

LOCHNER



SR-201 and Bangerter Highway DDI
Salt Lake County, Utah
Completed October 2011
Designed by: **LOCHNER**

I-64/Route 15 (Zion Crossroads) Interchange Improvements A Design-Build Project

State Project No.: 0064-054-703, P101, R201, C501
Federal Project No.: IM-064-2(155)
Contract ID Number: C00086453DB48

Statement of Qualifications



FAULCONER

CONSTRUCTION COMPANY

February 3, 2012

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

Re: State Project No.: 0064-054-703, P101, R201 & C501; Federal Project No.: IM-064-2(155)
Contract ID Number: C00086453DB48
Statement of Qualification

Dear Ms. Williams,

A perfect storm of personnel, expertise and capability is what will make this project, Virginia's first Diverging Diamond Interchange (DDI), successful. The Faulconer Team's characteristics includes:

- ❖ Leadership that proactively manages risks to avoid change orders.
- ❖ Engineers who have successfully designed four DDIs and do not require the 'learning curve' that many firms will.
- ❖ A proven construction manager who earned VDOT accolades for high performance in her management of the Meadowcreek Parkway Project.
- ❖ Media outreach and public relations management that ensures effective, correct communications and generates positive messages and user education.

Falconer, along with design team member, Lochner, brings a niche-specific staff to address this project's complexities. The high-profile nature of this VDOT first brings heightened expectations that we will fulfill. Construction Manager, Mindy Colden, EIT, brings unmatched organization and proactive leadership as proven in her management of the Meadowcreek Parkway Project. This type of leadership will result in the highest quality possible. Lochner's H.G. Kunzler, PE, brings experience designing four DDIs – one of which has been constructed and three completed through preliminary design. Considering DDIs are newer configuration, his contribution is vital to expedite the process utilizing lessons learned.

As requested in Section 3.2 of the RFQ, the Faulconer Team offers the following information:

Section 3.2.1. - Offeror's Representative

Falconer's official representative and point of contact relative to this Qualifications Submittal is:

Mr. Edwin F. Stelter, LEED AP, DBIA
Chief Estimator

Falconer Construction Company, Incorporated

Mailing Address: PO Box 7706
Charlottesville, VA 22906

Physical Address: 2496 Old Ivy Road
Charlottesville, VA 22903

Telephone: 434.295.0033

Facsimile: 434.295.0508

Email: estelter@faulconerconstruction.com

Section 3.2.2: Principal Officer Information

The Design-Build contract with VDOT would be written to Falconer Construction Company, Inc.

The principal officers of Falconer Construction Company, Inc. are:

Jack W. Sanford, Jr. – *President and Treasurer*

Francis A. Burke - *Vice President*

C. Frederick Stump, II – *Secretary*

Falconer Construction Company, Inc.

2496 Old Ivy Road

Charlottesville, Virginia 22903

Telephone: 434.295.0033



CLASS A • VIRGINIA CONTRACTORS LICENSE NO. 2701 003330A • NORTH CAROLINA CONTRACTORS LICENSE NO. 40648



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CULPEPER OFFICE: 2002 ORANGE RD., STE. 201 • CULPEPER, VIRGINIA 22701 • 540-825-1434 • FAX 540-825-1435

Section 3.2.3: Corporate Structure

Falconer Construction has the sole financial responsibility for the Project and will hold all bonds required for the project. Falconer Construction is incorporated.

Section 3.2.4: Affiliates and Subsidiaries

Falconer Construction does not have any affiliates or subsidiaries.

Section 3.2.5: Debarment Status

Certifications for Debarment for both Primary Covered Transactions and Lower Tier Covered Transactions have been completed and executed for the Offeror and all subconsultants, subcontractors, and other entities identified as members of the Falconer Team. These may be found in the Appendix.

Section 3.2.6: VDOT Prequalification

Falconer Construction's VDOT prequalification certificate is located in the appendix of this SOQ. Falconer is currently in good standing, has the bonding ability, and is prequalified to do business with VDOT. Falconer's vendor number is F006.

Section 3.2.7: Evidence of Obtaining Bonding

Falconer Construction obtains its bonding from Thomas Rutherford, Inc. Evidence from the surety indicating Falconer Construction's ability to obtain a performance and payment bond based on the current estimated contract value is attached to this Letter of Submittal.

Section 3.2.8: Professional Services Documentation

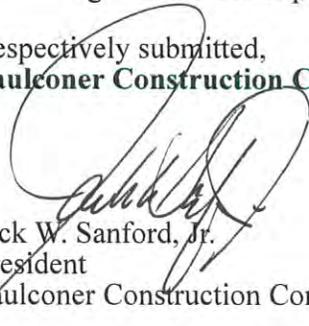
The table on page 4 indicates registration information for each team member. Each team member is in compliance with the requirements set forth in Section 3.2.8 and subsections 1 through 4, where applicable. Full size copies of the required licenses and registrations are located in the Appendix

Section 3.2.9: Disadvantage Business Enterprises

Falconer Construction is fully committed to meeting or exceeding a seventeen percent (17%) DBE participation goal during the design and construction of the project.

The Falconer Team is committed to safely delivering a high quality project to the Department that is on-time and on budget while maintaining quality and environmental excellence and open lines of communication between all parties. If you have any questions regarding this Statement of Qualifications please contact me at your convenience. We look forward to the next stage of project procurement and continuing to share our experiences with the Department's selection panel.

Respectively submitted,
Falconer Construction Company, Inc.



Jack W. Sanford, Jr.
President
Falconer Construction Company, Inc.

RUTHERFOORD

The Assurance Company

January 13, 2012

Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Faulconer Construction Company, Inc., Charlottesville, Virginia
Louisa County I-64/Route 15 (Zion Crossroads) Interchange Improvement

To whom it may concern:

Rutherfoord has provided performance and payment bonds for Faulconer Construction Co., Inc. for over thirty years. We bond them with the Hanover Insurance Company, an A/XIV A.M Best rated company listed with the Federal Treasury and licensed to transact business in all fifty states.

We would favorably consider a request from Faulconer Construction to provide a 100% performance and 100% payment bond in the \$35,000,000 single job range and contracts totaling \$100,000,000. Such prequalification and approval would be conditioned upon applicable underwriting considerations such as acceptable contract terms and bond forms, confirmation of satisfactory financing, and a favorable review of current underwriting information at the time of the request for the bonds.

Please be advised that this letter is not an assumption of liability, nor is it a bid bond or a performance bond. It is issued only as a bonding reference requested from us by our client.

Faulconer Construction Company, Inc. is well known for their professionalism and expertise in the construction industry. You would be well served to use them.

Sincerely yours,



Cynthia Ellinwood
Assistant Vice President
Surety

/cae

RECEIVED JAN 28 2012

SCC/DPOR Registration

DPOR (3.2.8.2 / 3.2.8.3 / 3.2.8.4)

Firm	(3.2.8.1) SCC	Office Location Key Personnel	Office Address	Registration Type Number Expiration
Falconer Construction Company, Inc.	0070633-3 Corporation Active	Charlottesville, VA	2496 Old Ivy Rd. Charlottesville, VA 22906	Contractor Class A 270100330A 5/31/2012
		David Galloway Mindy Colden		
H.W. Lochner, Inc.	F055272-1 Corporation Active	Richmond, VA	2727 Enterprise Parkway Suite 203 Richmond, VA 23294	Business Entity / Branch Office 411000631 2/29/2012
		John Stuart, PE		Professional Engineer 402027454 2/29/2012
		Salt Lake City, UT	1245 East Brickyard Rd. Suite 400 Salt Lake City, UT 84106	Business Entity / Branch Office 0411000891 2/28/2014
Quinn Consulting Services, Inc.	0492551-7 S, Corporation Active	Chantilly, VA	4607 Marble Rock Court Chantilly, VA 20151	Business Entity 0407003733 12/31/2013
		Kaushik Vyas, PE	10170 Spring Drive Gordonsville, VA 22942	Professional Engineer 0402039004 06/30/2012
Access, Inc.	04715454 Corporation Active	Roanoke, VA	701 Patterson Avenue Roanoke, VA 24018	Not Required
		Rachel Spencer		
Froehling & Robertson, Inc.	0027211-2 Corporation Active	Crozet, VA	6181 Rockfish Gap Tpke Crozet, Virginia 22932	Business Entity / Branch Office 0411000052 2/29/2012
Rice Associates, Inc.	03316627 Corporation Active	Richmond, VA	308 Turner Rd, Suite "G" Richmond, Virginia 23225	Business Entity / Branch Office 411000200 2/29/2012
Accumark, Inc.	440745-8 Corporation Active	Ashland, VA	9500 King Air Court Ashland, VA 23005	Business Entity 407005172 12/31/2013
KDR Real Estate Services, Inc.	0571210-4 Corporation Active	Richmond, VA	2501 Greenoble Road Richmond VA 23294	Real Estate Corporation 0226007129 12/31/2013
Pape & Company Inc.	S290560-4 Corporation Active	Charlottesville, VA	1421 Sachem Place Suite 1 Charlottesville, VA 22901	Real Estate Appraiser Business Corporation 4008000940 1/31/2014

3.3 OFFEROR’S TEAM STRUCTURE

The Design-Build Team for the Zion Crossroads Interchange improvements (ZXR) project will be led by Faulconer Construction Company, Inc. (Faulconer), serving as prime contractor and H.W. Lochner, Inc. (Lochner) as the lead design engineer.

Faulconer will be responsible for delivering the project under the direction and management of Design-Build Project Manager, Mr. David Galloway. Faulconer will self-perform all primary roadway construction and augment elements of construction with specialty subcontractors. Faulconer will focus on maximizing disadvantaged and small business subcontracting to achieve the Commonwealth of Virginia’s procurement goals through our two-step subcontracting plan.

Lochner will lead, execute and manage the design effort and will be responsible for *design* QA/QC. Several specialty design subconsultants will be under the responsibility of Lochner: Froehling and Robertson (F&R) for geotechnical engineering, Rice Associates (RA) for surveying, Accumark (ACC) for underground utilities, KDR Real Estate Services (KDR) and Pape & Company (Pape) for right-of-way acquisition services, and Access for public relations support services.

Faulconer will subcontract with Quinn Consulting

Services (Quinn) to provide the Quality Assurance Manager (QAM) for construction. The QAM will be directly responsible to Faulconer’s Project Manager. Faulconer will be responsible for quality control during construction and will ensure that construction activities meet applicable state and federal requirements.

The Faulconer Design-Build Team consists of experienced contractors and designers who will bring this project to successful completion on schedule and budget.

Management Approach

The successful execution of the ZXR Interchange Improvements requires a culture that encourages open communication and collaboration amongst all parties. Our team embodies this culture. Our comprehensive management approach embraces team work through involvement and engagement of subcontractors, subconsultants suppliers, VDOT and other key stakeholders. This methodology will establish the foundation for safety, quality and schedule excellence, while minimizing risk to VDOT. This will be accomplished by developing a series of established and project-specific systems and processes. These will enable all team members to weigh in, understand and accept the safety, performance and quality requirements set forth in the contract documents.

Firm Name	Project Role	Capabilities/Responsibilities
The Faulconer Construction Corporation	Prime, Contractor	Construction, safety, inspection, materials testing, quality control
H.W. Lochner, Inc.	Lead Engineer	Roadway design, hydraulics/hydrology, utilities, traffic engineering, signal design, lighting design, utilities relocation and coordination and environmental compliance
Quinn Consulting Services (DBE, SWaM)	Quality Assurance Manager (QAM)	Construction Quality Assurance
Access (SWaM)	Public Relations	Public information and public relations support
Froehling and Robertson (SWaM)	Geotechnical	Construction geotechnical engineering and materials testing
Rice Associates (SWaM)	Survey	Design survey
Accumark (SWaM)	Sub-surface Utilities Engineering	Underground utility locating
KDR Real Estate Services (SWaM)	ROW Services	Right-of-way negotiations and acquisition
Pape & Company (SWaM)	Appraisal Preparation	Appraisal preparation

Partnering

Much of the success of Design-Build projects hinges on open communication and collaboration. The Faulconer Team is seasoned in creating and maintaining collaborative teaming and partnering practices to ensure effective communication and coordination takes place among key project stakeholders. The Team will follow the Department's "Field Guide for Partnering on VDOT Projects," dated November 2005 and embrace the stated partnering values: Trust, Teamwork, Communication, Motivation, Empowerment, and Issue Resolution. In addition to this Design-Build Team and VDOT, we recognize that it is imperative to involve other key stakeholders, such as utility providers, local and state governments and agencies, in the partnering process. We will work closely with the Department's management team to foster partnering from notice-to-proceed through project completion.

We will apply valuable lessons and proven methods to ensure the ZXR Interchange Project Team shares a forward-thinking, productive relationship. We will maintain positive teaming and partnering relationships with VDOT, Louisa County, other stakeholders and the key retail and business owners on the Route 15 corridor by:

- Proactively partnering with project owners and key supporting owner-agencies;
- Addressing project issues through a flexible design and construction risk management approach;
- Proactively communicating within the team and with key stakeholders, local government and business entities.

Our approach to dispute avoidance and issue resolution includes open and timely communication, collaboration and partnering with internal and external team members and stakeholders to ensure project success.

3.3.1 KEY PERSONNEL

The Faulconer Team has carefully chosen the following individuals as Key Personnel as identified in the RFQ. Many have previously worked together on Design-Build projects in Virginia. The Key Personnel Staffing Table

summarizes their roles, responsibilities and reporting chain of command. Additional details on Key Personnel can be found in the resumes in the Appendix.

Leading the Faulconer Team and serving as **Design-Build Project Manager is Mr. David Galloway**. He is responsible for the overall project, construction quality management, and contract administration. He will facilitate communication among team partners and monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground. Mr. Galloway will also delegate resources to deliver the project on time. He brings 23 years of experience in general contracting and construction management on roadway and bridge infrastructure including the associated utility improvements, storm drainage, signalization and adherence to sensitive environmental permitting requirements.

"... Faulconer Construction Company performed in a fashion that can only be described as Superb and Stellar. David Galloway took the challenge of remaining upbeat and positive during seemingly endless challenges of material delivery delays, additions and changes to the plans to emerge with all material delivered on time. ...much credit is due to David for this success. After the opening ceremonies our Chairman commented on the timely completion of the project and the flawless appearance of the site. I thank you and speaking for NS, we thank you for this work."

*Jim Lamkin
Norfolk Southern Corporation*

Mr. Galloway's project experience includes the Route 288 PPTA project where he served as the Project Manager and directed all elements of the construction team, project scheduling and partnering for the successful construction of 3.1 miles of new four-lane interstate equivalent roadway. His most recent experience includes serving as the Project Executive on the Meadow Creek Parkway project in Charlottesville, a VDOT project with a construction cost of \$14.1M that includes three bridges and sensitive streams throughout the project. Meadow Creek Parkway was successfully completed one day ahead of schedule in October 2011.

As displayed in the Organization Chart, the following Managers will report directly to the Design-Build Project Manager, leading their respective groups. Highlights of their credentials and capabilities are summarized.

Key Personnel Staffing		
Name / Role	Responsibilities	Reporting & Coordination
<p>David Galloway - Design-Build Project Manager (Faulconer)</p> <ul style="list-style-type: none"> • 23 years of construction industry experience • Current VDOT Partnering experience in Culpeper District • Record of success on early project completion • Extensive signal, utility, and environmental compliance experience 	<ul style="list-style-type: none"> • Management and implementation of all project elements 	<p>Reports to the Project Team and the VDOT Project Manager</p>
<p>Kaushik Vyas, PE – QAM (Quinn)</p> <ul style="list-style-type: none"> • Extensive VDOT Quality Control Management experience • Design-Build I-495 HOT Lanes - Resident Engineer • Design-Build Route 15 – Quality Control Manager • Design-Build Route 895 (PPTA) – Construction Inspection 	<ul style="list-style-type: none"> • QA inspection and testing of all materials used and work performed on the project • Monitor Contractor’s QC program • Ensure conformance with contract requirements 	<p>Reports to Design Build Project Manager</p>
<p>John Stuart, PE - Design Manager (Lochner)</p> <ul style="list-style-type: none"> • 22 years experience – Interchanges, Widening, & Reconstruction • Innovative traffic engineering applications • Alternative project delivery experience • Experience in challenging MOT and construction phasing projects. 	<ul style="list-style-type: none"> • Coordinate individual design disciplines • Ensure design is in conformance with contract documents • Establish and oversee QA/QC program involved with design 	<p>Reports to Design-Build Project Manager and project design team</p>
<p>Mindy Colden - Construction Manager (Faulconer)</p> <ul style="list-style-type: none"> • Proven VDOT construction management experience • Record of success on Culpeper District transportation projects • High complexity project delivery experience 	<ul style="list-style-type: none"> • Manage the construction process on the project site • Ensure materials and work performed meet contract requirements and approved plans 	<p>Reports to Design Build Project Manager</p>
<p>Rachel Spencer – Public Relations Manager (Access)</p> <ul style="list-style-type: none"> • Senior Public Relation Manager • Proven success in public education and information initiatives • Strategic public relations and Media relations specialist 	<ul style="list-style-type: none"> • Manage external Project communications with project stakeholders, media and general public during the design and construction of the project 	<p>Reports to Design Manager</p>

Quality Assurance Manager (QAM) – Kaushik Vyas, PE, CCM (Quinn) brings 25 years of experience in transportation, heavy construction and quality assurance. His transportation experience includes construction management and inspection on interstates, primary and secondary roads and residential developments. He has served as resident engineer, transportation engineer and civil engineer for many design-build and design-bid-build projects. Responsibilities have included; QA/QC management, inspection, utility coordination, value engineering proposal review, residential development design, pay estimate review and processing, schedule coordination/analysis and report preparation. He has experience working with segmental bridges, roadway subgrade preparation, soundwalls, retaining walls and box culverts. His most recent assignment was Resident Engineer on the I-495 HOT Lanes Design-Build project in Northern Virginia which has a construction cost of approximately \$2B. Mr. Vyas’s additional design-build experience includes the Route 15 Widening project in Prince William County and the Route 895 (PPTA) project in Goochland and Chesterfield Counties.

Design Manager – John Stuart, PE (Lochner) is a Senior Project Manager with 22 years of experience managing engineering projects and construction delivery for a wide range of transportation infrastructure projects. His experience spans interstate, interchange, primary and secondary facilities, as well as rural and urban widening and reconstruction projects. His recent experience includes the Route 1/Boulevard Modernization with the City of Colonial Heights, Mid-Currituck Design-Build/P3 in North Carolina and I-80 Design-Build/CM-GC in Salt Lake County, Utah. Mr. Stuart also managed the traffic analysis and preliminary plan development for the VDOT Route 50 Gilberts Corner project which is a system of roundabouts at a high traffic location in Loudoun County. This project advanced to successful completion ahead of schedule and on budget by VDOT via design-build project delivery.

Construction Manager – Mindy Colden, EIT (Faulconer) brings outstanding experience on VDOT roadway construction and a proven ability as an excellent communicator and coordinator between subcontractors, suppliers, owners and

engineers. She is currently managing several projects in excess of \$12M, including the Lee Street Connective Roadways in Charlottesville for the University of Virginia, and the JMU Bridgeforth Stadium in Harrisonburg, Virginia. Ms. Colden worked with the Culpeper District on the Meadow Creek Parkway project which involved proactive coordination of the construction phases with businesses, residential communities, Rivanna Trails Foundation and the University of Virginia.

“Mindy Colden’s leadership as the PM made a substantial contribution to the success of this project. She was well organized and proactive in problem identification and resolution.”
Maruis Mackenzie, VDOT
Meadowcreek Parkway Project

Ms. Colden successfully completed her Erosion & Sediment Control Contractor Certification class and test. The ESCCC number is #6045C. In addition, she has received her Certificate for Responsible Land Disturber, #37090.

Ms. Colden will be in constant communication with the Quality Assurance Manager during construction to receive feedback on overall project quality.

Public Relations Manager – Rachel Spencer (Access) Being the first DDI in Virginia, this is anticipated to be a high-profile project. Coupled with the level of communication this project will require in construction updates, user education and safety alerts, a Public Relations Manager will be vital. This will be a proactive method to providing information that is broadcast via various mediums. Press releases, conferences, Public Service Announcements generated by a team-member and distributed to the media ensure positive verbiage, correct messages and educational communications that the public will easily retain. Providing quality information to the media that eliminates the need for them to dig up the information on their own deters misinformation. If we make it easier for the media, our message is guaranteed to be correct. Ms. Spencer will serve as the PR Manager ensuring the public receives appropriate communications during the life of the project through a variety of media sources.

Ms. Spencer’s experience includes successful media relations efforts within a variety of business and consumer industries, including architecture and

engineering, high-tech manufacturing, economic development and healthcare. She has held positions as a technical writer and a media relations specialist with the American Diabetes Association national office in Alexandria, Va., managing all incoming national and international media inquiries. She has secured placements with multiple top-tier media outlets as well as leading trade publications including Control Engineering among others. She is a member of the board of directors for the Public Relations Society of America Blue Ridge Chapter and the Council of Community Services.

3.3.2 ORGANIZATIONAL CHART AND NARRATIVE

The following narrative describes the team structure and the individuals' reporting roles as pictured in the Team Organizational Chart on page 11.

The Faulconer Team is proposing an organizational structure that clearly outlines the reporting and functional relationships of the assigned personnel. Mr. Galloway, Project Manager, will serve as the single point-of-contact for VDOT. He will develop a custom plan that clearly confirms the role responsibilities and expectations for each subcontractor and subconsultant. He will work with the project team (Faulconer and VDOT) to establish the project schedule and implement a work plan that is communicated to each team member.

Reporting and functional relationships of each of the key personnel are provided in the Key Personnel Staffing Table on page 7.

Project Team Leaders (design, right-of-way, safety and construction) are each responsible for the oversight and productivity of their respective staff members and will report directly to Mr. Galloway. He will facilitate project meetings to include all Project Team Leaders who will report on current project status, identify issues and foster a continued understanding of project progress. VDOT personnel will be invited to attend these and all coordination meetings. QA staff will report directly to and primarily communicate with Mr. Galloway to ensure an objective view of project plans is maintained. QA comments and findings will be communicated to individual Project Team Leaders by the Project Manager, ensuring a separation of the Construction QA and QC team staff.

Mr. John Stuart PE, will lead the design phase and report directly to the Design-Build Project Manager. Mr. Stuart has divided the design phase into key sub activities including: Roadway Design, Structure Design, Hydraulics/Hydrology, Geotechnical Engineering, Environmental, Traffic/Signal Design, Utility Design and Roadway Lighting Design. Each area is led by experienced personnel as indicated on the organizational chart.

These respective task leaders are identified with their responsibilities and reporting structure below.

Lead Roadway Design Engineer – H.G. Kunzler, PE (Lochner), a licensed Virginia Professional Engineer, has completed the preliminary design of 4 DDI's within the nation since 2009. Because of his early experience with DDI's he was then selected to lead the fast-paced design of the SR-201 and Bangerter Highway in Salt Lake County, Utah - a \$10M interchange reconstruction project completed in 5 months (\$3M DDI retrofitted from diamond interchange). Recognized for his successful delivery of this project, his 20 years of experience is steeped in the analysis and design of innovative intersections and interchanges, including continuous-flow intersections and diverging diamond interchanges (DDI). He brings niche-specific, first-hand experience and lessons learned that will be critical to the success of this project. As the Lead Roadway Design Engineer, he will guide the development of the ZXR DDI including traffic analysis and confirmation of final design and signal design providing the required operational improvements in conformance with the interchange modification report.

Design Quality Assurance – Scott Lucas, PE (Lochner) currently serves as the firm's Technical Resource Leader for Alternative Delivery, encompassing design-build, CM/GC and private-public partnership (P3) project delivery methods. He is best known for his freeway and interchange design and oversight expertise and has built a reputation for developing economical, efficient alternatives. He brings strength to our team through his balance of design-build and complex interchange design experience, having served as the QAM on both the I-80 and Mountain View Corridor projects. In addition, he has served as the Design-Build Project Manager for the following projects:

- \$95M Design-Build of I-15, South Layton Interchange in Layton City, UT which included a new single-point urban interchange, removal of an existing partial interchange and widening of I-15;
- \$120M widening and reconstruction of six miles of urban roadway including a new SPUI interchange for the 12300/12600 South, 700 East to Bangerter Highway Design-Build project in Salt Lake County, UT;

He has also served as the QC/QA Manager on several CM/GC Design projects.

QC Manager – John L. Pappas, PE (F&R) will direct QC field technicians, as well as oversee the QC laboratory testing program for the project team. Mr. Pappas brings over 30 years of experience in Quality Control Management and geotechnical and construction materials engineering experience on projects throughout Virginia. He has managed and performed engineering analyses, reporting and recommendations for roadway, bridge and site development projects as well as construction engineering inspection on construction projects. Mr. Pappas' recent experience includes the Route 29, Tye River Bridge Design-Build project in Amherst County and the Route 58 Bypass project in Big Stone Gap, Virginia.

Mr. Pappas' responsibility will include project inspector coordination, quantity tracking, pavement quality tracking, traffic management plan implementation, erosion and sediment control management, laboratory testing and cost tracking. He will report directly to the Construction Manager, Mindy Colden.

Geotechnical Engineer – Clyde Simmons, III, PE (F&R) will play an active role by completing a final geotechnical investigation and design report for the proposed bridge and roadway design and construction. After receiving the required review and approval from VDOT, the geotechnical design recommendations will be implemented in the final design and construction. Mr. Simmons will coordinate with the QAM to ensure testing and inspection frequencies are in compliance with the approved QA/QC manual. He reports directly to the Design Manager.

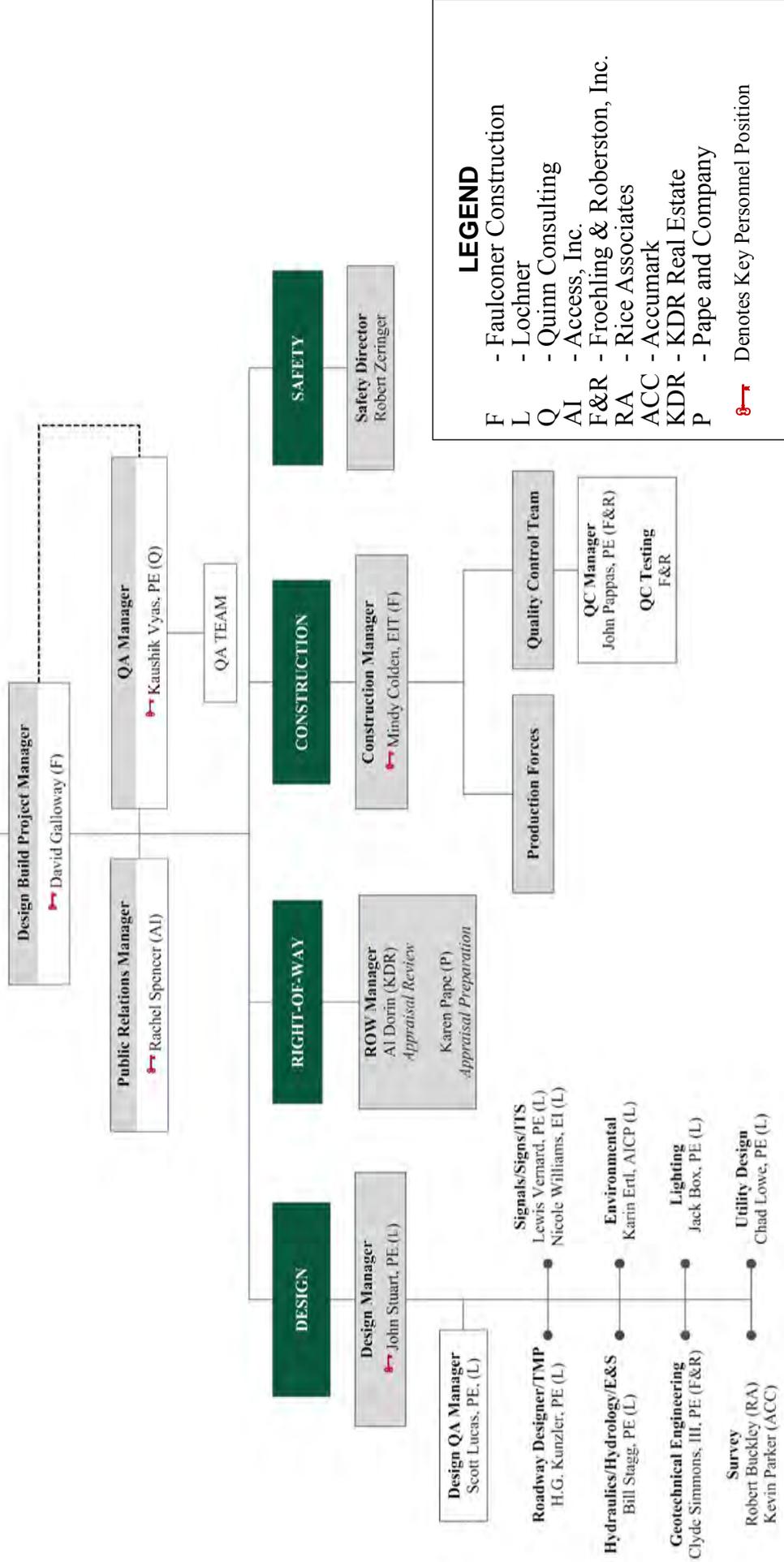
Mr. Simmons has oversight responsibility as project engineer for materials testing on various construction projects during earthwork and foundation phases. This includes the excavation and replace procedures, subgrade inspection, placement of structural fill, foundation observations related to bearing capacity and including the use of dynamic cone penetrometers.

Right-of-Way Manager – Al Dorin, MAI, SRA, R/W-NAC (KDR) will direct Right-of-Way services for the project and will report directly to the Project Manager. He will be responsible for identifying affected parcels, determining ownership of such parcels through review of deeds and other public records, preparing appraisals and preparing offers in conjunction with VDOT ROW staff. Mr. Dorin's primary experience has been as a real estate appraiser for over 30 years. He has appraised a wide variety of property types with a concentration in eminent domain assignments. He has qualified as an expert witness in most of the localities in the Richmond MSA as well as other Virginia counties.

He has managed numerous right-of-way and acquisition projects including conducting negotiations with property owners. He is currently working with Lochner on the Boulevard Modernization project in the City of Colonial Heights which required two complete takes, relocations, and a total of 43 parcels requiring right-of-way and easement acquisitions. Additional experience includes the Atlee-Elmont Interchange, Atlee Station Road, Pouncey Tract Road in Hanover County and the I-64/Route 250 Interchange in Goochland County.

Team Summary

Mr. David Galloway, as Design-Build Project Manager, will be the single point of contact for the VDOT Project Manager. During various phases, the Faulconer Team will interact directly with VDOT and/or third parties as needed to ensure project efficiencies. For example, the Design Manager will interact with VDOT Location and Design personnel to facilitate plan reviews, submittals and design topic meetings. Correspondence will be routed with copies to the appropriate personnel to ensure clear communication and reporting is maintained.



LEGEND

- F - Faulconer Construction
- L - Lochner
- Q - Quinn Consulting
- AI - Access, Inc.
- F&R - Froehling & Roberston, Inc.
- RA - Rice Associates
- ACC - Accumark
- KDR - KDR Real Estate
- P - Pape and Company

➔ Denotes Key Personnel Position

3.4 EXPERIENCE OF OFFEROR'S TEAM



Faulconer, headquartered in Charlottesville, Virginia, has a long history of successfully serving its customers both in Virginia and within the central Atlantic region. With stockholder ties reaching back to the turn-of-the 20th century, when its predecessor company built projects throughout the country, Faulconer brings a strong record of experience on projects across the full spectrum of site development and heavy highway construction markets.

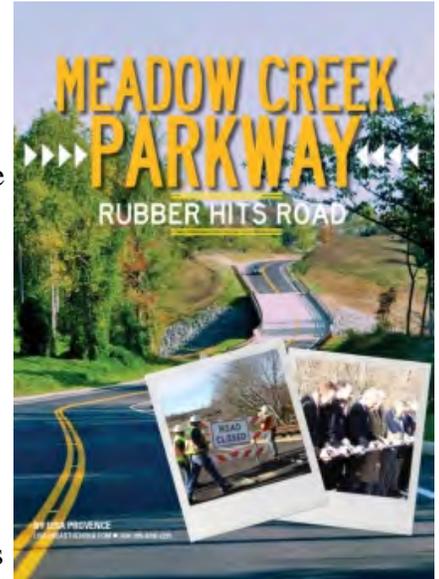
Since 1946, Faulconer has been a mainstay of the central Virginia construction industry, supporting its customers and other general contractors in the building of some of the most challenging and prestigious projects. A multi-discipline site and road contractor, Faulconer has successfully diversified into the Carolina and northern Virginia markets. They implement a professional management approach to their bidding and project/site management activities and are staffed with estimators and project managers who have practical knowledge that proves invaluable to the customer and their engineers and architects in successfully completing the job. The breadth and depth of personnel allows Faulconer to be adept in a rapid and flexible approach to completing client's desired site construction requirements.

As a full service, integrated contractor, Faulconer historically has performed over 80% of the value of its contracts in-house. They bring the highest value to their customers when providing the complete package and acting as a single source for site work bringing construction expertise, integrity and commitment for a safe and superior job.

Faulconer has established itself as a leader in the highway construction market in Virginia and developed a reputation for delivering quality construction and meeting its clients schedule and budget. This includes projects in which Faulconer is engaged as a prime contractor or as a sub-contractor to a larger team.

An example of Faulconer's capabilities in significant transportation infrastructure the successful construction of the Meadow Creek Parkway project in 2011 which provides a new

two-lane parkway running for 1.4 miles from East Rio Road south to the Charlottesville city limits at Melbourne Road. This project provides additional capacity and an alternate route for traffic headed toward Charlottesville from the north. This \$14.9M project was successfully constructed on schedule allowing for enhanced safety for motorists using the road as well as those entering and leaving the school and nearby businesses and communities.



Faulconer will provide a similar effort on the ZXR project with similar results.

Faulconer was also the prime contractor for the Route 29 improvements at Hollymead Town Center in Charlottesville. Improvements included changing the vertical alignment and converting the road from a divided four-lane highway to a divided six-lane highway while continuously maintaining four lanes of traffic. The project also included modifications to existing and construction of new turn and taper lanes. Proper maintenance and monitoring of the traffic control measures within this heavily traveled and highly congested section of Rte. 29 was of critical importance in maintaining



a safe work zone. Faulconer was responsible for the coordination of signalization and final pavement topping trades that were directly contracted by the owner.

LOCHNER Lochner will serve as the Lead Designer. With 30 offices in 20 states, Lochner is a multi-disciplined firm with a primary focus on transportation. Lochner employs

nearly 600 civil and structural engineers, planners, environmental scientists, design technicians and support professionals. Since 1944, Lochner’s ongoing accomplishments have contributed to its well-deserved reputation as a top consulting firm. Lochner and the proposed staff bring a great deal of experience in three vital areas to this project: 1) Diverging Diamond Interchange design, 2) VDOT standards and procedures and 3) the full cycle of Design-Build project delivery.

Experts in delivering Design-Build, Public-Private Partnerships and CM/GC projects, Lochner professionals have been providing contractors with low-cost solutions for more than 15 years. Lochner provides on-site engineering resources to serve the project team, resulting in the rapid development, review and approval of innovative design solutions. Lochner also serves as a partner during the project development process to identify stakeholder needs and utilizes this information to develop lowest cost solutions.

Recent Lochner Diverging Diamond Interchange and Design-Build experiences include the following notable projects:

SR-201 and Bangerter Highway DDI, Salt Lake County, Utah -



Lochner provided lead design for this \$10M (\$3M for DDI) reconstruction project including VISSIM traffic modeling and analysis and maintenance of traffic plans to minimize impacts to the public. Successfully opened to traffic in October, 2011, this innovative design has improved the performance of the interchange and safety by incorporating new FHWA and UDOT DDI guidelines, while utilizing the existing infrastructure to minimize costs.

South Layton Interchange Design-Build Layton City, Utah - Lochner provided lead design services for this \$95M reconstruction project, including a

new single-point urban interchange, removal of a partial interchange, widening of 1.8 miles of I-15 to extend the I-15 HOT express lanes, and various local street improvements.



Mid-Currituck Bridge P3 Project, Currituck County, North Carolina - Lochner is providing the engineering and design for North Carolina’s first Public-Private Partnership transportation project. With an estimated construction cost of \$650M, work involves development of design alternatives for a proposed seven-mile toll bridge facility, complex environmental and constructability issues, and focus on delivering sustainable solutions and zero-waste construction.

I-15/500 South DDI, Bountiful City, Utah - Lochner developed a preliminary concept report, design, and preliminary right-of-way impact analysis for intersection improvements on 500 South at I-15, 500 West, and 200 West so UDOT could request necessary construction funding. Lochner provided the VISSIM analysis which identified that the DDI improvements will reduce delay and stops by 65 percent compared to the no-build future volumes. UDOT is currently seeking funding for the construction of this interchange improvement.



Froehling & Robertson, Inc. (F&R) is a woman owned business and is a Virginia certified SWaM (#649650). F&R will be providing professional geotechnical services, quality control and materials testing for construction. They maintain a fleet of drilling equipment as well as accredited geotechnical and construction materials testing laboratories.

F&R’s laboratories are accredited by the AASHTO (AMRL/CCRL), U.S. Army Corps of Engineers and WACEL. Technical personnel are certified by agencies including ACI, ASTM, AWS, ICC, NICET and WACEL. F&R is accredited by the Virginia DPOR as a licensed training provider for various asbestos disciplines. F&R has completed the geotechnical engineering on a number of projects in Louisa County and the Charlottesville/Albermarle County area. F&R has partnered with each of our team members on various projects throughout Virginia.



Rice Associates (RA) is a survey and photogrammetry firm that was founded in 1986 (SWaM Certified #8406S). The firm is headquartered in Manassas, Virginia and maintains branch offices in Richmond and Virginia Beach. RA has a full-time staff of 51 personnel including nine licensed surveyors and two certified photogrammetrists. RA services include control surveys, aerial mapping, LIDAR, photogrammetry, utility designation and location, hydrographic studies, location surveys, bridge situations, closed surveys and global positioning. Project types range from rural roadways to interstate highways and bridge structures.

RA has a proven history of performance serving VDOT in both prime and subconsultant roles dating back to 1994. Prime consultant assignments include: Statewide Surveying Contract (2011 - TBD); Statewide Surveying Contract (2008-2010); Culpeper District Surveying and Photogrammetry Contract (1998-2000)



Accumark provides professional Subsurface Utility Services throughout Virginia and the mid-Atlantic region. Founded in 1994, Accumark is a certified small business with the Commonwealth of Virginia, and employs a team of more than 35 professionals trained in utility designation, vacuum excavation, ground penetrating radar, CCTV investigations, smoke testing, as well as CADD design, research and documentation.



Access is a SWaM certified, full-service advertising, design and public relations firm in Roanoke, Virginia that has been in business since 1996.

Access brings outstanding experience in public

relations, educational communications, brand building, and energetic product advertising with a result-driven creativity and strategy. Dubbed “smart creative”, Access has won more than 450 awards for creative advertising and PR and has served nearly 400 clients in 12 states, Canada, and abroad.



KDR Real Estate Services (KDR) is a SWaM certified, full-service right of way and easement acquisition company. KDR services include ownership verification/title search, appraisal of property rights to be acquired, conveyance document preparation and compilation of related paperwork for the presentation of an offer to the affected landowners, negotiations with the landowners, clearance of title, closing and settlement procedures, and overall project administration to complete the transfer of title from the property owner to the acquiring authority. KDR works closely with the client, which is most often either an engineering company that has been awarded the contract to design and build a public facility or the public agency itself that will own the facility, and representative legal counsel to insure that proper acquisition procedures are followed in accordance with the requirements of the Virginia Code relating to rights acquired through the eminent domain process.



Pape and Company, Inc. (Pape) was started in 1990, and provides staff with extensive experience appraising both residential and commercial real estate, with combined experience of 80 years in the real estate appraisal field.

Karen Pape, MAI, SRA is President of Pape & Company and has been involved with real estate for 23 years. She is a prequalified appraiser with VDOT and is experienced in appraising residential, commercial, industrial and conservation easement properties. She is qualified to serve as an expert witness in a variety of courts in the Central Virginia area, and has served on the Board of Directors for the Virginia Commonwealth Chapter of the Appraisal Institute and as a Regional Representative for that organization. Ms. Pape and her firm have worked on several VDOT projects including I-495 HOT Lanes, Virginia Capital Trails - Sherwood Forest Phase, Route 218 in Stafford and 10th Street in Roanoke.

3.5 PROJECT RISK

The Faulconer Team has identified three critical risks for the ZXR project with the most potential for impact to cost and schedule. The strategies that we will implement to mitigate or eliminate these impacts for a successful on time delivery are described in the following tables. The development of the master project schedule will consider these mitigation strategies for each risk area. Subsequently, the project implementation plan and document control software will be used to ensure proactive monitoring and adherence to the project schedule. Working closely with VDOT and the Design-Build Team, the Project Manager will perform a thorough and in-depth risk assessment and revisit the initially identified risk areas and modify as needed before going forward.

RISK 1 – MAINTENANCE OF TRAFFIC

Excessive traffic delay and safety are primary risks on the project for the ZXR DB Team. Mitigation of these risks are centered around our team's Maintenance of Traffic (MOT) initiatives:

- Maintaining all existing movements during construction
- Public education

The execution of proactive communications with the public and area stakeholders to educate them regarding the change in traffic operations at this newly configured interchange will be critical. Communications for MOT must consider that standard lane directions will be switching, increasing the danger for opposing traffic issues during construction and at opening. A great deal of forethought will enable our team to consider all potential scenarios to maximize MOT efficiency and safety.

Communications will consist of publicized education/information coupled with clear temporary signage and markings. This is a primary example of how the experience of H.G. Kunzler will be an enormous benefit as he brings successful MOT for DDIs. He will utilize his lessons learned, enabling our team to avoid the counter-productive 'learning curve' other firms will require in designing and bringing online a DDI. The existing high traffic volumes, projected volume increases on the Route 15 corridor and increased land development in the region precipitate the project

need. Maintaining traffic is vital for through traffic, particularly for truck turning movements in constrained conditions, but safety is the critical factor.

With no clear or easily implementable detour routes, the Faulconer Team plans to conduct construction operations while maintaining one lane of traffic under the current/existing condition. We have evaluated the proposed work zones and determined that the existing pavement compared to the proposed pavement areas will allow our team to maintain one lane of traffic in each direction during construction. The location of the proposed signal pole at the Ramp C terminus will need to be adjusted outside the existing pavement area to allow for this ramp to be used during construction.

Maintaining traffic operations for the duration is vital for residents and emergency services as well as key commercial businesses. An example is the Wal-Mart distribution center which requires 24-hour trucking operations and uses this interchange exclusively for interstate access. Coordination of construction activities with major events in the region will also be considered.

Another critical component is the implementation of a proactive public information and awareness program. Utilizing the expertise of Access, the team will keep the public, stakeholders and businesses that utilize the ZXR interchange informed of construction phases and changes in traffic patterns both during and after construction.

RISK 2 – DESIGN AND SAFETY

Due to the unique and unconventional nature of DDIs, there are several risks to address concerning development and construction implementation. These risks include the following:

- Safety – driver behavior
- Design – unconventional design
- Construction Cost - change orders

The DDI is an innovative traffic configuration that provides exceptional improvements in traffic operations and safety. However, the horizontal alignment reverses travel lanes between the ramp terminals which is different and opposite normal traffic operations. This synchronized switching of travel lanes is achieved through detailed engineering of horizontal alignments

and channelization of travel lanes that safely directs vehicles through traffic signals at the ramp terminals. The Faulconer Team will execute a thorough and detailed design that will ensure the safety of vehicles through the intersections. Safety was a critical element of the SR-201 DDI project design and implementation that included extensive owner and FHWA review to ensure that safety measures were maximized. Lochner's experience and knowledge of successful DDI operations will be critical.

RISK 3 – PROJECT UNKNOWN

The preliminary design developed for the ZXR DDI project provides an excellent basis for final design and construction. However, a detailed survey of existing topographic features and pavement elevations is needed to mitigate risks associated with the final design. Those risks include the following:

- Pavement Elevations – critical for vertical alignment and superelevation geometrics and pavement quantities
- Existing Utility Locations – confirmation of underground utility locations and improvements installed after preliminary survey completion

One of the initial tasks to be executed at the beginning of the project is a design survey of the project. The Faulconer Team will execute

a detailed survey including existing pavement elevations. This can be accomplished through digital scanning that minimizes impacts on existing traffic operations and increases safety for the survey team members. Establishing existing pavement elevations is critical to the engineering design and development of accurate pavement quantities.

Another critical element of the survey is the supplementary sub-surface utility survey. This will include the vicinity of Ramp C terminus at Route 15 which appears to have a new fiber optic line crossing underneath Ramp C that was installed after the survey shown in the RFQ plans was completed. Fiber optic installation can be between 3' to 20' deep, within a protected conduit and can be installed using horizontal directional drilling (boring) as well as trenching. After completing the sub-surface utility engineering on the ZXR project, the team plans to conduct test holes at this location to confirm the depth of the fiber optic utility line.

If it cannot be avoided, or protected in place, coordination for the fiber optic line relocation will require a proactive coordination effort to minimize schedule impacts. Executing the survey as one of the first tasks will arm the Faulconer Team with reliable information regarding identification and location of all underground utilities including the fiber optic line.



SR-201 (UDOT) Diverging Diamond Interchange

Maintenance of Traffic / Sequence of Construction Risks and Mitigation

General Project MOT Risks	Areas of Criticality	Mitigation Strategies
<p>MAINTENANCE OF TRAFFIC FOR EMERGENCY AND FIRE/RESCUE ACCESS AND GENERAL TRAFFIC</p> <ul style="list-style-type: none"> • High volume of truck traffic 24 hours/day • No other reasonable detour routes 	<p><u>EMERGENCY SERVICES, MAINTAINING COMMERCE AND GENERAL PUBLIC TRAFFIC</u> Ensuring the surrounding community, emergency and first responders are fully informed of the construction operations and associated scheduling.</p> <p>Failure to address this risk (both from the economic as well as emergency services aspect) will result in creditability problems and perception issues with project stakeholders and the general public for both the design-build team and VDOT.</p>	<p>Proactive and early coordination with VDOT, FHWA and project stakeholders in development of the Maintenance of Traffic and Sequence of Construction plans.</p> <ul style="list-style-type: none"> ➢ Detailed development of the Traffic Operations component of the Traffic Management Plan (TMP) with the project stakeholders. ➢ We have determined that the work zones associated with the proposed improvements can be constructed while maintaining at least one traffic lane in each direction and all traffic movements throughout construction activities. Minimal and temporary closures during off peak times will be necessary for certain activities (switching of traffic for different lane configurations, etc.) Modifications to some design elements which will not change the intent of the design could allow for improved MOT.
<p>PUBLIC CONFUSION DURING MOT AND POST CONSTRUCTION OF THE NEW TRAFFIC CONFIGURATION</p> 	<p><u>VDOT MISSION - SAFETY</u> Ensuring smooth and safe traffic operations for the traveling public both during and after construction is critical. Communication (both via media as well as on-site signage) is what directs traffic to where they need to go both during and post construction. Also critical is sufficient space and turning movements for trucks.</p>	<p>Educate the public on the new configuration. Including what benefits are to the public and, how to drive the new configuration (visual simulation). A proactive and far reaching public information and awareness program will be implemented engaging statewide and regional media outlets as well as direct mailings, website, and multimedia formats to ensure public awareness of the new traffic patterns being instituted.</p>
<p>UNIQUE TRAFFIC PATTERNS</p> 	<p><u>DDI DRIVER BEHAVIOR</u> DDI traffic diverts traffic into opposite lanes between ramp terminals which will be very different for drivers to understand.</p> <p>Area residents and the traveling public will need to be fully informed of the new traffic pattern to avoid frustration and confusion.</p>	<p>Our team has learned that the new signal system must be installed and tested prior to regulating the traffic to the new signal system. We will insure that the proper detection system is installed and signal timing is simulated and adjusted before the traffic is switched over to the new configuration.</p>

DDI Configuration and Design Characteristics Risks and Mitigation

Description/Impact	Areas of Criticality	Mitigation
<p>CHANNELIZATION OF DRIVERS IN CROSSOVER AREAS</p> 	<p><i>Previous experience with DDI design and construction is the use of barrier to channelize vehicles in the crossover areas. Based on location of these barriers sight distance is in violation. However, channelization of traffic is important to help drivers avoid going straight through intersection.</i></p>	<p><u>Lessons Learned from SR-201 Design and implementation</u></p> <ul style="list-style-type: none"> • Use of candlestick markers mounted in the island with barrier curb was used. Another option considered construction of low profile cast in place barrier to help redirect traffic. • Headlight glare from opposing traffic was not as big of concerns as redirection of traffic.
<p>LOCATION OF SIGNAL POLE FOUNDATIONS (SHEET NO 13(02))</p> 	<p><i>Eliminates the use of existing ramp during construction.</i></p>	<p>Shift proposed signal pole to south (between SPUR C-1 and existing ramp C) out of pavement area.</p>
<p>AMOUNT OF SIGNAGE</p> 	<p><i>Potential for sign overload on the amount of signs "required".</i></p>	<p>The signing for the newly configured ZXR interchange must be designed to ensure that drivers unfamiliar with this unique configuration can safely navigate the interchange and intersections. In developing the signing design for newly constructed SR-201 DDI project, Lochner conducted a detailed review to ensure that too many signs were not placed on the project which would result in driver confusion and overload, and a resultant reduction in safety.</p>

Existing Conditions Risk and Mitigation

Description/Impact	Why Critical	Mitigation
<p>UPDATED SURVEY</p> <ul style="list-style-type: none"> • Accurate existing pavement elevations • Accurate existing utilities information – above ground and sub-surface.  <p>UTILITY RELOCATIONS</p> <ul style="list-style-type: none"> • Utilities that have not been located • Right-of-way or utility easements that need to be acquired for relocations • Timely responses of private utilities • Severe weather limiting or redirecting relocation efforts • Limitation of available utility company manpower due to workload, labor strikes or heavy seasonal demands that risk restricting relocation schedules 	<p>PAVEMENT ELEVATIONS AND EXISTING UTILITIES <i>Accurate existing pavement elevations are critical for the design vertical profile and pavement widening and reconstruction and directly affect pavement quantities. Identification of existing utilities and owners for avoidance or relocations is critical to the schedule and cost of the project.</i></p> <p>SCHEDULE - <i>Utility relocation is a critical path element of the project schedule and unforeseen utility impacts starting with identification and completing the required relocations are a major schedule risk.</i></p> <p>COST - <i>If utility owners are not engaged early in the project development to identify cost, there is significant risk that cost will increase beyond budgeted amounts. Impacts to unknown utilities is a major cost risk.</i></p> <p>PUBLIC SATISFACTION <i>Disruption of utility services will generate significant public outcry. Execution of relocation activity while minimizing impacts on traffic operations is critical.</i></p>	<p>Execute topographic survey quickly in initial phase of work including the subsurface utility survey. Consider digital (LIDAR) scanning for acquisition of pavement elevations that could reduce time and impacts on existing traffic operations.</p> <p>Early survey and subsurface utility designation and test hole data. Early identification of utilities requiring avoidance and relocation. First mitigation strategy will be designing to minimize utility impacts.</p> <p>Early/proactive coordination with Utility Owners for relocations. Enforce “Prior Rights” requirements to hold down project costs. Consider contingency time in schedule for relocations.</p> <p>Coordination of utility relocations with construction schedule (critical path). Establish utility easements and right-of-way early to provide ample time for utility owners to provide relocations where necessary.</p> <p>Phase construction in coordination with utility relocation activities.</p>

ATTACHMENT 3.1.2

0064-054-703, P101, R201 & C501

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 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix Attachment 3.1.2 Page 1-3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix Attachment 2.10 Page 1
Letter of Submittal (on Offeror's letterhead)				
Offeror's point of contact information	NA	Section 3.2.1	yes	Page 1
Authorized Representative's signature	NA	Section 3.2.1	yes	Page 2
Principal officer information	NA	Section 3.2.2	yes	Page 1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	Page 2
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	Page 2
Debarment forms	Attachment 3.2.5(a)	Section 3.2.5	no	Appendix Attachment 3.2.5(a) Page 1
	Attachment 3.2.5(b)			Appendix Attachment 3.2.5(b) Page 1-8
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	yes	Appendix Attachment 3.2.6 Page 1

ATTACHMENT 3.1.2

0064-054-703, P101, R201 & C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Evidence of obtaining bonding	NA	Section 3.2.7	yes	@ 3
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Appendix Attachment 3.2.8 Page 1-13
SCC Registration	NA	Section 3.2.8.1	yes	Page 4
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	Page 4
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	Page 4
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	Page 4
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	Page 2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 6-9
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1 Page 1-2
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix Attachment 3.3.1 Page 3-4

ATTACHMENT 3.1.2

0064-054-703, P101, R201 & C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix Attachment 3.3.1 Page 5-6
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1 Page 7-8
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix Attachment 3.3.1 Page 9-10
Organizational chart	NA	Section 3.3.2	yes	Page 11
Organizational chart narrative	NA	Section 3.3.2	yes	Page 9-10
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1 Page 1-3
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1 Page 4-6
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Page 15-19

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00086453DB48
PROJECT NO.: 0064-054-703, P101, R201 & C501

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 12/06/11
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

1.30.12

DATE

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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.

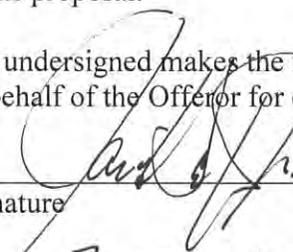
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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


Signature _____ Date 1-30-12 Title President

Faulkner Construction Co. Inc.
Name of Firm _____

ATTACHMENT NO. 3.2.5(b)

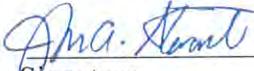
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

	February 3, 2012	Vice President
Signature	Date	Title

H.W. Lochner, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

 January 18, 2012 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

	1/16/2012	CEO/CCO
Signature	Date	Title

Access, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

	January 11, 2012	President
Signature	Date	Title

Rice Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

<u>S. G. M...</u>	<u>01/20/12</u>	<u>President</u>
Signature	Date	Title
<u>Accumark, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.5(b)

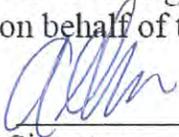
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

	01/25/12	President
Signature	Date	Title

KDR Real Estate Services. Inc
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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

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

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

<u>Karen Dupe</u>	<u></u>	<u>President</u>
Signature	Date	Title
<u>Dupe and Company, Inc.</u>		
Name of Firm		



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Faulconer Construction Company, Incorporated

Vendor Number: F006

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications has been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: Grading, Drainage Structures, Underground Utilities

Issue Date: July 31, 2011

This Rating and Classification will Expire: July 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Silles, State Contract Officer

Attachment 3.2.8.1

SCC Registration Supporting Documentation

SCC Certificates

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FAULCONER CONSTRUCTION COMPANY, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia:

That the date of its incorporation is December 8, 1954;

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.

#0070633-3



Signed and Sealed at Richmond on this Date:

November 1, 2011

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM

Document Control Number: 1111015223

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

H. W. LOCHNER, INC., a corporation existing under the laws of WISCONSIN, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on August 31, 1987.

Nothing more is hereby certified.

#F055272-1



*Signed and Sealed at Richmond on this Date:
March 17, 2008*

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

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

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.

0492551-7



*Signed and Sealed at Richmond on this Date:
August 15, 2011*

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

THEODORE V. MORRISON, JR.
CHAIRMAN
HULLIHEN WILLIAMS MOORE
COMMISSIONER
CLINTON MILLER
COMMISSIONER

COMMONWEALTH OF VIRGINIA



WILLIAM J. BRIDGE
CLERK OF THE COMMISSION
P. O. BOX 1197
RICHMOND, VIRGINIA 23218-1197

STATE CORPORATION COMMISSION

September 10, 1996

ROY V CREASY
ATTORNEY AT LAW
213 S JEFFERSON ST STE 915
ROANOKE, VA 24011-1735

RE: ACCESS, INC.
ID: 0471545 - 4
DCN: 96-09-09-0030

This is your receipt for \$75.00 covering the fees for filing articles of incorporation with this office.

The effective date of the certificate of incorporation is September 10, 1996.

Sincerely yours,

William J. Bridge

William J. Bridge
Clerk of the Commission

CORPACPT
CIS20423

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

FROEHLING & ROBERTSON, INCORPORATED, (Entity ID# 0027211-2), is a stock corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is October 11, 1924.

Nothing more is hereby certified.

SCC # 0027211-2



*Signed and Sealed at Richmond on this Date:
August 13, 2009*

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

CIS0357

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is December 15, 1988.

Nothing more is hereby certified.

03316627



*Signed and Sealed at Richmond on this Date:
February 9, 2010*

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

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is January 30, 1995.

Nothing more is hereby certified.

440745-8



*Signed and Sealed at Richmond on this Date:
August 7, 2009*

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



Commonwealth of Virginia
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

02/11/11

10:50:51

CORP ID: 0571210 - 4 STATUS: 00 ACTIVE STATUS DATE: 07/07/03
CORP NAME: KDR REAL ESTATE SERVICES, INC.

DATE OF CERTIFICATE: 01/30/2002 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: ALLEN G DORIN JR

STREET: 2500 GRENOBLE RD AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23294
R/A STATUS: 2 OFFICER EFF. DATE: 07/09/03 LOC : 143
ACCEPTED AR#: 211 02 2350 DATE: 01/10/11 HENRICO COUNTY
CURRENT AR#: 211 02 2350 DATE: 01/10/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00 100

(Screen Id:/Corp_Data_Inquiry)



CISM0180

CORPORATE DATA INQUIRY

01/05/12

17:29:31

CORP ID: 0371158 - 7 STATUS: 00 ACTIVE STATUS DATE: 03/31/99

CORP NAME: PAPE AND COMPANY, INC.

DATE OF CERTIFICATE: 02/13/1991 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

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

R/A NAME: JAMES P COX III

STREET: 500 COURT SQ STE 300 AR RTN MAIL:

PO BOX 298

CITY: CHARLOTTESVILLE STATE : VA ZIP: 22902

R/A STATUS: 4 ATTORNEY EFF. DATE: 02/14/11 LOC : 203

ACCEPTED AR#: 211 04 0280 DATE: 02/10/11 CHARLOTTESVILLE

CURRENT AR#: 211 04 0280 DATE: 02/10/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00				100.00	5,000

Attachment 3.2.8.2

DPOR Licensure Supporting Documentation of Each Office

Attachment 3.2.8.4

DPOR Supporting Documentation for Non-APELSIDLA Regulated Services

DPOR Registered Offices

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

EXPIRES ON
05-31-2012

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

NUMBER
2701 003330A

**BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE**

**FAULCONER CONSTRUCTION CO INC
FAULCONER CONSTRUCTION CO INC**

**PO BOX 7706
CHARLOTTESVILLE VA 22906 7706**

***CLASSIFICATIONS* H/H**

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



Jay W. DeBoer
Jay W. DeBoer, Director

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

EXPIRES ON
02-29-2012

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

NUMBER
0411000631

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

**H.W. LOCHNER INC
2727 ENTERPRISE PKWY STE 203
RICHMOND, VA 23294**

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Jay W. DeBoer
Jay W. DeBoer, Director

**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
0411000891

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

**H W LOCHNER INC
1245 EAST BRICKYARD RD
SUITE 400
SALT LAKE CITY, UT 84106**

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Gordon N. Dixon
Gordon N. Dixon, Director

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
0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2012

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

NUMBER

0411000052

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

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
6181 ROCKFISH GAP TURNPIKE
CROZET, VA 22932



Jay W. DeBoer
Jay W. DeBoer, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2012

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

NUMBER

0411000200

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

PROFESSIONS: LS

RICE ASSOCIATES INC
308 TURNER ROAD
SUITE G
RICHMOND, VA 23225



Jay W. DeBoer
Jay W. DeBoer, Director

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

**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
0407005172

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

PROFESSIONS: ENG

ACCUMARK INC
9500 KING AIR CT
ASHLAND, VA 23005



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

Non-APELSCIDLA DPOR Registered Offices

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

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

EXPIRES ON
12-31-2012

NUMBER
0226 007129

REAL ESTATE BOARD
REAL ESTATE CORPORATION, PARTNERSHIP, ASSOCIATION LICENSE
POST IN A CONSPICUOUS PLACE
THIS LICENSE TO BE KEPT IN CUSTODY AND CONTROL OF PRINCIPAL BROKER

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

Real Estate Appraiser Business	
BUSINESS NAME:	PAPE & COMPANY INC
TRADING NAME:	
ADDRESS:	1421 SACHEM PLACE SUITE 1 CHARLOTTESVILLE, VA 22901-0000
BUSINESS TYPE:	CORPORATION
LICENSE NO:	4008000940
INITIAL CERTIFICATION DATE:	JANUARY 24, 1994
EXPIRATION DATE:	JANUARY 31, 2014

Attachment 3.2.8.3

DPOR Licensure Supporting Documentation for Key Personnel

DPOR Licenses - Key Personnel

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

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

EXPIRES ON
02-29-2012

NUMBER
0402027454

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

JOHN ALEXANDER STUART
801 HEPLER RD
RICHMOND, VA 23229-6821


Jan W. DeBoer
Jan W. DeBoer, Director

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

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

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

EXPIRES ON
06-30-2012

NUMBER
0402039004

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

KAUSHIKKUMAR BHUPENDRAPRASAD VYAS
10170 SPRING DR
GORDONSVILLE, VA 22942-7581


Gordon Dixon
Gordon Dixon, Director

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

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

ATTACHMENT 3.3.1.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: David Galloway Chief of Projects
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Falconer Construction Company, Inc.
d. Years experience: With this Firm <u>16</u> Years With Other Firms <u>7</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): 1995 – Present, Falconer Construction Co., Inc. - Chief of Projects – Project Executive/ Manager of heavy/civil projects. Responsible for overall all aspects of project performance and management on multiple projects, ensuring safety, schedule, budget and quality standards are met and adhered to, and that all company and client processes and requirements are followed.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University / BS / 1988 / Major in Finance
f. Active Registration: Year First Registered/ Discipline/VA Registration #:
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Meadow Creek Parkway – VDOT Order No. B-40, Charlottesville, VA Project Executive for the \$14.8 million dollar Meadow Creek Parkway Project. This is a VDOT project to construct a new two lane parkway extending 1.4 miles from East Rio Road south to the City limits at Melbourne Road. The project has three new bridges to be constructed. Falconer has teamed with Fairfield Echols for the bridge construction. A new wider bridge on Rio Road over the Norfolk Southern railroad, another bridge over Meadow Creek and a third pedestrian bridge over Meadow Creek connecting into the existing Rivanna trail. The infrastructure improvements include 77,000 cubic yards of onsite cut to fill, 55,000 CY's of borrow material and approximately 9500 lineal feet of storm sewer with 125 storm structures. There is also over 2500 LF of new waterline and 800 LF of new sewer to be installed. Seven permitted streams cross the project with time restrictions for work based on seasonal patterns of native fish. Responsible for overall project performance and adherence to VDOT protocol; creating and overseeing management of a fully resource loaded schedule for entire project; participate in formal partnering process with VDOT, Subcontractors and other stakeholders in the project; involved with monthly project progress meetings with VDOT and Subcontractors; Falconer Construction, February 2009 – October 2011

UVA North Grounds Connector Road, Charlottesville, VA

Project Manager responsible for CPM scheduling and planning, worked with VDOT and University of Virginia, coordination of subcontractors, contractual negotiations, procurement of materials, provide cost estimates and value engineering solutions for scope changes and unforeseen conditions. Project was \$4.1 million constructing a two lane road connecting Route 29/250 and Massie Road, serving as primary entrance road for UVA's new John Paul Jones Arena. Rough grading over 155,000 CY's of mass rock and earth. Storm drainage, MSE wall over permitted stream, site lighting, signalization and asphalt paving. Completed project 5 months early. Partnering with project architects, local utilities, VDOT and the University of Virginia.

Faulconer Construction, March 2005 – February 2006

Route 288 PPTA Project, Location – Powhatan & Goochland Counties, Virginia

Project Manager for construction of 3.1 miles of new four lane interstate equivalent roadway. Erosion control measures, ~ 607,000 CY's mass rock and earth. Storm sewer and structure installation. Sanitary Sewer installation. Responsible for: cost estimates for plan revisions; contributing to value engineering solutions for scope changes; partnering with Construction Manager, subcontractors and VDOT to maintain schedule and budget goals; producing resource loaded CPM schedules; responsible for material procurement; managing project progress with Primavera document control software; participating in weekly team progress meetings; working in partnering context; project invoicing and scheduling, monitoring and managing subcontractors

Faulconer Construction, 2002 - 2004

ATTACHMENT 3.3.1.2

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kaushik Vyas, P.E., Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated
d. Years experience: With this Firm <u>6</u> Years With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): 2010 – Current: Quinn Consulting Services, Inc. – Quality Assurance Manager Works exclusively on VDO Design-Build projects in lead QA and QC roles. 2001 – 2010 : TRC (Formerly Site-Blauvelt) – Transportation Engineer Performed overall quality assurance control, in line with VDOT PPTA Project QA/QC Guidelines. 1997 – 2000: Gujarat Electricity Board – Civil Engineer Worked as Civil Engineer in power plants (Generation Wing); dealt with construction, maintenance of plant and technical matters of thermal power plant project.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2004/Professional Engineer (PE)/ 0402039004
g. Document the extent and depth of your experience and qualifications relevant to the Project. a. <i>Note your <u>specific responsibilities</u> and <u>authorities</u> for each assignment, not those of the firm.</i> b. <i>Note whether experience is with current firm or with other firm.</i> c. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) I-495 HOT Lanes Design-Build Project – Resident Area Engineer on this nearly 2 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems. Quinn Consulting Services, Inc., November 2010 to Present

Design-Build, Route 15 Widening, Prince William County, Virginia- Quality Control Manager - Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involves Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and also with public relations in regards to the project
TRC (formally Site-Blauvelt), November 2007 to November 2010.

Design-Build, Route 895 (PPTA) Project, Richmond, Virginia- Quality Control Manager - Project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data.
TRC (formally Site-Blauvelt), April 2001 to July 2002

Linton Hall Road Widening, Prince William County, Virginia- Quality Assurance Control Manager - Project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project.
TRC (formally Site-Blauvelt), November 2007 to November 2010

Spriggs Road Improvements Project, Prince William County, Virginia- Quality Assurance Control Manager - Project which included widening of Spriggs Road to make it a four-lane divided highway between Minnieville Road and Hoadly Road. Project also included the construction of access roads, MSE walls, and utility relocation. Responsibilities included interpreting geotechnical reports as related to actual field conditions and recommending solutions when unsuitable soils were encountered. Monitored ongoing roadway drainage work and soil stabilization work and prepared daily reports, pay item summaries, and project schedule reports.
TRC (formally Site-Blauvelt), May 2006 to October 2007

ATTACHMENT 3.3.1.3

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: John Stuart, PE Vice President, Senior Project Manager
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: H.W. Lochner, Inc.
d. Years experience: With this Firm <u>6</u> Years With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): 2005 – Current: H.W. Lochner – Senior Project Manager/Office Manager Responsible for managing and performing roadway/civil engineering tasks for transportation infrastructure projects. His niche expertise includes both design-bid-build and design-build engineering for roadways, interchanges, hydrology and hydraulic, stormwater management and the associated construction phasing. 2001 – 2005 : Louis Berger Group – Project Manager Roadway and civil engineering project management and design for both design-bid-build and design-build projects. Projects included U.S. Route 1 Widening/Improvements in Fairfax County, US 29/Gallows Road in Fairfax County, and USAID Reconstruction Facility Design-Build, Kabul, Afghanistan. 1999 – 2001: Moffatt & Nichol Engineers – Project Manager Roadway and civil engineering project management and design for VDOT and Virginia Port Authority projects. Experience includes Route 275/613 Interchange preliminary design, Route 265/29 Dan Daniel Memorial Highway. 1997 – 1999: AECOM (Formerly EarthTech/Rust E&I) – Project Manager/Project Engineer Roadway and civil engineering project management and design.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, VA/Bachelor of Science/1985/Civil Engineering University of North Carolina, Chapel Hill, NC/Masters of Science/1995/General Business
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1993/Professional Engineer (PE)/# 27454
g. Document the extent and depth of your experience and qualifications relevant to the Project. a. <i>Note your <u>specific responsibilities</u> and <u>authorities</u> for each assignment, not those of the firm.</i> b. <i>Note whether experience is with current firm or with other firm.</i> c. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Mid-Currituck Bridge, Design-Build/Private-Public Partnership, Currituck County, North Carolina. Project Engineer responsible for quality assurance review of design criteria and resolution of compliance with owner reviews and comments. Project is a proposed seven-mile toll-bridge project between US 158 on the Currituck County mainland and NC 12 on the Outer Banks is expected to reduce travel time and congestion, as well as provide an alternative hurricane evacuation route for the northern Outer Banks. Interchanges at project termini with complex environmental and constructability issues focused on delivering sustainable solutions and zero-waste construction. Preliminary project costs are estimated at \$650 million. H.W. Lochner, May 2011 – Ongoing.

Volvo-Lynnhaven Parkway (VDOT), Cities of Chesapeake and Virginia Beach, Virginia

Project Manager for final construction plans for the widening and reconstruction of the 4-mile project beginning at Kempsville Road (Route 190) in Chesapeake and ending at Indian River Road (Route 605) in Virginia Beach. Lochner conducted all studies required for the environmental impact assessment (including Sections 4(f) and 106) and NEPA documentation, traffic forecasting and analysis, and assisted VDOT with the public information program. The project design contained a number of challenging elements, such as incorporating at-grade intersections for 43 cross streets and associated signalization design. The 4-lane roadway and 27 noise barriers had to be contained within an 80-ft right-of-way in a manner that did not require any residential relocations and did not impact parkland running parallel to the corridor. The total construction cost for the entire project is \$42M.

H.W. Lochner, 2005 – Ongoing.

I-80, State Street to 1300 Street Interstate and Interchange Widening and Reconstruction, CM/GC (Design-Build), Salt Lake County, Utah.

Lead lighting design engineer for roadway and structure lighting for the fast-track design-build contract. Design included the use of induction lighting fixtures resulting in reduced energy use and anticipated lower maintenance costs. Lochner provided environmental support, alternative analysis, and preliminary and final engineering to address traffic needs and deficiencies along a busy stretch of I-80. Project elements included improvements to ramp and main line geometry, pavement condition, medians, bridge structural integrity, noise mitigation, signalization, and aesthetics. To compress the construction schedule, Lochner developed concepts for several rapid construction and accelerated bridge construction methods, including self-propelled modular transporter (SPMT), horizontal slide and elevated drop in (EDI) elements. In all, Lochner designed seven bridges, three of which were moved into position using SPMT. Construction costs for this project was \$104 million. This was the 2010 AGC-Utah Transportation Project of the Year.

H.W. Lochner, 2007 –2009.

Route 50 Traffic Calming (VDOT), Loudoun/Fauquier Counties, Virginia.

Project Manager and Lead Design Engineer for the completion of the preliminary traffic study and design of reconstruction, and intersection improvements along the 27-mile corridor of the scenic Route 50 from Paris to Lenah through Fauquier and Loudoun Counties. The project includes traffic data collection and analysis, roadway and drainage design, and landscaping. Alternative intersection treatments are being considered and analyzed including directional splitters and roundabouts. Three initial project segments are being developed and constructed at a cost of \$27M including improvements in the towns of Upperville and Aldie, and preliminary design the Route 15/50 Gilberts Corner Design-Build project. Mr. Stuart managed the completion of design support services to VDOT for the procurement of the Route 50 Gilberts Corner Design-Build project including technical proposal review and quality assurance review support.

H.W. Lochner, 2005 – Ongoing.

Route 265/29 Dan Daniel Memorial Highway (VDOT), Pittsylvania County, Virginia.

Project Manager and Design Engineer for two-mile segment of the highway project in sub-consultant role to Michael Baker Engineers (Prime). Responsible for the completion of construction plans for expansion from two-lane limited access highway originally built on four-lane right-of-way. Traffic Management Plan development included coordination for the transition and connections with the existing four-lane segment on north end and the new four-lane segment on the south end. The project was designed to interstate standards and including storm sewer design, stormwater management and a grade separation with bridge overpass. The overall project included seven miles of roadway with four bridges and one fully directional interchange at a \$67M construction cost.

Moffatt & Nichol Engineers, February 1999 – February 2001

ATTACHMENT 3.3.1.4

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Melinda (Mindy) Colden, EIT Project Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: Faulconer Construction Company, Inc.
d. Years experience: With this Firm <u>6</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): 2006 – Present: Faulconer Construction Company, Inc., Project Manager Involved in the scheduling and financial management reporting of various projects. Active in project planning meetings, placing and tracking material orders, making project technical submittals to architects and engineers and solving unique technical and construction issues. Excellent communicator and coordinator between subcontractors, suppliers, owners, engineers and architects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Virginia, Charlottesville, VA / BS / 2008 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2012 / RLD Certificate #37090 2012 / ESCCC Certificate #6045C
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Albemarle Place (The Shops at Stonefield) Road Improvements to Route 29 and Hydraulic Road, Charlottesville, VA Ms. Colden is the Project Manager for this “offsite” improvement project which includes adding one lane onto Route 29 from Greenbrier Drive to Hydraulic Road; adding several lanes to Hydraulic Road from Inglewood Road to Route 29; adding two new traffic signals; modifications to three existing traffic signals, an overhead sign structure; and over 3,400’ of offsite sanitary sewer. Her responsibilities include the daily management of the project; reviewing and monitoring project schedule and costs; schedule updates; issuing sub-contracts and purchase orders to subcontractors and suppliers, coordinating and scheduling subcontractors and material deliveries; holding weekly progress meetings with the owner; project invoicing; providing cost estimates for scope changes; engaging and coordinating the third party QC firm to ensure tests are scheduled and performed; and working directly with key stakeholders on the project, primarily including VDOT. She has stayed very engaged throughout this project, pulling together key people at critical times to make timely, but well thought out decisions, in order to maintain the overall project schedule and quality. She has maintained and managed all project documentation and correspondence with Primavera’s Contract Manager software. Faulconer Construction, February 2011 – Present (Anticipated Oct. 2012)

Meadow Creek Parkway (John W. Warner Parkway) - VDOT Order No. B-40, Charlottesville, VA

Ms. Colden acted as the Project Manager for the \$14.8 million dollar Meadow Creek Parkway Project. This VDOT project was for the construction of a new two lane parkway extending 1.4 miles from East Rio Road south to the City limits at Melbourne Road. The project included three bridges that included a new wider bridge on Rio Road over the Norfolk Southern railroad, a bridge over Meadow Creek; and pedestrian bridge over Meadow Creek connecting into the existing Rivanna trail. The infrastructure improvements included 77,000 cubic yards of onsite cut to fill, 55,000 CY's of borrow material and approximately 9500 lineal feet of storm sewer with 125 storm structures. There was also over 2,500 LF of new waterline and 3,300 LF of new sanitary sewer to be installed. Seven permitted streams cross the project with time restrictions for work based on seasonal patterns of native fish.

Mindy's responsibilities included all administrative work per VDOT requirements and protocol; monitoring project costs; updating and monitoring the project schedule; issuing sub-contracts and purchase orders to subcontractors and suppliers, coordinating and scheduling subcontractors and material deliveries; weekly and monthly progress meetings with VDOT and subcontractors; project invoicing; providing cost estimates for scope changes; and working directly with the City of Charlottesville, Rivanna Water and Sewer Authority and the Albemarle County Service Authority and other utility providers to coordinate utility improvements. Mindy also maintained and managed all project documentation and correspondence with Primavera's Contract Manager software, and participated in the formal partnering process with VDOT. Mindy was directly responsible for pricing and negotiating a large change to the project in which the Rivanna Water and Sewer Authority added, through VDOT, approximately 2,500' of new 36" sanitary sewer line replacement at a total value of almost \$2.0 million dollars.

Falconer Construction, February 2009 – October 2011

University of Virginia South Lawn Project, Charlottesville, VA

Ms. Colden was the assistant project manager on the \$10.0 million dollar early and final site package for the 109,000 gsf, \$110.0 million dollar South Lawn project at the University of Virginia. Falconer Construction was responsible for the clearing, demolition, maintenance of pedestrian and vehicular traffic, erosion control, mass excavation, building backfill, fine grading, storm drainage, underground storm water detention system, biofilters, foundation drains, domestic water service, fire lines, chilled water supply and return lines, medium temperature hot water supply and return lines installed in precast steam tunnel, sanitary sewer, electrical duct bank, telecommunication duct bank, site concrete, site structural concrete (stairs, walls, retaining walls), decorative stone surfaces, grass pavers and site furnishings. Many of the site activities took place adjacent to or in Jefferson Park Avenue, an extremely heavily traveled road by motorists and pedestrians.

One of Mindy's primary responsibilities was to develop traffic control/work zone safety plans for the work that took place in and adjacent to Jefferson Park Avenue and adjacent streets, and submit them for approval to the City of Charlottesville Traffic Engineering Department. The development of the maintenance of traffic/work zone safety plans included significant dialog and interaction with the University of Virginia and the City of Charlottesville, to ensure that pedestrians and vehicles could safely flow through the site. Furthermore, this route was one of the primary accesses for emergency vehicles to the University of Virginia Hospital. Mindy followed the guidelines set forth in the Virginia Work Area Protection Manual and the Manual on Uniform Traffic Control Devices (MUTCD), and successfully developed the multi-phased traffic control/work zone safety plans.

She was also involved in the scheduling and financial management reporting of this project, and was active in project planning meetings, placing and tracking material orders, making project technical submittals to architects and engineers and solving unique technical and construction issues. She also championed and successfully managed LEED program for Falconer Construction on the South Lawn Early and Final Site projects to achieve project target goals.

Falconer Construction, April 2007 – June 2010

ATTACHMENT 3.3.1.5

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Rachel Spencer Senior Account Manager/Public Relations	
b. Project Assignment: Public Relations Manager	
c. Name of Firm with which you are now associated: Access Advertising & Public Relations, Inc.	
d. Years experience: With this Firm <u>4</u> Years With Other Firms <u>3</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): 2007 – Present, Access, Inc. – Senior Account Manager, Public Relations – Manage agency public relations department and oversee all client public relations needs, providing strategic public relations counsel through media relations, tactical social media support, crisis communications, event planning, research, and comprehensive analytics. 2005 – 2007, American Diabetes Association – Associate Manager of Communications – Managed national media inquiries to the Association, and co-developed annual national awareness campaign strategies. Managed media and press room logistics for world’s largest diabetes conference. 2004 – 2005, Hager Sharp, Inc. – Public Relations Fellow – Coordinated media relations activities for government sponsored healthcare clients through six-month fellowship program.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Roanoke College, Roanoke, VA / BA / 2004 / Sociology	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Virginia Uranium, Inc. Chatham, Va. Support Team Member - Part of the public relations team, responsible for monitoring industry trends, issues and news coverage related to the controversial issue of uranium mining and identifying opportunities for Virginia Uranium to clarify its message or educate the public by localizing or responding to this coverage. Efforts were conducted leading up to and during the 2008 General Assembly as Virginia Uranium sought to request legislators to consider lifting a decades-old ban on uranium mining in the state. Coordinated media inquiries from local, regional and national outlets with Virginia Uranium executives. Drafted and edited media materials, talking points, fact sheets, opinion pieces and other media/public education materials. Access, November 2007 – February 2008 Virginia Film Alliance, Richmond, Va. Support Team Member - Part of the public relations team that developed the media relations campaign to raise awareness of proposed legislation that would incentivize movie-makers to bring their projects to Virginia, boosting economic growth, job growth, and tourism. Responsible for drafting and distributing news releases to statewide media about legislative outcomes and campaign efforts during the 2009 General Assembly and coordinating media interviews as needed. Access, January 2009 – February 2009	

Cumberland Park Project, Giles, Va.

Support Team Member - Provided support to the public relations manager responsible for developing public education initiatives to combat negative sentiment toward an economic development project in Giles County that would create a seven-acre commercial sites along the New River partially constructed from coal ash. Responsible for developing a public presentation for community leaders addressing fly ash, how it is used, environmental issues, project benefit to the community, and project updates.
Access, February 2008 – October 2008

American General Life & Accident Insurance Co., Nashville, Tenn.

Public Relations Manager - Created and executed the public relations strategy to support a fast-paced cross-country hiring initiative to recruit more than 1,000 applicants in 15 major cities in 10 days. Responsible for identifying and communicating with all media contacts, drafting all media materials (news releases, advisories, fact sheets and press kits specific to each market), media training campaign spokespeople, traveling to each market and coordinating press on-site. Additional responsibilities included governing social media messages to support overall PR efforts, photography and issues management as needed. Campaign surpassed its goal of 1,000 applicants by 37%, drove a 52% increase in general applications, and secured 116 news articles nationwide.
Access, August 2010 – October 2010

Diabetes Advocacy Public Relations/Grassroots Toolkit, Alexandria, Va.

Project Coordinator - Led the development of a series of communications materials and templates to guide and support local-market grassroots efforts surrounding major legislative issues (stem cell research, Medicare, diabetes safety in schools, etc.) Materials developed served to ensure consistency of messaging nationwide on behalf of the Association, but also able to be tailored to reflect specific trends in each market and localize each issue. Materials included fact sheets, letters-to-the-editor, news releases, media advisories, and spokesperson talking points and were distributed to nearly 100 offices across the country.
American Diabetes Association, November 2006 – June 2007

Attachment 3.4.1(a)

Lead Contractor Work History Form

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>Meadowcreek Parkway Charlottesville, Virginia</p> <p>DELIVERY METHOD: Bid-Build</p> <p>CATEGORY OF WORK:</p> <ul style="list-style-type: none"> • Grading and Drainage • Bridges • Signalization • Utilities • Roadside Development <p>CONTRACTOR: The Faulconer Construction Corporation (Charlottesville, VA)</p>	<p>Faulconer Construction was awarded the \$11.8 million dollar Phase I portion of the new Meadow Creek Parkway in late 2008 and started the project in 2009. Meadowcreek Parkway will ultimately connect Rte. 250 Bypass to East Rio Road by means of a two-lane parkway. Phase I includes approximately 1.4 miles of road and three bridges. The project also includes over 77,000 CY's of mass rock and earth, 52,000 CY's of borrow material, 9,600 LF of storm sewer pipe and associated drainage structures, box culvert, 40,000 TNS of stone and asphalt, 14,000 LF of concrete curb, 5,800 LF of utilities, signalization and landscaping.</p> <p>Due to the high level of public interest and concern about the project, Faulconer Construction has successfully, expeditiously and cooperatively dealt with topics and issues outside normal contractual obligations and requirements. Advance planning and notification of potential impacts to the public have minimized any major disruptions to the advancement of the work or to the community. Faulconer's spirit of cooperation and commitment has kept the project on track.</p>	<p>OWNER: VA Dept. of Transportation 701 VDOT Way Charlottesville, VA 22911 Maurice Mackenzie, P.E., Area Construction Engineer 434.951.6430</p>	2011	2011	\$11,800	\$14,880	\$6,808
		<p><i>"The professionalism of the project management staff was without compare to any Contractor I have worked with in 16 years.[The] organization, discipline and follow through is probably the best I've seen... Faulconer believes in their work and it helps carry reputation forward."</i></p> <p align="right"><i>Kenneth Shirley, VDOT Culpeper District Construction Engineer</i></p>					
							

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>Interstate 0081 Truck Climbing Lane MP 125-120 Montgomery County, Virginia 0081-060-705, P101, R201, C501, B605, B606, B607</p> <p>DELIVERY METHOD: Design-Build</p> <p>CATEGORY OF WORK:</p> <ul style="list-style-type: none"> • Interstate Improvements • Drainage improvements • Bridge replacement • Interstate widening <p>CONTRACTOR: The Faulconer Construction Company (Charlottesville, VA)</p> <p>DESIGN-BUILDER: CH2M Hill</p>	<p>This Federal Oversight project is located in Montgomery County, Virginia facilitates the addition of a Truck Climbing Lane (TCL) in the southbound direction of Interstate 81. The total project length is approximately 5 miles including necessary tapers and transitions. The Project includes the construction of (a) a truck climbing lane including all drainage improvements, (b) replacement of three bridges located at route 641, route 641, and route 636, (c) improvements of existing I-81 southbound left and right shoulders, (d) upgrading all guardrails, transitions and end treatments, (e) retaining walls as needed and (f) widening and improvements at bridge connections.</p> <p>Through an Executed "Teaming Agreement" Faulconer Construction has partnered with the Design Builder CH2MHill. Faulconer has worked with the team's designers to validate the proposed design, identify concerns, and established the construction sequencing. Through an understanding of local conditions and experience with blasting and excavation and drainage work, Faulconer has provided the lead in moving over 1,055,000 CY's of mass rock and earth, 19,000 LF of utilities, over 200,000 TNS of stone and select material, erosion & sediment control, under drain, landscaping and maintenance of traffic.</p> <p>Due to the nature of the project and its proximity/impact on the traveling public, Faulconer has worked to establish a safe construction process. Through a concerted team project management effort, Faulconer has worked with the design team, in conjunction with the owner, to provide an integrated construction process to deliver the project with the least impact to interstate traffic/commerce. Continued success with regard to safety and production will facilitate the completion of a much needed improvement to one of the nations most traveled interstate arteries.</p>	<p>Owner: Virginia Department of Transportation Attention: Chief Engineer 1401 East Broad Street Richmond, Virginia 23219 804-786-4798</p>	<p>Substantial Completion Date: Sept 16, 2013</p>	<p>Estimated: Sept 16, 2013</p>	\$75,370	\$75,370	\$10,706
							

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>Leonard Sandridge Road (North Grounds Connector Road) Charlottesville, Virginia</p> <p>DELIVERY METHOD: Bid-Build</p> <p>CATEGORY OF WORK:</p> <ul style="list-style-type: none"> • Connector Road • Grading and Drainage • Signalization • MSE Wall • Roadside Development <p>CONTRACTOR: Faulconer Construction Corporation (Charlottesville, VA)</p> <p>CM: Barton Malow</p> <p>A/E: VMDO Architects, PC</p>	<p>The \$4.1 million dollar North Grounds Connector Road was the third of three contracts totaling more than \$16 million that Faulconer Construction was awarded as part of University of Virginia's new \$131 million dollar John Paul Jones Arena. Completing the project five months early was a testament to Faulconer's commitment to performance excellence and close collaboration with numerous involved parties. The project primarily consisted of constructing a two lane road connecting Route 29/250 and Massie Road, and lengthy acceleration and deceleration lanes along Route 29/250. The work included moving over 155,000 CY's of mass rock and earth, utilities, 12,300 SF of MSE wall crossing over an environmentally sensitive area, over 14,500 TNS of stone and asphalt, signalization, site lighting, landscaping and paving.</p> <p>Coordination, cooperation, continuous partnering, and dialog were critical to the success of the project due to the unique makeup of the multiple parties of interest involved. The project was being constructed partially for several end users, including VDOT. The construction administration was being performed by a Construction Manager (Barton Malow) acting as the Owner's (University of Virginia) agent. In addition, multiple other agencies, engineers and utility companies had a vested stake in the project.</p> <p>Faulconer's success in the early completion of the project led to significant local media coverage citing the project as a success in an industry that has a reputation of schedule overruns. One article stated "the road's price tag had held relatively steady – another anomaly in an era of cost overruns and schedule delays."</p>	<p>Owner: University of Virginia Facilities Management 575 Alderman Road PO Box 400726 Charlottesville, VA 22904 Charles Johannesmeyer, Director Facilities Planning & Construction 434.982.4371</p>	2006	2006	\$4,200	\$4,400	\$2,400
							
							

Attachment 3.4.1(b)

Lead Designer (Design Firm) Work History Form

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>SR-201 and Bangerter Highway Diverging Diamond Interchange Salt Lake County, Utah</p> <p>DELIVERY METHOD: Design-Bid-Build</p> <p>CATEGORY OF WORK:</p> <ul style="list-style-type: none"> • Alternative Development and Analysis • VISSIM Capacity Analysis • Concept Development • Cost Estimates and Specifications • Culvert Analysis / Design • Existing Conditions Analysis • Modeling (Digital Terrain Models) • Roadway Design • Signal/Signing Design • Pavement Design • Traffic Analysis • Traffic Simulations • Transportation Planning / Modeling • Utility Coordination 	<p>Lochner provided traffic analysis and final design services to improve overall capacity at an interchange of two major facilities, SR-201 and Bangerter Highway. As design lead, Lochner identified project needs, provided innovative design analysis and alternatives development, performing VISSIM traffic modeling to determine appropriate solutions for the interchange, and developing roadway plans for the preferred alternative.</p> <p>In an effort to achieve improved traffic flow within a limited construction budget, Lochner investigated numerous innovative interchange options (including a diverging diamond interchange) and other geometric modifications to optimize the operation of the interchange. The final solution is incorporating a retrofit of the existing interchange with a DDI. This innovative solution is projected to double the performance of the interchange, improving safety by incorporating new FHWA and UDOT DDI guidelines, and utilizing the existing infrastructure to minimize cost.</p> <p>Lochner is provided maintenance of traffic plans appropriate for the location which minimized impacts to the public. To ensure that project, client, and community goals were met, Lochner actively coordinated with UDOT leadership, Salt Lake City Corporation and West Valley City to limit right-of-way and minimize impacts to wetlands next to the interchange.</p> <p>The DDI was successfully opened to traffic in November 2011 and will provide long-term safe and efficient operations for this interchange.</p>	<p>Client: Utah Department of Transportation</p> <p>Owner: Utah Department of Transportation Region Two 2010 S 2760 W Salt Lake City, UT 84104</p> <p>Reference: Matt Zundel, PE Utah Department of Transportation 801-887-3421 mzundel@utah.gov</p>	2011	2011	\$10,595	\$10,595 \$2,896 (DDI portion)	\$2,896 (DDI portion) \$485 (Fee)
							

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>Volvo/Lynnhaven Parkway Final Design Cities of Chesapeake and Virginia Beach, VA</p> <p>DELIVERY METHOD: Design-Bid-Build</p> <p>CATEGORY OF WORK:</p> <ul style="list-style-type: none"> • Roadway widening and reconstruction • Traffic Signals • Noise barriers • Sidewalks • Crosswalks • ROW • MOT • Environmental Compliance • Public Involvement <p>LEAD DESIGNER: H.W. Lochner, Inc.</p>	<p>With the goals of improving congestion on the Volvo Parkway and serving new developments in the area, the Virginia Department of Transportation (VDOT) sought to connect the Volvo and Lynnhaven Parkways and widen both from two to four lanes. This 4-mile project ran through an intensely residential corridor, beginning at Kempsville Road (Route 190) in Chesapeake and ending at Indian River Road (Route 605) in Virginia Beach.</p> <p>Lochner was the prime consultant from preliminary engineering through final construction documents. The project's residential location necessitated in-depth noise, cultural resource, socio-economic, and air quality studies, as well as traffic forecasting and analysis. These studies assessed the various impacts on the surrounding area and made recommendations to mitigate negative effects. In addition, Lochner conducted all studies required for the environmental impact assessment (including Sections 4(f) and 106) and NEPA documentation. Lochner also assisted VDOT with the public involvement program to convey the findings of these studies and receive community feedback.</p> <p>The project design contained a number of challenging elements, such as incorporating at-grade intersections for 43 cross streets and associated signalization design. The project required Lochner to perform noise barrier and acoustic design to incorporate 27 noise barriers while retaining adequate sight distance for motorists. The 4-lane roadway and the noise barriers had to be contained within an 80-ft right-of-way in a manner that did not require any residential relocations and did not impact parkland running parallel to the corridor.</p> <p>Construction for the first 1.5-mile section of the roadway, with noise walls along the majority of its length, was successfully completed in June 2007. Lochner is currently working on the final design and construction documents for the remaining 2.5-mile section. Total ROW and construction cost for the project is \$42.6M.</p>	<p>Virginia Department of Transportation Hampton Roads District Project Management Office 1992 South Military Highway Chesapeake, VA 23320-4423</p> <p>Mr. N. Ty Lee, PE 757-494-5485</p>	2012	2012	\$42,600	\$42,600 \$2,222 (Fee)	\$41,000
							