projects in accordance with scope of work and RFP instructions.
- Performed quality take-offs, determine resource requirements, and develop production rates.
- Coordinated the total estimating effort as well as interface with owner, engineers, and other contractors
- Provided construction field engineering support service, to include project administration and construction inspection services

(2009-2010) Pole Green Road & Bell Creek Road (Manager) – Hanover County, Virginia

Responsibilities Included:

- Prepared detailed cost estimates for paving, grading, excavating, and underground construction projects in accordance with scope of work and RFP instructions.
- Performed quality take-offs, determine resource requirements, and develop production rates.
- Coordinated the total estimating effort as well as interface with owner, engineers, and other contractors
- Provided construction field engineering support service, to include project administration and construction inspection services

(2005-2006) Warhill PPEA (Manager) – James City County, Virginia

Responsibilities Included:

- Prepared detailed cost estimates for paving, grading, excavating, and underground construction projects in accordance with scope of work and RFP instructions.
- Performed quality take-offs, determine resource requirements, and develop production rates.
- Coordinated the total estimating effort as well as interface with owner, engineers, and other contractors
- Provided construction field engineering support service, to include project administration and construction inspection services

* Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Thomas R. White, PE Senior Project Engineer
b. Project Assignment:	Construction Quality Assurance Manager
c. Name of Firm with which you are now associated:	Reynolds, Smith and Hills CS, Inc.
d. Years experience: With this Firm <u>15</u> Years With Other Firms <u>21</u> Years	Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.):
	<p>09/98 to Present: Reynolds, Smith and Hills CS, Inc. (Senior Project Engineer)</p> <p>Mr. White holds 36 years of progressive experience in construction and design. He has held responsible positions managing work from all perspectives including designer, contractor, FDOT, and CEI consultant. His technical and leadership ability empowers his team to find pro-active solutions to problems. Mr. White has considerable knowledge of roadway, structure, traffic engineering, construction methods, procedures, practices, plans, specifications, and a broad understanding of numerous types of construction contracts. Tom regularly participates in statewide task teams to develop and improve road and bridge specifications, with a particular focus on design-build interstate and bridge construction. He is also practiced in materials, environmental, legal, and safety issues related to construction of transportation facilities.</p> <p>In the last 15 years with RS&H CS, Mr. White has managed five major groupings totaling over \$520M in construction costs (\$368M of which has been design-build projects) and was awarded four FTBA/FDOT 'Best in Construction' accolades. These projects include seven consecutive I-95 widening/reconstruction projects, multiple conventional and complex bridge replacements, and numerous urban reconstruction projects. One recurring theme through Mr. White's work is minimal claims and impacts to the traveling public. He makes it a point to impact traffic as little as possible through the intricate use of detours and adherence to limited work hours.</p> <p>Mr. White also understands how FDOT functions, having served as Senior Project Engineer, Assistant Resident Engineer, and Utility Engineer with FDOT for seven years. This experience as FDOT Utility Engineer, coupled with his entrepreneurial experience as a utility contractor, provides invaluable communication insight.</p> <p>As a well-rounded construction engineer, Tom also holds significant expertise with bridges including more than 25 structures spanning sensitive waterways, rail corridors, and major interstates. These bridges include various materials and construction methods from concrete to steel, and drop-in-span post-tensioned girder to emergency concrete beam replacement.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Wentworth College/Bachelor of Science/1976/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2012/VA/Professional Engineer/No. 0402050751

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.**

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

Duties and responsibilities for the following projects all included:

- Ensure the project was designed and constructed in accordance with the Request for Proposal, the approved plans and specifications and all FDOT procedures.
- Coordinate all office and inspection staff and ensure they are enforcing the project requirements and properly documenting all activities, including material testing and reporting these activities in the correct database.
- Insure the project is safe for the motoring public and the workers through all phases of construction.
- Review monthly payment requisitions from the Design Build team were accurate and included the correct backup documents and process them for payment in accordance with the contract.
- Monitor test reports for failures and insure the correct steps were taken to remediate the failure. Ensure the testing reports and any retests or replacements were incorporated in the project documentation.
- Review any public or business complaints and resolve them with the Design Build Team.
- Monitor the project CPM schedule to ensure the project remains on schedule. Ensure sufficient photos and other documentation is recorded to accurately monitor progress.
- Review any project claims submitted by the Design Build Team and recommend action to the owner.

03/07 to 04/12: Senior Project Engineer for Group 94 Design-Build Projects, Florida Department of Transportation, District 5, Brevard County, Florida -- This group of projects consists of two interstate widening projects on I-95. The first project involved widening 10 miles of the interstate from four lanes to six lanes including concrete paving. Structures work included widening three bridges. The project had a total cost of \$148 million. The second project was a design build finance that involved widening 20 miles of interstate from four to six lanes. A new interchange was constructed, two overpasses were completely replaced, and three bridges were widened. The project had a total construction cost of \$197 million. Contact: Mr. Tim Megivern (321) 634-6564

10/03 to 08/08: Senior Project Engineer for Group 83 Projects, Florida Department of Transportation, District 5, Volusia County, Florida -- This group of projects consists of three interstate widening projects on I-95 and a design-build milling and resurfacing project on I-4 with a total construction value of approximately \$131 million. The I-95 projects involved adding a third lane in each direction towards the median as well as widening several bridges in Volusia and Flagler Counties. The overpass at SR 40 in Volusia County was completely replaced, and at SR 100 in Flagler County the bridge was replaced and upgraded to a single point urban interchange. The projects on I-95 are A + B contracts which provided the contractor an added incentive for early completion. Contact: FDOT Project Manager: Mr. Tim Grimm (386) 943-5769

04/02 to 01/04: Senior Project Engineer for Group 72 Projects, Florida Department of Transportation, District 5, Volusia County, Florida -- Widen SR-442 from I-94 to US-1. This project provided widening of an urban two lane to a four and five lane section. Extensive utility relocation, railroad at grade crossing and business and residential traffic control. Project FN: 240955-1-62-01 was design-build and involved widening I-95 at US-92. The combined construction value was \$29,125,142 Contact: Ms. Suzanne Phillips (386) 943-5224

07/01 to 06/02: Senior Project Engineer for Group 63 Projects, Florida Department of Transportation, District 5, Flagler County, Florida -- Design-Build Equestrian Pedestrian Bridge over I-95 in Flagler County; Replace four bridges on SR-100; SR A-1-A drainage repairs in Flagler county Combined value \$9,007,925. Contact: Ms. Suzanne Phillips (386) 943-5224

10/99 to 07/01: Senior Project Engineer for Group 57 Projects, Florida Department of Transportation, District 5, Volusia County, Florida -- Replacement of the US-1 Tomoka River Bridge; SR A-1-A resurfacing Combined contract amount \$5,531,369 Contact: Ms. Rochelle Will (386) 943-5463

* Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	John Vandergriff, PE Transportation Office Leader / Senior Project Manager
b. Project Assignment:	Design Manager
c. Name of Firm with which you are now associated:	Reynolds, Smith and Hills, Inc.
d. Years of experience: With this Firm <u>1</u> Years With Other Firms <u>20</u> Years	Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.):
	02/13 – Present: Reynolds, Smith and Hills, Inc. (Transportation Office Leader/Senior Project Manager) Lead and manage design of transportation projects including leading technical disciplines associated with transportation projects; responsible charge duties included managing design centric office personnel and activities.
	1/13 – 2/06: The Louis Berger Group, Inc. (Senior Transportation Project Manager/Design Section Manager) Led and managed design of transportation projects, highway design, drainage design, SWM, E&S, traffic, MOT/SOC; responsible charge duties included managing the engineering design section.
	2/06 – 4/04: VDOT Richmond District (Engineer II/Project Manager) Led Project Management Office, Managed a selection of the most risky and regionally significant projects; managed/supervised/led group of PM's in the Project Management Office (PMO); responsible for pre-advertisement design projects.
	4/04 – 1/98: Michael Baker Jr., Inc.; Senior Transportation Engineer Progressively responsible position including all aspects of design of transportation projects (roadway, drainage, MOT, SOC, etc.); responsible charge duties and project manager duties.
	12/97 – 8/95: Wilbur Smith Associates (Transportation EIT then Transportation Engineer) Staff engineer designed and assisted with design of roadways/highways.
	8/95 – 1/92: West Virginia Division of Highways (Engineer-In-Training (EIT) 1, 2) Staff engineer designed and assisted with design of various transportation projects and construction inspection; completed engineer training program for WVDOH.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Tech, Blacksburg, VA / Bachelor of Science/1991/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1997/VA/Professional Engineer (No. 0402031149)

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.**

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

- **(2006 – 2013) Route 147 / Huguenot Memorial Bridge, Richmond, Virginia. Virginia Department of Transportation (sub-consultant).** (Previous firm LBG) Sub-consultant Project Manager. Managed final design engineering for roadway and drainage tasks including complete roadway plans, intersection design, interchange design, stormwater management, erosion and sediment control, signing / pavement marking, SOC/ MOT /TMP, right of way plans, construction plans and construction documents, public hearing responsibilities, as well as design support during construction. Mr. Vandergriff was in charge of the project design exclusive of the James River Bridge and in-plan utilities, and was responsible for scope, schedule, and budget. Worked interactively with Ammann and Whitney (bridge designer) throughout the project life cycle including development of key construction special provisions. Project included roadway reconstruction, realignment, interchange, and urban intersection reconstruction for this urban arterial crossing the James River. Project construction was substantially completed in 2012.
- **(2006 – 2012) U.S. 29 at Gallows Road, Fairfax County Virginia. Virginia Department of Transportation. (Previous firm LBG).** Managed final design activities, right of way plan production, construction plans and documents, and design support during construction for widening and reconstructing this urban principle arterial. The project included multiple lane widening, raised medians, shared use paths, extensive utility coordination, and the complete reconstruction of portions of U.S. 29 and Gallows Road in the vicinity of I-495. Mr. Vandergriff served as engineer in responsible charge for roadway, MOT/SOC and served as manager as the prime consultant for the project in charge of scope schedule and budget. Mr. Vandergriff led services covering the breadth and depth of technical and developmental transportation engineering issues on the project and including the more unique items of: meeting with the VDOT R/W and individual property owners to develop design modifications to assist in R/W negotiations, reviewing and advising VDOT on private development plans including proffer language, partnering meetings with advanced in-plan utility contractor, depicting private, public, existing, proposed, and as-built utility information in cross sections; depicting over 250 utility test holes on the cross sections, coordinating and developing interim designs to allow for I-495 Hot Lane project construction. Mr. Vandergriff continued to supply design support during construction on an as-needed basis as the project substantially completed construction in late 2012.
- **(2001 – 2003) Appalachian Corridor H (NEPA)—Engineering Avoidance Studies - Blackwater and Battlefield, Northeast West Virginia. West Virginia Department of Transportation, Division of Highways. (Previous Firm Baker) Engineering Manager.** Directly designed and led preliminary design of 24 miles of divided principle arterial highway through two counties in northeast part of WV including interchange. Preliminary engineering completed for over 14 different alternatives to avoid or minimize impacts to environmental resources while providing access to local existing routes. Mr. Vandergriff led and directly designed context sensitive design elements, assisted with many public meetings, and interacted with public to explain engineering aspects of projects. A preferred alternative was selected for the Battlefield project and field inspection level engineering was completed. Assignment included meetings and coordination with key WVDOH and FHWA staff. Due to the controversial nature of the project and legal arrangements between the state of West Virginia and opponents of the project, this project received very specific scrutiny during development.
- **(1998 – 2001) I-64 Widening & Reconstruction, Chesapeake, Virginia. Virginia Department of Transportation (Previous Firm – Michael Baker Jr., Inc.)** Designed significant portions for 9.5 km six-lane divided interstate widening and interchange reconstruction. Prepared Field Inspection level construction plans for the addition of an outside lane and inside HOV lanes, and designed portions of two interchanges with collector-distributor roadways. Prepared advance R/W acquisition plans, and designed bridge approaches for bridge spanning Elizabeth River.

* Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Michael A. Nice, PE Vice President
b. Project Assignment: Construction Manager	Construction Manager
c. Name of Firm with which you are now associated:	George Nice & Sons, Inc.
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>16</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.):	<p>April 2006 – Present: George Nice & Sons, Inc. (Vice President) Primary responsibilities include estimation and project management of site, road and utility projects within the Peninsula, Middle Peninsula and Richmond market areas. Assist with general Business Management and Business Development functions.</p> <p>April 2005 – April 2006: E.V. Williams, Inc. (Director of Business Development) Managed the Department of Estimating, Engineering and Business Development, with responsibility for maintaining a current backlog of contract work in excess of \$50,000,000 and an annual bid volume in excess of \$250,000,000. Maintained a 23% success rate on all projects bid. Participated in the preparation and submission of Design-Build proposals.</p> <p>January 2000 – April 2005: E.V. Williams, Inc. (Grading Division Manager) Responsible for the management and direction of all Grading Division operations. Complete responsibility for Profit/Loss of Division with average annual revenue of \$55,000,000 to \$60,000,000. Negotiate contracts, change orders, subcontracts and purchase agreements. Assist Estimating Department in developing new clients and market areas. Evaluate employee performance and authorize payroll adjustments. Assist in establishing and enforcing company policies toward safety, quality control and conduct. Assist President and Vice President of Operations in capital investment decisions.</p> <p>September 1997 – January 2000: E.V. Williams, Inc. (Project Manager) Managed all aspects of multiple assigned projects, responsible for all project budgets, expenditures and billings, and negotiated project change orders, subcontracts, and purchase agreements. Assigned and managed project resources to include personnel, equipment, and subcontractors. Developed, maintained, and insured compliance with project schedules. Directly managed and completed 25 projects at an average of six projects per year, ranging from \$50,000 to \$20,000,000 in contract value, both public and private.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>Bachelor of Science Degree, Civil Engineering – August 1990 Virginia Polytechnic Institute and State University – Blacksburg, Virginia</p> <p>Masters Degree, Business Administration – September 2004 College of William and Mary – Williamsburg, Virginia</p>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<p>VA Professional Engineers License #28743 – September 1997 Mr. Nice will acquire RLD Certification and/or ESCCC certification prior to construction should his PE license not supersede this requirement</p>

ATTACHMENT 3.3.1**KEY PERSONNEL RESUME FORM**

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.**

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

(2011-2012) Meadowville Technology Parkway (Project Manager) – Chesterfield, Virginia

Responsibilities included:

- Negotiated contracts, change orders, subcontracts and purchase agreements
- Assigned and managed project resources
- Responsible for the management and direction of all Grading and Pipe Division resources
- Supervise construction crews and subcontractors

(2010-2011) VDOT 5B6, Route 199 (Estimator) – James City County, Virginia

Responsibilities included:

- Negotiated contracts, change orders, subcontracts and purchase agreements
- Assigned and managed project resources
- Responsible for the management and direction of all Grading and Pipe Division resources
- Supervise construction crews and subcontractors

(2000-2002) I-64 Widening and HOV Project 0064-965-F07,C501 (Project Manager) – Newport News & Hampton, VA

Responsibilities included:

- Negotiated contracts, change orders, subcontracts and purchase agreements
- Assigned and managed project resources
- Responsible for the management and direction of all Grading and Pipe Division resources
- Supervise construction crews and subcontractors

(1997-1999) I-64 Widening from Rte. 17 to Victory Blvd 0064-121-F09,C503 (Project Manager) – Newport News, VA

Responsibilities included:

- Negotiated contracts, change orders, subcontracts and purchase agreements
- Assigned and managed project resources
- Responsible for the management and direction of all Grading and Pipe Division resources
- Supervise construction crews and subcontractors

* Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.

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



3.4 Experience of Offeror's Team



3.4 EXPERIENCE OF OFFEROR'S TEAM

George Nice and Sons, Inc.

As the Lead Contractor for this project, George Nice and Sons, Inc. (GNS), a family owned and operated business, has been involved through its family members in many aspects of infrastructure development since the early 60's. Since incorporating in 1985 GNS has remained true to its family roots and brings forward new generations of the family but retains the same principals of those before. We are proud that our reputation for quality and integrity has remained true and that our company growth has resulted from our dedication and the craftsmanship displayed in every project we undertake.



GNS is a SWaM certified small business having the financial strength and resources to manage, supervise, and construct a complex project of this size. Having experience working on various VDOT projects in the Richmond, Fredericksburg and Hampton Roads regions, GNS has without fail demonstrated its ability to complete all projects on time, under budget and in line with all requirements or goals set for minority participation. Our company continues to build upon the knowledge acquired by each project and applies that knowledge forward to the next.

Reynolds Smith and Hills, Inc.

Established in 1941, Reynolds, Hills and Smith, RS&H, is consistently ranked in the top 100 nationally by *Engineering News Record* (ENR) for various categories including: #25 in Transportation, #20 in Highways, and #80 in Top 500 Design Firms. We are proud that *ENR Southeast* recently awarded RS&H the 2013 designation of Design Firm of the Year. In Virginia, RS&H has branch offices in Alexandria, Richmond, and Norfolk, and in North Carolina RS&H maintains vibrant offices in Charlotte and Raleigh.



RS&H has demonstrated its interchange/intersection qualifications on numerous successful projects. Headquartered in Jacksonville Florida, RS&H has served clients such as Florida DOT, Florida Turnpike Enterprise, and the Orlando-Orange County Expressway Authority on more than 30 interchange studies and final design projects over the past 10 years, an extraordinary period of limited-access roadway construction in Florida. In Texas, RS&H led the final design of one of the nation's largest interchange projects, the four-level I-10 Katy Freeway interchange with I-610, which is projected to handle 270,000 vehicles per day. In North Carolina, RS&H currently is under contract for operational analysis, IMR's, and IJR's for nearly 14 miles of widening and interchange construction and re-construction on Interstate I-85 in Cabarrus and Rowan Counties. The table below outlines additional relevant RS&H interchange project experience.

Project / Location	Role	Interchange Type	Design Fee (\$1,000)
I-4 Ultimate Corridor Improvements Orange & Seminole County, FL	D-B Owner's Rep; Traffic Modeling, Public Involvement	Multiple	20,000 (Max.)
Sunrise Blvd. Interchange Mod. Broward County, FL	Lead Engineer – Roadway, Bridge, Lighting, Arch.	Tight Diamond / Partial Cloverleaf	3,191
SR 9 / I-95 Jacksonville, FL	Lead Engineering Permitting	Multi-Directional	9,900
I-85 Widening Cabarrus & Rowan Co., NC	IMR, IJR Operational Analysis	Multiple	623

Project / Location	Role	Interchange Type	Design Fee (\$1,000)
I-595 Corridor Improvements Broward County, FL	Concept Development, Master Design	Multiple	28,000 (Max)
I-295 Collins & Blanding Interchanges Duval County, FL	Lead Engineer, IMR, Lighting, SWM	Tight Diamond, C-D Roads, Diamond	5,400
SR 408 & SR 417 System Interchange Reconstruction, Orlando, FL	Bridge, Road, Permitting, SWM	Directional, Semi-Directional	7,300
SR 60 & Tampa Int. Airport Conn. Tampa, FL	MOT/SOC, CN Design Modifications	Directional	1,300
I-85 – Poplar Tent & NC 73 Interchange Concord, NC	Concept Dev. Operational Analysis	Diverging Diamond	420
I-95/St. Johns Parkway IMR Brevard County, FL	IMR	Various	250
I-95/ Ellis Road Interchange Brevard County, FL	IJR	Various	250
I-277/I-77 Loop Study Charlotte, NC	Planning Traffic Analysis	Multiple	380
I-75 & Gardner Pkwy Int. Locust Grove, GA	IMR Traffic Analysis	Diamond	184
I-95 & Central Blvd. IJR Palm Beach County, FL	IMR Traffic Analysis	Multiple	271

RS&H provides a blend of Virginia design and design management experience with imaginative inputs from staff in Florida and North Carolina. Radha Swayampakala is a certified PTOE has several IMRs and IJR, and unique designs in his professional project portfolio. Roadway Engineer Mark McElwain, PE has served in similar capacity on several projects, including I-69 in Indiana, a project that included 10 interchanges of varying types. Mr. McElwain's VDOT experience with Telegraph Road, U.S. 29 / Gallows Road, and the U.S. 460 design-build provides extensive knowledge of VDOT protocol and VDOT design approach.

Reynolds, Smith and Hills CS, Inc.

Serving clients since 1984 and based in Orlando, FL, RS&H CS is a wholly owned subsidiary of RS&H focused primarily on managing transportation infrastructure construction. Their personnel have been providing quality construction services for 30 years in the State of Florida, making RS&H CS one of the leading and most experienced CEI firms in the industry. RS&H CS' management structure is centralized: one President supported by four Vice Presidents, all of whom are registered Professional Engineers. Following their lead, the management hierarchy descends to Area Project Engineers, directly to the field through Senior Project Engineers, Project Engineers, Project Administrators, Contract Support Specialists, Senior Inspectors and Inspectors. Each office possesses, according to its needs, additional administration staff fully versed in contract administration. Their structure ensures senior officers are directly knowledgeable of actual engineering practices used in the field.

RS&H CS
IMPROVING YOUR WORLD

Froehling & Robertson

Established in 1881, Froehling & Robertson, Inc. is a SWaM multi-disciplinary engineering firm that provides clients with the full range of services, including – but not limited to – our core competencies of construction materials testing and geotechnical and environmental engineering. In support of this mission, F&R maintains a fleet of drilling equipment as well as accredited geotechnical and construction materials testing laboratories that are utilized by each of our thirteen offices. These offices, which are strategically located throughout the Mid-Atlantic, possess the local resources needed to deliver the quick, efficient, and cost-effective service our clients rightfully demand.



Woolpert, Inc. (Woolpert)

Established in 1911, Woolpert is a design, geospatial and infrastructure management firm that integrates services and applies technologies to benefit its federal, local/state and private sector clients. Nearly 40 percent of our staff is surveying, mapping, GIS, or remote sensing professionals, and we remain dedicated to investing in and maintaining cutting-edge technology. Our design group provides services that center on the built environment through planning, architecture, and engineering. Our infrastructure management group focuses on watershed management, water and wastewater services, and information technology and management consulting.



GET Solutions, Inc. (GET)

GET is a full service geotechnical engineering and construction materials testing firm with in-house drilling capabilities and certified soils and concrete testing laboratories. Our offices are located in Virginia Beach and Williamsburg, Virginia and Elizabeth City and Jacksonville, North Carolina.



O.R. Colon Associates of Florida, LLC. (ORC)

ORC is a SWaM firm that specializes exclusively in land acquisition, relocation, and program management for public works projects. We have provided management of land acquisition programs for public agencies since 1969, and we are recognized nationally in the field of right-of-way acquisition and relocation assistance for projects implemented under the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended); Title 49 Code of Federal Regulations Part 24; Housing & Community Development Act of 1974, and FAA Order 5100.37B, Land Acquisition and Relocation for Airport Development Projects. As a subconsultant to Fluor Daniel/Morrison Knudsen, ORC provided turnkey right-of-way property acquisition on the Pocahontas Parkway (Route 895), a private toll road connecting southern Chesterfield and eastern Henrico counties in Richmond, VA. The Virginia Department of Transportation, Lynchburg District required the acquisition of 181 parcels and the relocation of 40 residential and business displacees along the U.S. 460 and U. S. 29 corridors in the City of Lynchburg and the counties of Campbell and Amherst. The relocations included owner occupant and tenant displacees, as well as retail sales establishments and a restaurant. ORC provided appraisal procurement, acquisition services, relocation assistance, plan review, and suit preparation



Williamsburg Environmental Group, Inc. (WEG)

WEG is a full-service environmental consulting and engineering firm that serves both the public and private sectors in providing timely and cost-effective solutions to today's complex environmental issues. WEG brings unparalleled environmental and regulatory experience to the resolution of often complex environmental issues through a process of continuous innovation. WEG, a SWaM certified small business, was founded in 1990 and has grown from two partners to a present staff of nearly 100 professionals with offices located in Fredericksburg, Richmond, and Williamsburg, Virginia. Currently, WEG is under contract with the VDOT as Prime on the Wetlands and Water Quality and Engineering Services and the Wetland and Stream Maintenance Monitoring and Related Activities, and as a subcontractor on the Richmond District Design Contract providing drainage and stormwater management design services. These contracts have terms of 3-5 years and fees in excess of \$9 million dollars. WEG has also participated on design build and design bid build projects, including John Rolfe Parkway in Henrico County, Lorton Road in Fairfax County, and the Fredericksburg District I-95/Route 630 Interchange Design project.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Pole Green Road & Bell Creek Road Improvements Location: Hanover County, Virginia	Name: URS Corporation 5540 Falmouth St. Suite 201 Richmond, VA 23230-1817	Name of Client./ Owner: Hanover County Purchasing Department Phone: (804) 365-6178 Project Manager: Joseph Vidunas Phone: (804) 365-6178 Email: Jevidunas@co.hanover.us	08/2010	08/2010	\$1,308	\$1,393	\$1,393

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.



GNS was the general contractor for the widening, intersection realignment and signalization improvements of the Pole Green Road and Bell Creek Road intersection at the I-295 interchange in Hanover County. The project required widening approximately 2,135 linear feet of existing Pole Green Road from two lanes to four lanes with a divided median strip, and the addition of free-flow turn and thru lanes on Pole Green Road. The existing intersection alignment resulted in a long traffic signal sequence and considerable backups during morning and evening commutes. This project realigned the intersection to improve entry and exit, improving safety and reducing backups.

As is typical of roadwork within an existing corridor, existing utilities were in conflict and required relocation. In addition, significant elevation differences within the existing intersection required careful planning, MOT challenges and field adjustments to accommodate the traffic flow while completing the project on-time and within the owner's budget. We performed night-time paving, implemented numerous traffic shifts, and installed temporary asphalt, signage, pavement markings and temporary signals to manage traffic. Prior to construction, we identified several areas of proposed pavement that would not drain properly and provided recommendations to add drainage and modify the roadway profile to correct the problem. Finally, we surveyed the existing ground elevations with our onsite GPS equipment at the tie-in locations and identified problems prior to construction. We provided design and value engineering recommendations to counter these issues that were gratefully accepted by the owner.

Components included:

- New traffic signage.
- Asphalt buildup, paving and profile milling.
- Concrete curbs, sign islands, median strips, entrances and sidewalks.
- 15" and 18" storm drainage.
- UD-4 and UD-2 underdrains.
- GR-2 guardrail with GR-9 and GR-11 end treatments.
- Utility relocations.
- Numerous traffic shifts required to maintain traffic through the existing, heavily-traveled signalized intersection.
- Profile changes to correct drainage problems.



*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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: VDOT 5B6 Rt. 5 & Rt. 616 Project No. 0199-047-597, N501 Location: James City County, Virginia	Name: Virginia Department of Transportation 1401 E. Broad St. Richmond, VA 23219	Name of Client./ Owner: Virginia Department of Transportation Phone: (757) 253-4832 Project Manager: S. Fred Durr Phone: (757) 253-4832 Email: S.Durr@VDOT.Virginia.gov	10/2010	04/2011	\$654	\$707	\$707

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

GNS was the general contractor for the intersection improvements of Route 5/Route 616 and Route 199, an ARRA-funded project. The project was to construct a free-flow right turn lane and associated auxiliary lane from Route 616 onto Route 199 Northbound (limited access highway), extend the 5ft. bike lane on Route 616 to the limits of the intersection for future connectivity, and to construct a second left turn lane from Route 199 to Route 616. The project was to also construct a deceleration lane with a free-flow right turn lane from Route 199 Southbound (limited access highway) onto Route 5. The length of the project was approximately 2,112 feet.

The project included the installation of a new traffic signal for the Route 616 and Route 199 intersection and removal of existing signal, drainage improvements, underdrain and new traffic signage. Prior to construction of the Rte 199 Northbound acceleration lane, we located and surveyed the actual location of the power feed to the existing traffic signal, which was determined to be in conflict with the proposed roadway construction. The project was placed on temporary shutdown while VDOT coordinated relocation of the power with Dominion Virginia Power. Because traffic barrier service was not included in the contract and VDOT did not have the budgeted funds to cover the cost of the barrier, we were required to demo existing asphalt, excavate, grade, place aggregate base and place base asphalt within a very short timeframe. We offered and VDOT accepted a value-engineering recommendation to modify the pavement section to accelerate the construction of the adjoining pavement.



Components included:

- New traffic signage.
- New traffic signal.
- Asphalt paving and profile milling.
- Concrete curbs, sign islands, median strips, entrances and sidewalks.
- 15", 24", 30" and 36" storm drainage.
- UD-4 underdrains.
- Utility relocations.
- Numerous traffic shifts required to maintain traffic through the existing, heavily-traveled signalized intersection.
- Pavement design modifications.



*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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: Meadowville Technology Parkway Location: Chesterfield County, Virginia	Name: Timmons Group 1001 Boulders Parkway Suite 300 Richmond, VA 23225	Name of Client./ Owner: Chesterfield County Economic Development Authority Phone: (804) 318-8550 Project Manager: Garrett Hart Phone: (804) 318-8550 Email: GHart@chesterfieldbusiness.com	08/2011	09/2012	\$1,647	\$9,402 (470% Increase to the Final Contract Value was a result of Scope Change – Business Park Added a Major Commercial Client Increasing Vehicular Access Requirements)	\$9,402

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.

GNS served as the Prime Contractor for the construction of Meadowville Road expansion and a portion of Meadowville Technology Parkway. We were responsible for:

- 7,500 LF of new four-lane Roadway Construction
- High-Capacity Roundabout
- Maintenance of Traffic
- 15" to 60" Dia. Storm Drainage
- 16" Water Distribution System
- Existing Utility Relocations
- Scheduling
- Concrete Curb, Sidewalk and Truck Apron
- Bituminous Asphalt Paving
- Guardrail
- Pavement Markings
- Traffic Signage
- Landscaping & Irrigation
- Quality Control



Similarities to Temple Avenue:

- Roundabout Construction.
- MOT for Thru-Traffic in Roundabout.
- Relocation of Existing Utilities.
- Truck Apron Concrete Pavement.
- Existing 24" Watermain Through Site.
- QC Testing and Inspection.
- Connectivity to Limited Access Highway.
- Commercial Users on Adjacent Parcels.
- Stormwater Management Basin.
- Extensive Value-Engineering.

Meadowville Road, having been recently connected to I-295, provides access to the Meadowville Technology Park via the Parkway connector road. Meadowville Technology Park is located in eastern Chesterfield County, Virginia bounded by the James River to the north, Interstate 295 to the west and Enon Church Road to the east. The 1,300 acre site is currently zoned for office and industrial uses. What began as a "build it and they will come" type of project took on a wholly different character when shortly after starting the project Amazon announced plans for the establishment of a 1,300,000 square foot distribution facility, thereby dramatically increasing the work scope and greatly accelerating the work schedule.

The project included the 2,500 LF reconstruction of existing two-lane Meadowville Road at the connection to I-295, upgrading the existing two lanes to a four-lane roadway, undivided median, with turn lanes into the existing industrial intersection with Meadowville Lane, the site of Northrup-Gruman's regional office. A high-capacity roundabout was constructed to connect with Meadowville Technology Parkway, including the construction of a 5,300 LF four-lane, divided median roadway. One of the significant features of the project was the construction of a traffic circle at the connecting point of Meadowville Road and Meadowville Technology Parkway as a means of effectively handling the anticipated high concentrations of truck traffic to and from the Park while maintaining unimpeded through traffic flows along Meadowville Road. We developed a MOT plan to safely route the existing traffic around the proposed Roundabout, which was constructed in phases to accommodate the traffic and existing utility relocations.

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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: Dolphin Expressway (SR 836) Widening (Design-Build) Location: Miami, FL	Name: Reynolds, Smith and Hills, Inc. (Designer) MCM Corporation (Contractor)	Name of Client.: Miami Dade Expressway Authority Phone: 305-637-3277 Project Manager: Juan Toledo, PE Phone:305-637-3277 Email: jtoledo@mdxway.com	07/2011	07/2011	\$14,987	\$15,230	\$2,001

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.

This D/B project includes the design and construction of an eastbound auxiliary lane along SR 836 from west of NW 57th Ave. to NW 42nd Ave. in Miami-Dade County. In general, the project will connect to Section 5 and will encompass the outside widening of the existing roadway; outside widening of the existing bridges over NW 57th Ave. and the Tamiami (C-4) Canal; widening/reconstruction of the NW 57th Ave. and NW 45th Ave. ramp terminals; construction of retaining wall systems; and the relocation/replacement of signs, lighting, utilities and Intelligent Transportation System (ITS) infrastructure.

Improvements to Dolphin Expressway included:

- outside widening of the existing roadway
- outside widening of the existing bridges over NW 57th Avenue and the Tamiami Canal
- widening and reconstruction of the NW 57th Avenue and NW 45th Avenue ramp terminals
- construction of retaining wall systems
- relocation and replacement of signs, lighting, utilities, and ITS infrastructure

These improvements These improvements optimize mobility along the corridor by maximizing capacity, improving level of service, minimizing congestion, and enhancing safety. RS&H, with the support its various subconsultants, was responsible for the coordination and production of quality biddable construction documents that were used by the contractor to bid and construct the project. During construction, RS&H worked directly with the contractor to keep the project on schedule and budget.

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-40/440 Pavement Reconstruction Design-Build Location: Raleigh, NC	Name: Reynolds, Smith and Hills, Inc. (Prime) Granite Construction Company (Contractor)	Name of Client.: North Carolina Dept. of Transportation/Granite Construction Phone: 813-623-5877 Project Manager: Robert Lofling Phone: 813-623-5877 ext. 236 Email: bob.lofling@gcinc.com	2016 (Estimated)	2016 (Estimated)	\$130,000 (Estimated)	\$130,000 (Estimated)	\$6,174

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.

The I-40/440 project consists of rebuilding 11.5 miles of interstate along the southern leg of the Raleigh inner loop. The majority of roadway is more than 30 years old and is crumbling due to an alkali-silica reaction (ASR) between the aggregate and the cement. The project will replace the pavement in-place with minor widening, providing a safer riding surface with improved structural integrity.

RS&H provided a workable design that increased production rates, simplified the maintenance of traffic (MOT) plan, and saved project costs. The primary innovation was the design of a median barrier section instead of a grass median. During the design-build team's presentation, RS&H presented the improved safety, reduced maintenance, and costs savings associated with widening to the median and separating traffic with a barrier.

Inside widening reduced the roadway footprint and eliminated future re-work of the median. In addition, the closed median section provided the opportunity for an additional third lane in each direction during construction. Carefully rendered visualizations made the presentation more powerful and clearly showed the benefits of RS&H's innovations.



Although NCDOT had estimated a project cost of more than \$190 million, the design-build team was able to shave more than \$50 million from the project costs due to innovations and cost savings strategies.

Rebuilding the road presented the additional challenge of what to do with the original concrete and how to handle a massive hauling operation on an extremely busy corridor. The problem was solved by proposing to recycle the concrete, crushing the concrete for use as subgrade stabilization. Other sustainable practices include the use of an on-site state-of-the-art natural gas asphalt plant that will reduce costs and allow for 24-hour hauling operations.

Ultimately, the project will be an improvement for motorists and will sustain this economic lifeline for the state. These changes will bolster public opinion of the project, increase safety and ensure that the corridor functions as well as possible during construction.

Sustainability: Re-use of concrete pavement, use of natural gas asphalt plant, median barrier section.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95 Express Lanes Design-Build Location: Miami-Dade and Broward Counties, FL	Name: Reynolds, Smith and Hills, Inc. (Subconsultant to Metric Engineering, Inc.) Hubbard Construction Company (Contractor)	Name of Client: Florida Dept. of Transportation Districts Four Phone: (954) 777-4100 Project Manager: Donovan Pessoa, P.E Phone: (954) 777-4442 Email: donovan.pessoa@dot.state.fl.us	11/2014	12/2014	\$84,027	~ \$100,000	\$3,113

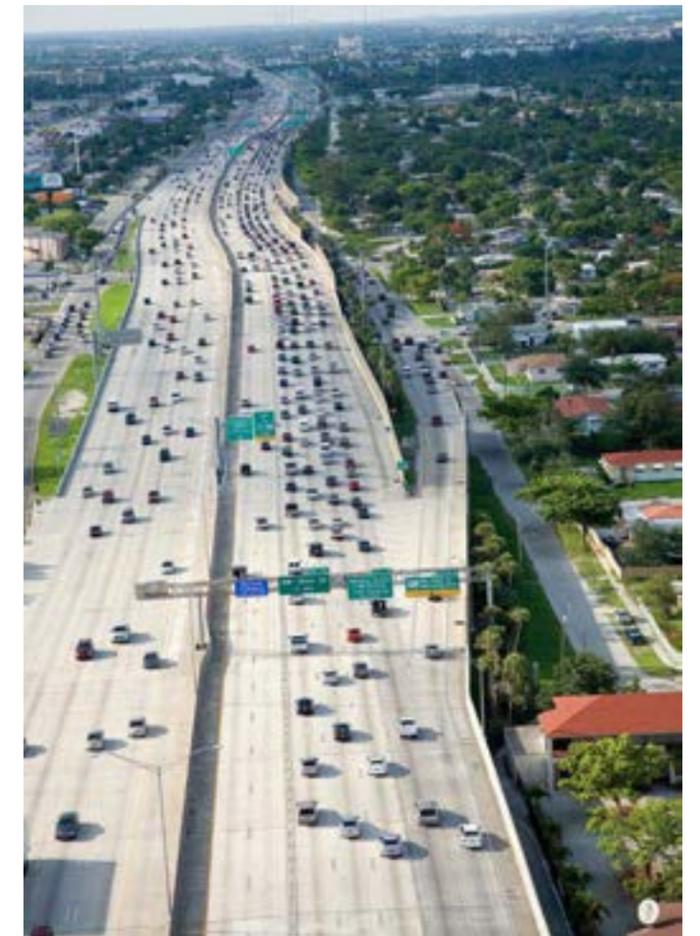
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

RS&H is serving as a significant subconsultant on the Hubbard Construction/Metric Engineering design-build team to complete the final phase of the I-95 Express lanes through Miami-Dade County, as well as the first phase through Broward County. The project extends from north of the Golden Glades interchange to south of the Broward Boulevard Park & Ride and the Ives Dairy Road interchange from NE 16th Avenue to east of Highland Lakes Boulevard.

RS&H worked closely with the design-build team to develop an innovative and cost-effective design that led to a bid of \$25 million under the programmed budget, allowing the Florida Department of Transportation (FDOT) to supplement the contract with upgraded bridge improvements at seven existing bridge structures. These bridges will be widened to address shoulder restrictions and enhance public safety. RS&H provided a detailed finite element model analysis of two of the existing structures to verify that the bridges were suitable for widening. RS&H also performed significant field measurements because record as-built plans were not readily available.

After the project was awarded with the amended scope, the team provided an accelerated schedule that allowed for 60 percent plan submittals with changes within 60 days of award. RS&H was responsible for developing a permitting strategy that would address this revised schedule yet obtain approval of the requested changes without delay. RS&H's structural analysis and proposed permitting activities saved valuable time and reduced construction costs. The resulting bridge widening simplified the staging of construction, maintenance of traffic, and reduced impacts to sensitive environmental areas and secondary roads.

Due to the widening of the corridor into the existing stormwater management facilities, significantly more impervious area was required. RS&H prepared a drainage design that enabled the Department to achieve its roadway, structure, and ITS objectives while maintaining conformance with FDOT and South Florida Water Management District (SFWMD) requirements and without the need for acquisition of new right-of-way in an already constrained corridor.





3.5 Project Risks

3.5 PROJECT RISKS

3.5.1 PROJECT RISKS

The George Nice and Sons, Inc. (GNS) team systematically investigated the project, reviewed collected materials, RFQ information, and visited the project site, as part of our examination of potential project risks. Design team members joined our construction staff in Toano for a collaborative work session discussing potential risk element findings, the severity of particular risk elements and exploring build scenarios for the team. This design-build group established there is no risk that cannot be mitigated by our team. The GNS team explored various potential risk items and many are outlined below demonstrating our efforts.

- Roundabout Concept Proofing – The GNS Team reviewed the documentation provided in the RFQ package and project website and determined there is no critical risk for the roundabout concept. Many potential risks have already been mitigated for the roundabout concept such as:
 - Traffic operations – VDOT staff, VDOT consultants, and FHWA are in concurrence that the operational characteristics of the roundabout, as proposed, are acceptable.
 - Local government “buy-in” – Colonial Heights City Council expressed approval of the RFQ concept via resolution.
 - Sensitivity of roundabout operations to adjacent development – VDOT explored traffic impacts of one adjacent proposed private development project and affirmed the expansion plan of the proposed roundabout mitigating some of the associated long term risks
- Schedule Risk for Right-of-Way Acquisition from CSX - VDOT does not require the offeror to complete this acquisition; hence, the schedule risk is mitigated for the offeror.
- Erosion and Sediment Control risks associated with the existing pond at the site is a potential risk, but not considered critical due to the spatial layout and available locations for effective E&S controls.
- Hazardous Materials
 - Parcel 004 (CSX Transportation) has high probability of encountering significant hazardous materials; however, the offeror is not required to acquire this parcel, thus mitigating the some schedule risk to the offeror. This portion of the risk is deemed not critical
 - The existing structures may have hazardous materials present, specifically asbestos, the risk remains but is not deemed critical.
- Demolition of existing Temple Avenue bridges was not considered a critical risk due to feasible work area and anticipated demolition methodology.
- Borrow material is readily available and was not considered a critical risk.
- Existing 24” Waterline utility conflict with proposed retaining wall near Sta. 203+00 LT posed some risk concern. However, a waterline relocation option has been charted by the GNS Team.
- General Constructability – the GNS Team reviewed the RFQ plans, associated documentation, and determined the project is buildable and reasonable. Hence, the overarching constructability of the project is not a critical risk. However, there is a series of critical risk sub-elements within the constructability theme.

The GNS Team explored potential risk items associated with the project and determined many items have been mitigated or do not pose a critical risk to project delivery. Generally, our team applauds the engineering work performed to date by the Department, and specifically the vertical alignments of the intersecting roadways, which allow phased construction sequencing. Additionally it is most noteworthy that R/W activities concerning Parcel 004 (CSX Transportation) will be performed by the Department eliminating a significant risk to the GNS Team.

After review of the site, RFQ data, RFQ concept plans, and collaborative work sessions, the GNS Team identified the three most critical relevant risk elements.

1. **Cumulative Effect of Certain Pre-Construction Activities**
2. **Select Sequence of Construction Components**
3. **Influences by Outside Parties**

CRITICAL RISK 1 – CUMULATIVE EFFECT OF PRE-CONSTRUCTION ACTIVITIES

We identified a number of pre-construction activities when viewed singularly pose some indirect risk, but when viewed cumulatively these pre-construction activities culminate as a critical project risk to efficient startup of construction operations.

1. Roadway R/W plan approvals and construction plan approvals including TMP
2. Offeror's R/W acquisition (clearing of parcels) including:
 - a. Settlement negotiations
 - b. Any hazmat sampling and clearance
 - c. Relocation associated with Parcel 005
3. In-plan utility design approval / agreement with utility owners as to relocation plan
4. Private utility relocations
5. Permitting including U.S. Corps of Engineers, Virginia DEQ, Virginia Marine Resource Commission; wetlands are impacted and streams are impacted 335 feet

GNS has remained a vibrant central Virginia contractor for over 25 years because our family believes in our company, we strive for excellence, and we know the impact an efficient operation has on our longevity. GNS plans our projects to achieve effective production and steady progress, which in turn assures price efficiency. For example, we live by our CPM schedules and properly maintain these schedules to monitor operations accordingly. P6 is our preferred scheduling tool that helps us drive our progress. Another example of the importance of efficiency to GNS is best illustrated by our grading operations workflow. We implemented proposed digital terrain models and GPS automated machine control for grading operations years ago. We also “pot hole” utilities and locate via GPS, using this information to develop associated sub-surface DTM's. To us, getting construction activities off to a great start on the first planned day of construction is critical to efficient operations and cost control. It is critical GNS begin construction as planned; hence, pre-construction activities need to be completed when planned. Items A thru E above collectively pose a risk to our roadway operations construction startup and thus our efficient control of costs and associated schedule.

Mitigation - Critical Risk 1

Item A Roadway Plan Approvals – The development of the roadway plans for R/W and construction will take a holistic approach schedule driven approach. The DM will work in concert with the R/W Task Manager, the CM, and the DBPM collaboratively preparing the plans with end goals in mind. This will be accomplished via a pre-construction CPM schedule that identifies subsequent downstream R/W and construction tasks for each design element. For example, the design will focus on developing the R/W takes for the parcels with relocations or potential hazardous materials first, so the additional investigations associated with affected parcels may begin early, as their durations are longer. The GNS Team will take full advantage of our proximity to one another, the

project site, and VDOT Richmond District.

Item B Offeror's R/W Acquisition – O.R. Colan R/W task Manager David Sands is an exceedingly experienced manager and reports to the DM John Vandergriff. Mr. Sands will identify granular milestone R/W schedule issues on a per parcel basis. Working with Mr. Vandergriff, design modifications will be explored that might speed negotiations or improve the property owner's view of the acquisition to speed negotiations. In those cases, where the duration of R/W acquisition tasks become a function of available R/W resources, O.R. Colan is poised to increase the number of appraisers and negotiation experts assigned to the job thereby maintaining the planned duration.

Item C In-Plan Utility Design Approval –Utility Task Manager Mike Mull will be on-boarded into the design team with a key focus to represent the needs of the utility owner within the design group. The DM, John Vandergriff, and Roadway Task Manager Mark McElwain will collaborate with Mr. Mull to prepare optional relocation areas for each in-plan utility for the entire project. Mr. Mull will then be charged with effectively balancing and negotiating granular details of relocation designs with each utility owner.

Item D Private Utility Relocations – Mike Mull in concert with Mark McElwain will develop a master strategy plan of private utility relocation plans for use by the GNS Team and private utility owners. This master plan will be analogous to a “private utility GIS” depicting existing and proposed private utility relocations and shared with private utility owners to avoid conflicts during owner's relocations. As utility owners are primarily focused only on their utility and have little concern for another utility owner, the GNS Team will “master plan” the relocation corridor for them.

Item E Permitting – DM John Vandergriff, Roadway Task Manager Mark McElwain, and Drainage Design Task Manager Charles Smith all are experienced in NEPA related design and permitting, and each understands the necessary impacts final design activities have on permitting. The Environmental Task Manager, Brian Hawley has worked alongside John, Mark, and Charles on designs for over 200 lane miles of designs and they understand the interface between design and permitting. They appreciate how specific design decisions affect permitting acceptance. These four key individuals will work collaboratively in a small group to identify specific permitting risks and how the design may be adjusted to improve acceptance and maintain schedule. For example, the current design indicates a likely stream impact near Sta. 204+46 LT. This small group would collaboratively explore if design adjustments are feasible and cost effective to limit these impacts or if the costs of avoidance is not feasible.

The GNS Team does not anticipate VDOT or any other agency has a significant role in mitigating critical risk 1.

CRITICAL RISK 2 - SELECT SEQUENCE OF CONSTRUCTION COMPONENTS

As discussed previously, the overarching sequence of construction of the design proposed by the Department is sound. Certain components in the sequence of construction are critical for successful construction operations and project delivery for example:

1. I-95 Southbound Exit Ramp near Sta. 99+00 thru Sta. 100+75 – The sideslope proposed has a relatively thin sliver fill and poses compaction difficulties, as this area is near I-95SB, close proximity to the mainline interstate limits compaction means and methods.
2. Proper phasing of the construction of the Roundabout centered near Sta. 204+46 is critical to maintaining traffic flow at the existing intersection near Sta. 208+40 and the thru traffic on Temple Avenue. Improper phasing could cause significant queues on I-95 SB and effectively close Temple Avenue to thru traffic movements.
3. Consolidation of in situ soils at wall foundations can influence the sequence of construction schedule and constrain other construction activities.
4. Allowances for adequate work areas for the bridge demolition drive the early steps of roadway construction, as space needs should be identified during early traffic shift stages.

5. During construction when one bridge has been demolished, the operations will need to make accommodations for consolidation of the replacement backfill, the effect of backfill loading and the effect of vibratory compaction on the remaining bridge / foundation. Upheave and time play an important role in the sequence of construction during this mid-phase operation. The impact of adverse effects on the remaining bridge while still in use, would very detrimental to the traveling public.
6. Accounting for the relocation of the utilities on the existing bridge during construction is another critical element to the sequence of construction. It is anticipated the utilities will need to be maintained at or near current elevations following bridge removal and during backfill placement. The impact of not making the allowances adversely affects traffic flow and limits construction operations.
7. As final design progresses, other sequence of construction elements may be discovered and identified as critical risks. For example, pavement design requirements such as open graded base materials, cement treated aggregate bases, and underdrain requirements can exacerbate phased construction limitations. Another example may include previously undiscovered contaminated soils locations that complicate earthwork operations.
8. Some motorists may have difficulty navigating the construction zone and in particular the associated roundabout.

Mitigation - Critical Risk 2

As identified above, certain components of the sequence of construction pose critical risks to the project construction, and some construction risk elements are yet unidentified. Our mitigation strategy centers on this central theme – **The GNS Team will digitally build the project, component by component, before we go to the field to construct the infrastructure.** The design team will develop cross sections for *each phase of construction showing*: final pavement design, existing utilities, contaminated soils, existing utilities, proposed utilities, as-built utilities, existing drainage, proposed drainage, wetland boundaries, existing R/W elements, and proposed R/W. These cross sectional models will be reviewed, adjusted, and reviewed again together with key project leadership including DBPM, DM, CM, drainage task manager, roadway task manager, right of way task manager, environmental task manager, utility task manager GNS MOT Manager, and the VDOT PM. During our reviews, particular attention will be placed on the confluence of several vertical constraints that translate to this cross sectional view of the project such as: (1) the existing intersection of Temple Ave. and I-95 Ramps at Sta. 208+00, (2) confluence of the existing bridges, proposed roundabout, and proposed I-95 Ramps at Sta. 204+60 (3) confluence of proposed I-95 NB Ramp Sta. 106+00, existing I-95 Ramp, and proposed I-95 SB Ramp. We anticipate that some offerors will attempt to make significant grade adjustments at locations (1) thru (3), but the design is geometrically constrained due to phased construction needs. We anticipate our phased cross sectional models will have an ancillary benefit for public relations, permitting review agencies, and land owners by serving as an excellent visualization tool. The GNS Team will develop and implement a public awareness campaign communicating construction activities and roundabout education as led by Beverly Davis.

The GNS Team does not anticipate VDOT or any other agency has a significant role in mitigating critical risk 2. However, the GNS Team welcomes a partnership effort from VDOT Richmond District public relations as part of the public awareness campaign for construction activities and roundabout navigation.

CRITICAL RISK 3 - INFLUENCES BY OUTSIDE PARTIES

For your Temple Avenue Project, we have identified several areas where outside parties may influence the project. These influences are a critical risk element for the GNS Team.

- Private development within the project corridor via the planned Kroger site influences both design and construction activities. VDOT has already begun to quantify the adverse traffic impacts to the roundabout concept. The suggested adjustments identified in the Memorandum dated 2013-04-30, affect the scope of design and creates some ambiguity of the desired configuration.

- The proposed configuration has little bicycle and pedestrian accommodations and while the previous public involvement activities communicated these attributes of the project, community groups may try to influence local governments and agencies to modify the design and their wishes. Consistently defending the no bike and no pedestrian strategy then falls squarely on the GNS Team.
- Additional limited access (LA) designations are called for in the proposed design, and the Commonwealth Transportation Board (CTB) grants the limited access designation. The land adjoining and west of Parcel 008 poses a particular risk, as the limited access designation adversely affects the value of the parcel. The landowner may wish to take some type of action to prevent the CTB LA designation and gain access to Temple Avenue via a private development project, perhaps at the roundabout.
- CSX Transportation R/W acquisition by VOT has potential to influence the project schedule due to the hazardous materials potential and slow workflow often encountered with R.R. property acquisition.
- The FHWA, VDOT, VSHPO Memorandum of Understanding dictates certain archeological investigations and studies be completed in the Atlantic Cost Line Railroad site during earthwork activities. Furthermore, as part of the MOU, stipulations are placed on GNS activities in the event previously unidentified archeological resources are identified during ground disturbing activities. Halting excavation for archeological investigations may come at a critical schedule time for GNS or the scale of undiscovered resource may impact a large portion of the construction site. The potential for this event is certainly a critical risk and is influenced by parties outside the project delivery team or owner's team.

Mitigation - Critical Risk 3

The GNS Team will attempt to mitigate project influences by outside parties by employing the following:

1. Actively coordinate, communicate, and collaborate with the private developer of Kroger, and seek opportunities for mutually beneficial design and construction opportunities. George Nice and Sons, Inc. is active in the site development sector may assist in creating synergy among the both projects.
2. Our public relations / outreach team will prepare a message point strategy for defending the decision of no bicycle and no pedestrian accommodations for the project. Beverly Davis (RS&H) has been designated as key resource to develop the campaign and associated documentation. She has 20 years of public involvement experience and has led public involvement activities involving community groups.
3. Working with VDOT, the GNS Team would explore opportunities to speed CTB designation LA for the existing R/W on the southern boundary of the tract adjoining parcel 008. This LA designation would eliminate possible development pressures.
4. The design team will include the VDOT R/W agent assigned to parcel 004 in our communications plan and coordinate in like manner as we would with our own agents. T
5. It's difficult to mitigate an unknown discovery like a previously unidentified archeological resource. The best way to mitigate for these historical resources is have a plan of action in place at time of discovery. GNS will have an "excavation shut down plan ready to go at the start of construction activities and the plan will include: (1) excavation shut-down procedure, (2) communication protocol to notify VDOT and agency stakeholder's of the discovery and (3) have a qualified archeologist on standby ready for immediate action.

Mitigating some portions of critical risk 3, Influences by Outside Parties, does involve VDOT, FHWA, and SHPO, as stipulated in the executed VDOT / FHWA MOU. Secondly, good communication and collaboration with the VDOT Right of Way agent for parcel 004 requires a minor additional agency investment of time and personnel resource. The remaining elements of critical risk 3 can be mitigated by the GNS Team.



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