



ELECTRONIC COPY

Qualifications

A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

State Project Number: 0064-054-703, P101, R201, and C501

Federal Project Number: IM-064-2 (155)

Contract ID Number: C00086453DB48

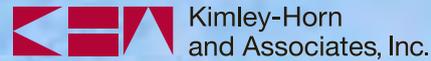
Prepared for:



Prepared by:



In association with:



February 2012

**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 20-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Opening Page
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	1-1
<b>Letter of Submittal (on Offeror's letterhead)</b>				2-1
Offeror's point of contact information	NA	Section 3.2.1	yes	2-2
Authorized Representative's signature	NA	Section 3.2.1	yes	2-2
Principal officer information	NA	Section 3.2.2	yes	2-3
Offeror's Corporate Structure	NA	Section 3.2.3	yes	2-3
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	2-3
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	A-1
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	yes	B-1
Evidence of obtaining bonding	NA	Section 3.2.7	yes	2-3
<b>Professional Services Evidence</b>				
Full size copies of SCC and DPOR registration	NA	Section 3.2.8	no	C-1

**ATTACHMENT 3.1.2**

**0064-054-703, P101, R201 & C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 20-page limit?</b>	<b>SOQ Page Reference</b>
documentation (appendix)				
SCC Registration	NA	Section 3.2.8.1	yes	2-5
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	2-5
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	2-7
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	2-7
<b>Offeror's Team Structure</b>				2-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2-8
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	D-1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	D-4
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	D-6
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	D-8
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	D-10
Organizational chart	NA	Section 3.3.2	yes	2-12
Organizational chart narrative	NA	Section 3.3.2	yes	2-10
<b>Experience of Offeror's Team</b>				2-16

**ATTACHMENT 3.1.2**

**0064-054-703, P101, R201 & C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 20- page limit?</b>	<b>SOQ Page Reference</b>
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	E-1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	E-4
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	2-17

**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



DATE

Scott Hunter, Design-Build Project Manager

# General Excavation Incorporated

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February 3, 2012

Mr. Ian Millikan, P.E.  
Alternative Project Delivery Office  
Virginia Department of Transportation  
1221 East Broad Street  
Main Building, 4th Floor  
Richmond, VA 23219

**Re: Request for Qualifications for Design-Build Project, I-64/Route 15 (Zion Crossroads) Interchange Improvement, Louisa County, VA**

Dear Mr. Millikan and Members of the Selection Committee:

Established in 1983, **General Excavation, Inc.** is a full service prime contractor specializing in heavy highway construction, site development, and utility construction. Over the past 29 years General Excavation has grown into an established and well respected general contractor with more than 200 employees and annual revenues generally exceeding \$40 million.

With our dedication to quality and service, General Excavation has repeatedly been recognized for delivering award winning projects on time and within budget. In 2010, General Excavation received the Excellence in Construction Award for the Best Project in the Southern Region, Staunton District. In 2009, General Excavation received two Excellence in Construction Awards for projects constructed in the Staunton District. The Route 340/Jeremy's Run bridge replacement project was awarded the Best Project in the Staunton District and the I-81/Route 33 safety improvements project was recognized as the Best Project in the Harrisonburg Residency. In 2008, General Excavation received three Excellence in Construction Awards—the I-81 safety improvements project was recognized as the Best Project in the Edinburg Residency, the Route 644 project was awarded the Best Project in the Staunton District, and the Route 661 project was recognized as the Best Project in the Luray Residency.

Our commitment to excellence and delivering award winning projects is shared by the other members of our team. As the design-builder, General Excavation will be supported by several key team members who are qualified and experienced in responding to the design and construction challenges presented by the unique features of the I-64/Route 15 Interchange improvement project. **Kimley-Horn and Associates, Inc.** will be the lead designer in charge of developing the diverging diamond interchange (DDI) design, traffic signals, maintenance of traffic, and public relations plan. Our partnership with Kimley-Horn gives you the same design-build team that successfully delivered the Pacific Boulevard design-build project last year. Our firms have a solid relationship and our work processes, delivery methods, and importantly, quality control/quality assurance procedures are already in place to ensure smooth project execution.

Particularly applicable to the I-64/Route 15 project, Kimley-Horn has direct, recent, and practical experience with the final design of DDIs. You will see in their work history forms that Kimley-Horn recently completed final design plans and construction documents for a bid-build DDI project in Georgia. Kimley-Horn also is working on the design for a DDI conversion in Bloomington, MN

# General Excavation Incorporated

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between Minneapolis-St. Paul International Airport and the City of Bloomington. For each of these projects, Kimley-Horn is participating in a public involvement program as well as providing complete construction documents. This practical, hands-on design experience with this rare interchange type combined with recent, successful teaming on a VDOT design-build project uniquely qualifies the General Excavation/Kimley-Horn team to deliver the I-64/Route 15 Interchange improvement project.

Other key members of the General Excavation/Kimley-Horn team and their roles include:

- **Travesky & Associates, Ltd. (MBE/SWaM)** will lead our public relations campaign, keeping VDOT, the local community, surrounding businesses, and the traveling public well informed of the changes to traffic patterns during construction as well as provide information about the design, safety, function, and flow of traffic for the DDI concept before construction is complete.
- **McDonough Bolyard Peck, Inc. (SWaM)** will provide the independent quality assurance management and will oversee all of the independent quality assurance inspection and reporting.

The organizational chart and accompanying narrative explains the reporting relationships and functions of our entire team of qualified and experienced subconsultants who will deliver this project to VDOT.

General Excavation is proud to present the following statement of qualifications for the I-64/Route 15 Interchange improvement project. Please let me know if you have any questions or whether I can provide any additional information.

Sincerely,  
**GENERAL EXCAVATION, INC.**



Scott C. Hunter, Vice President  
9757 Rider Road  
Warrenton, VA 20187  
Telephone: (540) 439-2202  
Fax: (540) 439-3795  
Email: shunter@gei-va.com



### 3.2.2 Principal Officer Information

Scott C. Hunter, Vice President  
General Excavation, Inc.  
9757 Rider Road  
Warrenton, Virginia 20187  
Telephone: (540) 439-2202  
Fax: (540) 439-3795  
Email: shunter@gei-va.com

### 3.2.3 Offeror's Corporate Structure

General Excavation, Inc. is a Virginia corporation. General Excavation will undertake complete financial responsibility for the design, construction, and inspection of the project without liability limitations.

### 3.2.4 Affiliated/Subsidiary Companies

General Excavation does not have any affiliated or subsidiary companies.

### 3.2.5 Certification Regarding Debarment

All of the firms participating on the General Excavation/Kimley-Horn design-build team are in good standing. Executed certification regarding debarment forms for both primary covered transactions and lower tier covered transactions are located in Appendix A.

### 3.2.6 Offeror's VDOT Prequalification Evidence

A copy of General Excavation's VDOT prequalification certificate is located in Appendix B.

### 3.2.7 Evidence of Obtaining Bonding

A copy of the letter from General Excavation's surety, Zurich American Insurance Company and/or its subsidiary, Fidelity and Deposit Company of Maryland, is located on the following page, indicating that General Excavation is capable of obtaining a 100 percent performance bond and 100 percent labor and materials payment bond in the amount of the anticipated cost of construction for the project.

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

Employee Owned



Charlotte  
Greensboro  
Knoxville  
Lynchburg  
Nashville  
Raleigh  
Richmond

January 17, 2012

Mr. Ian Millikan, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1221 East Broad Street  
Main Building, 4<sup>th</sup> Floor  
Richmond, VA 23219

RE: General Excavation, Inc.  
I-64/Route 15 (Zion Crossroads) Interchange Improvement  
State Project No.: 0064-054-703,P101,R201&C501  
Federal Project No.: IM-064-2(155)  
Contract ID Number: C00086453DB48

Dear Mr. Millikan:

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

As surety for General Excavation, Inc., Zurich American Insurance Company and/or its subsidiary, Fidelity and Deposit Company of Maryland with A.M. Best Financial Strength Rating of A (Excellent) and with a financial size category of XV (\$2 billion +) is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for the reference project subject to our acceptable review of the contract terms and conditions, bond forms, appropriate contract funding and any other underwriting considerations at the time of the request.

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

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

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

A handwritten signature in blue ink that reads "Theresa S. Stump". The signature is fluid and cursive, written over the typed name.

Theresa S. Stump  
Attorney-In-Fact



### 3.2.8 Professional Services Evidence

The following matrix provides a summary of the supporting registration documentation for members of our team offering professional services in Virginia for the **I-64/Route 15 Interchange** improvement design-build project. Full size copies of licenses are located in Appendix C and General Excavation has confirmed that respective renewals are in progress for licenses that are expiring.

1. State Corporation Commission (SCC) Registration	2. Department of Professional and Occupational Regulations (DPOR) Registration
<b>General Excavation, Inc.</b> 02400679 Corporation Status: Active	Class A Contractors, 2701026132A Expiration Date: 04-30-2013 9757 Rider Road Warrenton, VA 20187
<b>Kimley-Horn and Associates, Inc.</b> F042451-7 Corporation Status: Active	Eng, 0411000202 Expiration Date: 02-29-2012 1700 Willow Lawn Drive, Suite 200 Richmond, VA 23230
<b>McDonough Bolyard Peck, Inc.</b> dba MBP 0351800-8 Corporation Status: Active	Eng, 0411000605 Expiration Date: 02-29-2012 711D Fifth Street NE Roanoke, VA 24016
<b>The Brothers Signal Company</b> 01953546 Corporation Status: Active	Class A Contractors, 2701015222A Expiration Date: 11-30-2012 P.O. Box 1880 Leesburg, VA 20177
<b>Traffic Signals Plus, PLLC</b> S 299757-7 Limited Liability Company Status: Active	Eng, 413000317 Expiration Date: 12-31-2013 621 French's Store Road Cumberland, VA 23040
<b>Froehling &amp; Robertson, Inc.</b> 0027211-2 Corporation Status: Active	Eng, 0411000052 Expiration Date: 02-29-2012 6181 Rockfish Gap Turnpike Crozet, VA 22932  Eng, 0407000098 Expiration Date: 12-31-2013 3015 Dumbarton Road Richmond, VA 23228



1. State Corporation Commission (SCC) Registration	2. Department of Professional and Occupational Regulations (DPOR) Registration
<b>Schnabel Engineering Consultants, Inc.</b> 0712674-1 Corporation Status: Active	Eng, 0411000698 Expiration Date: 02-29-2012 2020 Avon Court, Suite 15 Charlottesville, VA 22902
<b>KDR Real Estate Services, Inc.</b> 0571210-4 Corporation Status: Active	Real Estate Corporation, Partnership, Association, 0226007129 Expiration Date: 12-31-2012 2500 Grenoble Road Richmond, VA 23294
<b>Travesky &amp; Associates, Ltd.</b> 02924173 Corporation Status: Active	DPOR Not Required 3900 Jermantown Road, Suite 300 Fairfax, VA 22030
<b>S&amp;ME, Inc.</b> F115456-8 Corporation Status: Active	Eng, 0411000524 Expiration Date: 02-29-2012 8211 Hermitage Road Richmond, VA 23228
<b>H&amp;B Surveying and Mapping, LLC</b> S290560 - 4 Limited Liability Company Status: Active	LS, 0407-005432 Expiration Date: 12-31-2013 201 W. 7th Street, 2nd Floor Richmond, VA 23224
<b>On-Time Utility Solutions, LLC</b> S2054676 Limited Liability Company Status: Active	DPOR Not Required 22636 Glenn Drive, Suite 104 Sterling, VA 20164
<b>NXL Construction Co., Inc.</b> 03497427 Corporation Status: Active	Eng, LS, 0407003031 Expiration Date: 12-31-2013 114 E. Cary Street, Suite 200 Richmond, VA 23219



The following matrix provides a summary of the supporting license documentation for each key personnel, as outlined in the request for qualifications (RFQ), for the **I-64/Route 15 Interchange** improvement design-build project. Full size copies of licenses are located in Appendix C.

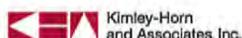
3.3.1 Key Personnel	DPOR Licenses
<p><b>1. Design-Build Project Manager</b></p> <p><b>Scott Hunter</b> General Excavation, Inc.</p>	<p>N/A</p>
<p><b>2. Quality Assurance Manager</b></p> <p><b>Dale Grigg, P.E.</b> McDonough Bolyard Peck, Inc.</p>	<p>DPOR # 0402023310 Expiration Date: 06-30-2012 509 Ramblewood Road Forest, VA 24551</p>
<p><b>3. Design Manager</b></p> <p><b>Mitch Johnson, P.E.</b> Kimley-Horn and Associates, Inc.</p>	<p>DPOR # 0402023838 Expiration Date: 01-31-2013 2158 Kelly Ridge Road Richmond, VA 23233</p>
<p><b>4. Construction Manager</b></p> <p><b>Page Gallihugh</b> General Excavation, Inc.</p>	<p>N/A</p>
<p><b>5. Public Relations Manager</b></p> <p><b>Denise Nugent</b> Travesky &amp; Associates, Ltd.</p>	<p>N/A</p>

### 3.2.9 DBE Participation and Commitment

General Excavation is committed to achieving the 17 percent disadvantaged business enterprise (DBE) participation goal for the entire value of the contract. Achievement of this minimum goal is anticipated in all phases of the project through the use and participation of DBE firms approved by the Virginia Department of Minority Business Enterprise.

### 3.3 Offeror's Team Structure

The General Excavation team was assembled to provide VDOT with highly qualified design and construction professionals to deliver this project. Each of our key personnel has significant experience in their respective disciplines and each enjoys a distinguished reputation in the industry. Importantly, **the key personnel have worked together before and the General Excavation/Kimley-Horn team has successfully delivered the Pacific Boulevard design-build project together.** The design-build project manager will implement and run a best management practice system to ensure continuous communication,





schedule adherence, public interaction, and project delivery. We have experience working together, we know each other, and understand the process. **The lessons learned on the Pacific Boulevard design-build project will be put into practice to successfully complete and deliver the I-64/Route 15 Interchange improvement project.**

General Excavation, as the prime contractor and design-builder of this project, will be the party responsible for delivering the project to VDOT. The project team will provide VDOT with the best talent across design and construction disciplines to ensure timely delivery of team members' respective project responsibilities.

The General Excavation team's organizational chart (see page 2-12) indicates the chain of command for the project. The design-build project manager will work hand-in-hand with the VDOT project manager to execute a successful project. The design-build process will have distinct columns of responsibility, with clear separation of quality assurance and quality control management for design as well as construction. The General Excavation team includes:

## DESIGN

- Kimley-Horn and Associates, Inc. — Lead Designer
- Travesky & Associates, Ltd. — Public Relations
- Traffic Signals Plus, PLLC — Signal Design and Lighting
- Schnabel Engineering Consultants, Inc. — Geotechnical Design
- KDR Real Estate Services, Inc. — Right-of-Way/Easement Acquisition (Appraisals and Negotiation)
- H&B Surveying and Mapping, LLC — Survey and Acquisition Plats

## CONSTRUCTION

- Froehling & Robertson, Inc. — Construction Quality Control Management and Testing Laboratory
- NXL Construction Co., Inc. — Signal Inspection [International Municipal Signal Association (IMSA), Level II]
- On-Time Utility Solutions, LLC — Utility Relocation
- The Brothers Signal Company — Traffic Signal and Lighting Construction

## QUALITY ASSURANCE

- McDonough Bolyard Peck, Inc. (MBP) — Construction Quality Assurance Management and Inspection
- S&ME, Inc. — Construction Quality Assurance Independent Off-Site Sampling and Testing

### 3.3.1 Identity/Qualifications of Key Personnel

This section contains the qualifications of the five key personnel requested; each of them has worked on numerous similar projects to bring practical, relevant experience to bear. The highlighted skill sets reflect those required for the I-64/Route 15 Interchange improvement project.

#### *Design-Build Project Manager*

**Scott Hunter**, with General Excavation, is responsible for the successful delivery of the I-64/Route 15 Interchange improvement project. His role will include managing all disciplines and functions of the project and to coordinating the activities of the designers and construction staff. He will oversee scheduling, project controls, reporting, and quality control (QC) and quality assurance (QA) compliance. As the design-build project manager, Scott will serve as the sole point of contact for VDOT and will provide regular updates to project progress. Scott has 25 years of experience



working on VDOT construction projects and **served as the design-build project manager for this same project team on the Pacific Boulevard project** in Loudoun County, VA. Scott's additional experience includes:

- Route 234/I-95 Interchange, Prince William County, VA — replacement of the Route 234 bridges over I-95, construction of the high-occupancy vehicle (HOV) lanes on I-95 from Dale Boulevard to Route 234, and interchange construction of ramps from I-95 to Route 234
- Nutley Street Interchange, Fairfax County, VA — demolition and replacement of the Nutley Street bridge over I-66 and the Metro Rail, construction of the interchange collector roads, and construction of the loops and ramps to Nutley Street
- Route 28 Interchange, Loudoun County, VA — replacement of bridges over the Dulles Toll Road and airport access roads and construction of the loops and ramps from Route 28 to Dulles Toll Road
- I-66/I-495 Interchange Improvements, Fairfax County, VA — construction of new ramps and bridges from I-495 to I-66 and construction of access ramp bridges over both I-66 and I-495

### Quality Assurance Manager

**Dale Grigg, Jr., P.E.**, will be MBP's quality assurance manager (QAM). He has more than 36 years of construction experience including contract administration, program management, construction management, and quality control and quality assurance. His expertise is in heavy highway and bridge construction; construction materials; and road, bridge, and pavement design. His experience includes more than 31 years working directly for VDOT within its Lynchburg District. Dale's experience includes scheduling, budgeting, constructibility reviews, and negotiating. He was the construction inspector for multiple construction engineering and inspection (CEI) contracts and spent 12 years as district construction

engineer for VDOT in Lynchburg. Dale understands VDOT's needs and has assisted the project designer, Kimley-Horn, in the past on the I-64/Battlefield Boulevard widening project as well as the Pacific Boulevard design-build project, where he **served the General Excavation/Kimley-Horn team as QAM**. Our proposed project team has been organized in the same manner for this project so that there will be no learning curve.

### Design Manager

**Mitch Johnson, P.E.**, will be your design manager from Kimley-Horn and Associates, Inc. Mitch is a veteran of design-build projects and **was recently design manager for this same project team on the Pacific Boulevard project**. Mitch also **was the design team leader for VDOT's first solicited design-build project, the APM Terminals interchange**, on Route 164 in Portsmouth, where he was the hands-on roadway engineer directing the plan development team. For that priority project, Mitch produced approved design plans for a limited-access highway interchange from supplemental survey to groundbreaking in only nine months. Mitch developed the work zone plan and maintenance of traffic (MOT) solution that allowed four lanes of this busy freeway corridor to remain open at all times, while 1,500 linear feet of mainline Route 164 was raised within its existing footprint to create the grade separation. Delivered on-time, the APM interchange received positive praise from VDOT as a very successful project, executed just as the design-build format was intended. Mitch has more than 23 years of experience designing VDOT highway projects including numerous limited-access interchanges, ramp widenings, and signalized intersections. His project management/team leader roles include the following representative projects, in addition to the noteworthy design-build projects mentioned above.

- VDOT Central Region Rapid Deployment Intelligent Transportation System Fiber-Optic Installation, Design-Build (design manager)
- VDOT Richmond District Limited Services Design (subconsultant project manager)



- Fall Hill Avenue Widening over I-95 and Mary Washington Boulevard Extension (Fredericksburg District Priority Project) (project manager)
- Fall Hill Avenue Bridge over the Rappahannock Canal (project manager)
- Hanover County Road Design On-Call (project manager for 12 years running)
- Chesterfield County Road Design On-Call (project manager)
- City of Richmond Streets and Sewers On-Call (project manager)

Mitch brings full-scope design experience to this project that will ensure smooth interaction between VDOT and General Excavation. His responsibilities will include design, plan delivery, coordination of design support functions, and coordination of public relations outreach to third-party stakeholders.

### *Construction Manager*

**Page Gallihugh**, with General Excavation, will be responsible for managing and coordinating the daily construction activities. In accordance with the requirements of the RFQ, Page will be located on the project site throughout the duration of construction activities. Page will monitor construction and QC for the project to ensure that all materials and performed work comply with the approved plans, specifications, and requirements of the contract. **Page has VDOT design-build experience, having provided management and oversight of field operations on the Pacific Boulevard project.** Page has 23 years of experience as a construction manager and general superintendent and he holds a Department of Conservation and Recreation (DCR) Responsible Land Disturber certification and a VDOT Erosion and Sediment Control contractor certification.

### *Public Relations Manager*

Public relations is a critical component of this project. **Denise Nugent**, from Travesky & Associates, Ltd.,

will be the public relations manager. Denise has more than 20 years of management experience, 17 of which have been in strategic communications. Denise currently holds the position of public involvement project manager for the Columbia Pike transit initiative project in Arlington County and Fairfax County, VA. In this role, she develops and prepares educational and informational materials including a bilingual project newsletter, frequently asked questions, and web site content. She also composes media outreach materials including press releases, public service announcements, and media placement schedules. As the public involvement project manager, Denise is responsible for attending numerous project-related meetings, including project management team and citizen/policy committee meetings, and coordinating the logistics for public meetings. She is the primary liaison to the consultant and client project managers for all public involvement-related items.

Denise has a great amount of experience in preparing comprehensive communications plans that act as the blueprint for successful implementation of public outreach activities. During the past 17 years, she has developed and spearheaded numerous public outreach campaigns for multiple transportation projects including I-66 Inside the Beltway, Transaction 2030, and the Dulles Corridor rapid transit preliminary engineering/National Environmental Policy Act (NEPA) projects. Denise provides essential public relations experience and represents a direct link between the project team and 3rd party stakeholders. Since this is a unique, new interchange type not seen in Virginia, and the public hearing has already been held to support the NEPA document, public relations will focus not only on informing the public about the project, but educating them about how it will function.

### **3.3.2 Organizational Chart**

A design-build project differs from a traditional design-bid-build project in that communication between the owner, contractor, and designer must remain constant and at a high level for the duration of the project,



from proposal until delivery of as-built plans. The organization of the General Excavation/Kimley-Horn team is set up to foster this communication. The organizational chart provided on the following page shows the reporting lines and hierarchy of the team and the separation between design and construction as well as QC and QA for each.

These clearly defined relationships ensure that the design, public involvement, construction, and QC and QA roles for each are properly managed and the project manager and VDOT always understand exactly where the project is in the process and schedule. The design-build project manager has direct lines of communication to the **design, construction,** and **construction QAM** disciplines and will report directly to the VDOT project manager throughout the project. The project organization is designed to ensure timely and direct communication within and between disciplines for the duration of the project.

### *Design-Build Project Manager*

The General Excavation/Kimley-Horn team for the I-64/Route 15 Interchange improvement project begins with VDOT. As the owner, VDOT controls the process and funding and is the final authority for all decisions and approvals. The design-build project manager, **Scott Hunter**, will be the primary contact with VDOT. He will control the flow of information among project team members and VDOT so that he is always aware of the project status.

The managers of the two principal production disciplines, the design manager and construction manager, as well as the independent QAM, will directly report to Scott. This structure provides two open disciplines—design and construction—where personnel within each discipline has direct access to the design manager and construction manager. The design-build project manager gives authority to the design manager, construction manager, and QAM to execute each discipline's work deliverable among project staff and deliver to the owner through him. Scott's resume is included in Appendix D.

### *Project Safety Director*

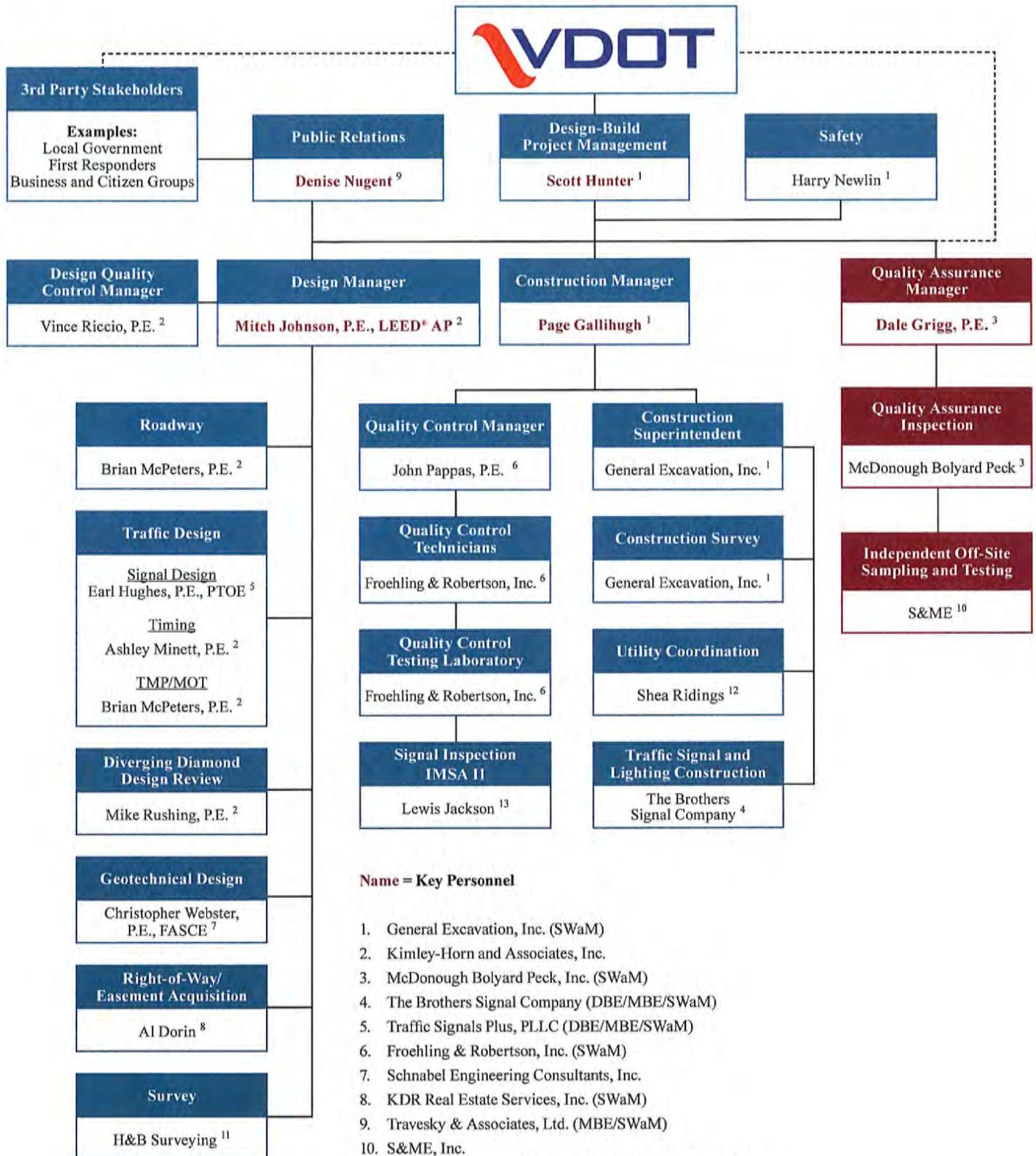
**Harry Newlin**, with General Excavation, is a former state police officer with more than 30 years of safety and law enforcement experience. Harry is a VDOT certified work zone traffic control instructor and joined General Excavation in 2008 as the corporate safety officer. In his role, he will report directly to the design-build project manager and he will be completely accessible to any project member. His responsibilities will include overseeing and managing General Excavation's Health, Safety, and Welfare Program throughout the duration of construction; monitoring compliance; and apprising the design-build project manager of the project's safety status. Harry maintains a great relationship with the Virginia state police that will foster cooperation for work zone safety. His number one priority will be to ensure that concerns are made safe and then brought to Scott's attention. General Excavation holds safety as the highest priority.

### **DESIGN**

#### *Design Manager*

The design manager is the professional engineer responsible for the construction documents, plan technical design, and sealing and certifying the plans and computations. **Mitch Johnson, P.E.**, from Kimley-Horn, will fill this role. Mitch was design manager for this same contract team for the Pacific Boulevard project that was successfully delivered last year, as well as other design-build projects listed on his resume. He has a well-established and efficient working relationship with design-build project manager, Scott Hunter. This will ensure open communication between Kimley-Horn and General Excavation during the schedule-intensive design phase. Each individual connected to him on the organizational chart can coordinate directly with the design manager as needed to avoid intermediaries. Mitch's resume is included in Appendix D.

# Project Organization



**Name = Key Personnel**

1. General Excavation, Inc. (SWaM)
2. Kimley-Horn and Associates, Inc.
3. McDonough Bolyard Peck, Inc. (SWaM)
4. The Brothers Signal Company (DBE/MBE/SWaM)
5. Traffic Signals Plus, PLLC (DBE/MBE/SWaM)
6. Froehling & Robertson, Inc. (SWaM)
7. Schnabel Engineering Consultants, Inc.
8. KDR Real Estate Services, Inc. (SWaM)
9. Travesky & Associates, Ltd. (MBE/SWaM)
10. S&ME, Inc.
11. H&B Surveying and Mapping, LLC (DBE/WBE/SWaM)
12. On-Time Utility Solutions, LLC (SWaM)
13. NXL Construction Co., Inc. (DBE/MBE/SWaM)

Please see resumes for states of registration.



### *Public Relations Manager*

Relating directly between the design manager and VDOT is the public relations manager. The General Excavation/Kimley-Horn team realizes that public relations on this project will be a unique challenge; the public hearing has already been held and the project footprint is not significantly increasing, so the visual and physical impact will be fairly benign; however, as the first diverging diamond interchange (DDI) in Virginia, one challenge will be educating the public and 3rd party stakeholders including school transportation departments, local first responders, and business groups about this unique roadway system. Public relations professional, **Denise Nugent of Travesky & Associates, Ltd.**, will develop and implement a program designed to keep citizens and stakeholder groups apprised of project status and help motorists understand how to drive the facility the day it opens. Denise's resume is included in Appendix D.

### *Roadway*

**Brian McPeters, P.E.**, of Kimley-Horn, is a 10-year design professional and certified advanced work zone instructor. He will lead the design team. Massively detail-oriented, Brian is up-to-date on all VDOT standards; he also has read the Missouri DDI handbook and conversed with our DDI design reviewer, noted below. Brian leads a team of energetic engineers and he will be in continuous communication with the design manager and design-build project manager in turn.

### *Traffic Design*

The signal systems for the I-64/Route 15 Interchange improvement project will be designed intrinsically with the roadway geometry. **Earl Hughes, P.E., PTOE, of Traffic Signals Plus, PLLC (DBE/MBE/SWaM)**, will perform the signal system design. Earl is a long-time VDOT traffic division veteran and fully understands all system requirements. Assisting Earl with system timing to coordinate the adjacent signals will be **Ashley Minnett, P.E.**, of Kimley-Horn. Because Kimley-Horn designed the existing signal at Spring Creek Parkway, coordination of the new

system with the existing will be a smooth process—we have all the files and institutional knowledge. The transportation management plans (TMP)/MOT plans for this project will be designed by **Brian McPeters**, with assistance from the design manager and direct involvement with General Excavation and VDOT. MOT and constructibility for an interstate interchange is a critical component. Brian and Mitch, both certified in advanced work zone design, will work with all project disciplines with an eye toward safety, traffic progression, public information, constructibility, and schedule compliance.

### *Diverging Diamond Design Review*

Kimley-Horn is a uniquely qualified design firm, being one of only a few in the country to have completed full construction and traffic documents for a DDI. Kimley-Horn recently completed approved drawings for the I-85/Jimmy Carter Boulevard DDI upgrade in Gwinnett County, GA. That project's design manager, **Mike Rushing, P.E.**, will be this team's hands-on specialist with recent, approved, practical experience few others can claim. Mike will work directly with roadway, traffic, right-of-way, geotechnical, survey, and, importantly, public relations to impart lessons learned from this very similar project. Mike also will be available throughout construction to provide opinions on implementation of this unique roadway system.

### *Design Quality Control Manager*

Carrying over the same QC process from the Pacific Boulevard project, **Vince Riccio, P.E.**, of Kimley-Horn, will serve as design QC manager. Vince will not be a member of the design team of the project; rather, he will facilitate and certify independent design reviews that will be conducted by senior staff under each discipline. This process yields hardcopy QC reports that are certified by a dedicated review process and final approval from Vince that all procedures have been followed and all QC corrections have been made. These certified review documents will be forwarded to the project QAM for inclusion in the project record. Vince will report directly to the design manager.



### Geotechnical Design

Operating out of **Schnabel Engineering Consultants, Inc.**'s Charlottesville office, **Chris Webster, P.E., FASCE**, is an expert in the geology of this area, having performed geotechnical services on hundreds of projects throughout the Louisa/Albemarle/Orange area. Reporting directly to the design manager, Chris will verify the provided geotechnical data report and provide supporting investigations and recommendations to ensure the integrity of the final design.

### Right-of-Way and Easement Acquisition

Team member, **Al Dorin with KDR Real Estate Services, Inc. (SWaM)**, will provide negotiation and acquisition services, coordinated through the design manager. One key lesson learned from other projects is that even small right-of-way acquisitions can be one of the longest-lead, complicated project components with the capability to introduce excessive project delay, if not expertly handled. KDR has the relevant VDOT experience to negotiate acquisitions and easements, coordinate plats, and reach closing quickly to support the construction schedule.

### Survey

To augment the existing project survey if needed, **H&B Surveying and Mapping, LLC (DBE/WBE/SWaM)** will report to and provide deliverables directly to the design manager. H&B also will provide acquisition plats to KDR, as directed by the design manager.

## **CONSTRUCTION**

### Construction Manager

The General Excavation construction team will be led by **Page Gallihugh**, who will direct the construction administration efforts with the assistance of the project superintendents and foremen reporting directly to the design-build project manager, Scott Hunter. The construction manager will be on site at all times during the performance of construction activities and

will be responsible for the day-to-day construction administration duties. Page's resume is included in Appendix D.

The General Excavation project superintendent, **Marvin McCauley**, will report directly to the construction manager. Marvin is responsible for the acquisition of materials, scheduling, and resource allocation for the project. General Excavation will be responsible for construction surveying on this project. Marvin will schedule the survey activities with our surveyor, **Wayne Davis**, who will report directly to the construction manager and provide as-built information to the design manager, through the construction manager, as the project progresses.

### Utility Coordination

To ensure that utilities are cleared quickly and efficiently, General Excavation will employ a specialty subconsultant solely to coordinate utilities. **Shea Ridings, with On-Time Utility Solutions, LLC (SWaM)**, will report directly to the construction manager and will be responsible for coordination with local utility companies to identify utilities that may become in conflict with the construction of this project. He will research and determine existing franchise agreements, prior rights, and pro-rata share of costs by the utility companies. He will interact with the design manager during the design phase to ensure existing utilities are accurately depicted on the construction plans and, during the construction phase, he will coordinate the relocation of those utilities found to be in conflict with the new construction. Shea will provide accurate information to the design manager, through the construction manager, regarding locations of existing utilities.

For utility designation, General Excavation will subcontract to a vendor, such as Mid-Atlantic Utility Locating, to designate utilities and provide test holes, as needed. The utility designator will provide accurate information to the design manager, through the construction manager, regarding locations of existing utilities.



## *Signals and Lighting*

**The Brothers Signal Company (DBE/MBE/SWaM)**, a subconsultant to General Excavation, will be responsible for the construction of the signals and lighting systems on this project. The Brothers Signal Company will report directly to the construction manager and will coordinate their construction activities with the project superintendent.

## *Construction Quality Control*

Page Gallihugh will oversee the QC program that will be supervised by the QC manager, **John Pappas, P.E., with Froehling & Robertson, Inc. (SWaM)**. The QC manager will be responsible for QC inspections and QC laboratory testing, also to be performed by Froehling & Robertson. The construction manager will manage the construction QC plan and staff. The QC plan will address a variety of elements including earthwork, erosion and sedimentation control, environmental compliance, utilities, paving signals, and signage. The construction manager will meet with the design-build project manager and QAM to discuss any quality issues and implement recommendations to correct the issues. The construction manager also will insure that all project daily reports, and other requested information, are sent to the QAM for review and approval. **Lewis Jackson, with NXL Construction Co., Inc. (DBE/MBE/SWaM)**, will be responsible for the signal inspections. Lewis will report directly to the QC manager, John Pappas.

## QUALITY ASSURANCE

### *Quality Assurance Manager*

**Dale Grigg, P.E., with McDonough Bolyard Peck (SWaM)**, will report to the design-build project manager to ensure that all VDOT quality standards are followed and that hold and witness points are observed throughout the life of the project. The QAM has authority to stop the project and/or work activity should he discover work that does not meet VDOT's or the General Excavation/Kimley-Horn teams'

requirements. Dale has extensive experience as the QAM on numerous successful design-build projects throughout Virginia. During his 31-year career with VDOT, he progressed through the engineering ranks to the position of district construction engineer and, finally, acting district administrator of the Lynchburg District. This experience provides the assurance that all work will meet or exceed both VDOT and the General Excavation team's quality standards. Dale will work with the design-build project manager to develop a project-specific QC/QA plan to govern the procedures of the QA staff and identify the appropriate levels of IA and IV oversight performed by VDOT. The QC/QA plan will specify the exact frequencies and procedures for conducting and documenting sampling, testing, and inspections including the identification of corresponding hold and witness points. These procedures will be reviewed during the corresponding work package preparatory inspection meetings that are facilitated by the QAM and attended by VDOT project administrators, the design-build project manager, the QC consultant, the construction manager, and appropriate staff and subcontractors prior to the start of each construction activity.

The QAM will work closely with his inspection staff and the independent off-site sampling and testing subconsultant, **S&ME, Inc.**, to verify that the QC testing and inspections are performed in accordance with the QC/QA plan.

The General Excavation/Kimley-Horn team's QAM, construction QC, and design QC structure provides for verification of compliance with VDOT's Minimum Quality Control/Quality Assurance Requirements for Design-Build and PPTA Projects Manual, January 2012 by designating qualified individuals who operate independently of project designers and construction staff and who do not have direct responsibility for performing the work. The team's structure and functional organization was developed to maintain the integrity of the QC/QA process through a clear



and independent separation between design QC, construction QC, and construction QA. Our complete QC/QA program will require minimal efforts by VDOT, primarily IA and IV testing and periodic monitoring. In addition, the QAM will interact with the construction manager to address field issues in a manner that will result in the ability to address any identified deficiencies proactively, ensuring the efficient and effective resolution to any nonconforming work.

Dale and his staff will perform independent control testing in accordance with the approved QC/QA plan. He also will assure the appropriate level of QC/QA is performed during the design phase of the project by working with the design-build project manager and the design manager as necessary, but at least monthly, regarding constructibility issues, the overall QC/QA plan, and the need to have adequate inspection and testing forces available to meet the schedule. Prior to the approval for payment of all work packages including, but not limited to, work packages for design, the QAM will verify that the appropriate requirements of the project's overall QC/QA plan have been followed including documented verification from the design manager. Dale's resume is included in Appendix D.

### 3.4.1 Experience of Offeror's Team

As you review the three representative projects presented by General Excavation and the three presented by Kimley-Horn, you will notice how they demonstrate our capability to successfully deliver the I-64/Route 15 Interchange improvement project to VDOT. Carrying over our successful team from the Pacific Boulevard project, General Excavation has teamed with our design partner, Kimley-Horn, once again. We've kept the same solid relationships between the design-build project manager and design manager, proven contractual organization between firms, demonstrated project delivery, and established QC/QA process with the same QAM. Keeping the team intact will enable the General Excavation/Kimley-Horn team to focus our resources on the project rather than paperwork.

Please note the columns to the right of each work history form, located in Appendix E, showing, in bullet form, the lessons learned/keys to success and similarities of each project to the I-64/Route 15 Interchange improvement project. Both General Excavation and Kimley-Horn are experienced, well established, and respected professional organizations with substantial experience in all types of roadway construction and design.

General Excavation's representative projects demonstrate our VDOT experience with design-build projects in partnership with Kimley-Horn, interstate construction, interstate ramps and signal system construction, right-of-way acquisition, public utility construction and private utility coordination, work zone traffic control, and award-winning project delivery.

Kimley-Horn's representative projects demonstrate their VDOT experience with interstate ramps and interchanges, signal system design and timing, TMPs and work zone traffic control plans, preliminary through final design plans of two rare DDIs, and award-winning project design.

Our experience has taught us several key lessons that we will apply to this project:

- Even the smallest right-of-way acquisition can be extremely complicated—to mitigate this, KDR Real Estate Services will begin this process immediately and negotiations will be thorough.
- Work zone traffic control must be flexible. Situations change, access needs change, and public opinion affects designs—we will take advantage of the design-build format to continuously maintain an efficient work zone.
- The final designer cannot assume design-build bridging documents are approvable—to mitigate this, every aspect will be checked for need to redesign.
- Public education is important to the successful implementation of innovative designs—we will



begin this process upon notice to proceed to ensure a smooth opening day.

- The design-build format allows for innovation in design and construction—we intend to take advantage of this built-in value engineering ability.

VDOT can rest assured that the General Excavation/Kimley-Horn team knows what we are doing.

### 3.5.1 Project Risks

The General Excavation/Kimley-Horn team, being veterans of design-build projects and DDI designs and approvals, fully understands the risks associated with both types of projects and the I-64/Route 15 Interchange improvement project. Below is a description of the three most critical risks, given their nature and relevance to this project.

#### **RISK: INEXPERIENCE WITH DIVERGING DIAMOND INTERCHANGES**

##### *Why This Risk is Critical*

The primary risk of inexperience with DDIs is that such a team or company will not understand how to execute the design and public relations components of this project.

##### *Impact of This Risk*

These components, if not executed properly, could result in unsafe design elements, poor traffic flow, and poor public opinion of the project. VDOT made it a point to issue this design-build project as a two-step procurement because this is the first DDI in Virginia; therefore, understanding of the design and public relations components are critical to VDOT's satisfaction.

The General Excavation/Kimley-Horn team is the right team for this project—we have active, recent, applicable, prime designer experience with two recent DDIs. For the I-85/Jimmy Carter Boulevard

Interchange in Gwinnett County, GA, plans are approved and scheduled for bid and construction this coming summer. Kimley-Horn also is proud to be the prime design consultant for a diverging diamond in Bloomington, MN—the I-494/34th Avenue South Interchange. Critical lessons learned from each of these projects will be applied to the I-64/Route 15 Interchange improvement project to mitigate the risk.

##### *Mitigation Strategies*

Kimley-Horn's project manager for the I-85/Jimmy Carter Boulevard Interchange project, Mike Rushing, P.E., will perform a continuous, vital review function based on practical, hands-on experience with this rare interchange type. Prior experience in the design of a DDI project is essential for a reviewing engineer. Currently, standardized design policies such as the American Association of State Highway and Transportation Officials (AASHTO) Green Book and Manual on Uniform Traffic Control Devices (MUTCD) do not have developed criteria or standards for DDI projects. The current body of knowledge is based on practical experience and evolving "state-of-the-practice" guidelines. Kimley-Horn has this direct, practical experience.

Mike will apply specific, practical DDI design experience and his knowledge of the current state-of-the-practice to provide reviews for the project design. He has visited the operating DDI in Springfield, MO and met directly with that project's designer to understand the MoDOT approach to design and lessons learned. His review will pay special attention to the key differences in design and operation between a DDI and conventional intersection, many of which have significant operational and safety impacts. The I-85/Jimmy Carter Boulevard Interchange project will be under construction with an active TMP during the final design phase of this I-64/Route 15 project, yet several months ahead of our project. This will enable real-time application of lessons learned and mitigation measures.



Critical elements of this review will include:

- Approaching sight lines at cross-over intersections and use of supplemental signal heads to improve signal preview
- Modified sight lines at downstream driveways in close proximity to cross-over intersections
- Modified sight lines for right-turns from freeway ramps (yield vs. signal)
- Pedestrian crossing locations and visibility
- Landscaping impact to modified sight lines
- Alignment geometrics and interchange skew and their effect on the operating speeds of various turning movements
- Radii, lane widths, and curb type selection in consideration of truck-paths for tight-radius cross-over alignments
- Construction staging strategies for installation of signal equipment and pedestrian features in advance of switch-over to DDI operation
- Alignment of signal face indications to reinforce proper movements at the cross-over intersections
- Clear, concise signage and pavement marking

### *Role of VDOT or Other Agencies*

The General Excavation/Kimley-Horn team will provide VDOT with design reviews of DDI-specific criteria at milestone submissions to compare with the checklist above and Missouri guidelines, provide comments, and resolve. This will enable VDOT and other agency stakeholders to leverage lessons learned to help the General Excavation/Kimley-Horn team avoid the risks of improperly implemented design for the DDI.

## **RISK: TRANSPORTATION MANAGEMENT PLAN/MAINTENANCE OF TRAFFIC/ CONSTRUCTIBILITY**

### *Why This Risk is Critical*

While this risk may seem obvious, the General Excavation/Kimley-Horn team knows that significant effort must be put into this component of the project. Constructibility and schedule performance of an interstate interchange project is a major concern of the department and Federal Highway Administration (FHWA). The General Excavation/Kimley-Horn team will be accountable for how the construction of this project is executed and perceived by the public, commercial and municipal stakeholders, VDOT, and FHWA. The ramifications of a poorly executed project include delays, reputation impact, backlash, and poor financial performance.

### *Impact of This Risk*

Because this project entails significant reconstruction of the mainline lanes of Route 15 without widening the existing bridges, traffic flow on this busy corridor will be required to use the four existing lanes without opportunity to divert traffic to a shoulder or auxiliary lane, for instance. It is not feasible to shut down lanes or flag traffic for longer than brief, planned periods, as traffic back-ups will result in personal inconvenience, economic impact to businesses, and political fallout. In addition to traffic disruptions, poorly executed work plans could result in project schedule delays that carry significant associated impacts to VDOT, FHWA, and General Excavation.

### *Mitigation Strategies*

Kimley-Horn will prepare a thorough TMP that takes into account the requirements and suggestions of the Road Design Manual and IIM-LD-241.5. Kimley-Horn's most important design endeavor will be to develop a TMP and MOT plan that gets the project built safely with minimal disruption and delay.



The General Excavation/Kimley-Horn team’s mitigation strategies will include the following elements:

- Coordination with the project safety director
- Coordination with the Virginia state police (with whom Harry Newlin, project safety director, has great relations)
- Coordination with General Excavation’s construction manager to discuss means and methods
- Analysis of regional traffic volumes and travel patterns to determine the best times for each major shift or operation
- Delay analysis of flagger and closure operations per time of day prior to implementation of lane shifts, closures, or major deliveries
- Public involvement with workshops to consider the concerns of residents and businesses
- Direct, close coordination between VDOT, General Excavation, and Kimley-Horn to develop all aspects of the TMP/MOT

### *Role of VDOT or Other Agencies*

As suggested in the Road Design Manual, the General Excavation/Kimley-Horn team will actively involve VDOT’s Culpeper District and Charlottesville Residency traffic and design engineers in development of the TMP. From the kick-off meeting through plan approval submissions, we will seek input from officials who are knowledgeable in local traffic patterns while developing the MOT plan and TMP traffic analysis.

## **RISK: INADEQUATE PUBLIC EDUCATION**

### *Why This Risk is Critical*

This will be the first DDI in Virginia; the public has not seen this unique facility type and may be confused as to its operation, access, and traffic pattern.

### *Impact of This Risk*

The potential for crashes is high in the months after opening a unique roadway facility. The act of driving on “the wrong side of the road” may be disconcerting to many drivers until they familiarize themselves with its operation. Driving speeds through the interchange will be lower than usual to accommodate the weave movements because conflict points and sight lines will be different from those of conventional intersections.

### *Mitigation Strategies*

The public relations manager, Denise Nugent of Travesky & Associates, will work with the design team and VDOT to create a public information program that may include features such as workshops, flyers, websites, and project signage to invite motorists to learn about the project and how it will function in the months leading up to its opening. She will work directly with our diverging diamond review engineer, Mike Rushing, P.E., to apply lessons learned from Kimley-Horn’s Georgia and Minnesota DDI projects regarding motorist and agency concerns.

### *Role of VDOT or Other Agencies*

The General Excavation/Kimley-Horn team will present milestone schedule components to engage VDOT and localities to participate in public workshops and disseminate information. We also will enlist help in posting links on agency and public websites, as well as in developing signs and other public advertising to promote public education about the project.

**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 2/3/2012 Title Vice President

\_\_\_\_\_  
Name of Firm General Excavation, Inc.

**ATTACHMENT NO. 3.2.5(b)**

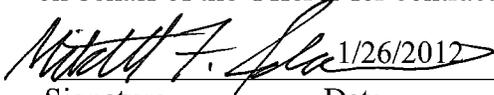
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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.

  
\_\_\_\_\_  
Signature

1/26/2012  
\_\_\_\_\_  
Date

Project Manager  
\_\_\_\_\_  
Title

Kimley-Horn and Associates, Inc.  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.5(b)**

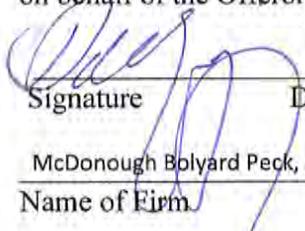
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LOWER TIER COVERED TRANSACTIONS**

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

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

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	January 13, 2012	Branch Manager
Signature	Date	Title
McDonough Bolyard Peck, Inc. (d/b/a MBP)		
Name of Firm		

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

Title

Name of Firm

THE BROTHERS SIGNAL COMPANY

**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>Earl J. Hughes</u>	_____	<u>Managing Member</u>
Signature	Date	Title
<u>Traffic Signals Plus, PLLC</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.

Signature	JAMUEL H. KIRBY, II	Date	4/20/2012	Title	PRESIDENT
Name of Firm	FROENLING & ROBERTSON, INC.				

**ATTACHMENT NO. 3.2.5(b)**

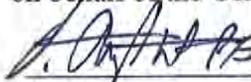
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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 \_\_\_\_\_  
Signature                      Date                      Title

Schnabel Engineering Consultants, Inc.  
Name of Firm

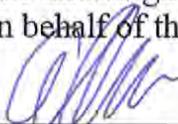
**ATTACHMENT NO. 3.2.5(b)**

**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.

	1-12-12	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.

	January 12, 2012	President
Signature	Date	Title

Travesky & Associates, Ltd  
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>1/23/2012</u>	<u>Business Manager</u>
Signature	Date	Title

S&ME, 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.

  
Signature

January 20, 2012  
Date

Vice President  
Title

H&B Surveying and Mapping, LLC

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>[Signature]</u>	<u>1-23-12</u>	<u>President</u>
Signature	Date	Title
<u>On-Time Utility Solutions, LLC</u>		
Name of Firm		

**ATTACHMENT NO. 3.2.5(b)**

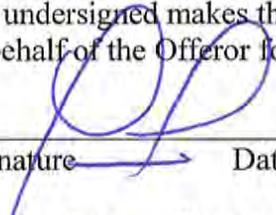
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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.

  
Signature \_\_\_\_\_ Date 1/23/12 Title President  
Name of Firm NXL CONSTRUCTION SERVICES, INC.



COMMONWEALTH OF VIRGINIA



## CERTIFICATE OF QUALIFICATION

### General Excavation, Inc.

Vendor Number: G181

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

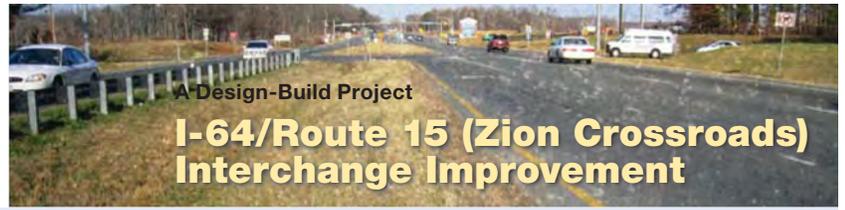
**Work Classes:** Grading, Minor Structures, Incidental Concrete, Underground Utilities

**Issue Date:** May 7, 2011

**This Rating and Classification will Expire:** May 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Silies, State Construction Contract Officer



A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## SCC Registration



# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, August 14, 2009*

*This is to certify that the certificate of incorporation of*

**GENERAL EXCAVATION, INC.**

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



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission



- SCC eFile
- SCC eFile Home Page
- Log In
- FAQs
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

Welcome to SCC eFile  
Business Entity Details

**KIMLEY-HORN AND ASSOCIATES, INC.**

SCC ID: F0424517  
 Business Entity Type: Foreign Corporation  
 Jurisdiction of Formation: NC  
 Date of Formation/Registration: 2/10/1983  
 Status: Active  
 Shares Authorized: 100,000

Quick Links

- [Division Home](#)
- [Division Contact](#)
- [Laws & Regulations](#)
- [Bulletin Archive](#)
- [External Links](#)



**Principal Office**  
 PO BOX 33068  
 RALEIGH NC 27636

**Registered Agent/Registered Office**  
 CT CORPORATION SYSTEM  
 4701 COX RD STE 301  
 GLEN ALLEN VA 23060-6802  
 HENRICO COUNTY  
 Status: Active  
 Effective Date: 9/2/2009

Users are encouraged to create an SCC eFile account to:

- Conveniently monitor business entities through the use of a "Favorites" list
- Perform easy step-by-step online transactions for certain types of filings, such as registered agent changes
- Quickly access online filing history

To view our Privacy Policy, click [here](#)

Screen ID: e1000

Need additional information? Contact [sccinfo@scc.virginia.gov](mailto:sccinfo@scc.virginia.gov) Website questions? Contact: [webmaster@scc.virginia.gov](mailto:webmaster@scc.virginia.gov)

We provide external links throughout our site.

- PDF (.pdf) Reader
- Excel (.xls) Viewer
- PowerPoint (.ppt) Viewer
- Word (.doc) Viewer

# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That McDonough Bolyard Peck, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 29, 1989;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
September 26, 2011*

*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:*

THE BROTHERS SIGNAL COMPANY is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is May 18, 1979.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
December 13, 2010*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, August 3, 2009*

*This is to certify that the certificate of organization of*

**Traffic Signals Plus, PLLC**

*was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: August 3, 2009*



*State Corporation Commission*

*Attest:*

*Joel H. Peck*  
Clerk of the Commission

# 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.



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

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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, August 12, 2009*

*This is to certify that the certificate of incorporation of*

**Schnabel Consultants, Inc.**

*was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: August 12, 2009*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, January 30, 2002*

*This is to Certify that the certificate of incorporation of*

**KDR Real Estate Services, Inc.**

*was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: January 30, 2002*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*

*Clerk of the Commission*

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

Richmond, September 11, 1986

This is to Certify that the certificate of incorporation of  
TRAVESKY & ASSOCIATES, LTD.

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



State Corporation Commission

*Raymond B. ...*

Clerk of the Commission

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

Richmond, September 29, 1993

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

S&ME, Inc.

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



*State Corporation Commission*

*Attest:*

*William J. Budge*

*Clerk of the Commission*

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, April 27, 2009*

*This is to certify that the certificate of organization of*

**H & B Surveying and Mapping, LLC**

*was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 27, 2009*



*State Corporation Commission*

*Attest:*

*Joel Heck*  
Clerk of the Commission



**SCC eFile**  
 SCC eFile Home Page  
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 FAQ  
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**Business Entities**  
 UCC or Tax Liens  
 Court Services  
 Additional Services

Welcome to SCC eFile  
**Business Entity Details**

**On-Time Utility Solutions, LLC**

SCC ID: 52054676  
 Business Entity Type: Limited Liability Company  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 11/28/2006  
 Status: Active

**Principal Office**  
 6913 HOVINGHAM CT  
 CENTREVILLE VA 20121-

**Registered Agent/Registered Office**  
 RENE E T MARTIN  
 44330 MERCURE CIR STE 140  
 DULLES VA 20166-0000  
 LOUDOUN COUNTY 153  
 Status: Active  
 Effective Date: 4/8/2010

Users are encouraged to create an SCC eFile account to:

- Conveniently monitor business entities through the use of a "Favorites" list
- Perform easy step-by-step online transactions for certain types of filings, such as registered agent changes
- Quickly access online filing history

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Screen ID: e1000

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 UCC or Tax Liens  
 Certificate Verification  
 Log In  
 FAQ  
 Give Us Feedback



# Commonwealth of Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

NXL Construction Co., Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

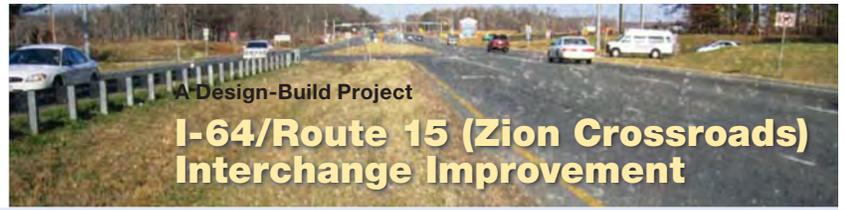
The date of incorporation is November 17, 1989.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
July 10, 2007*



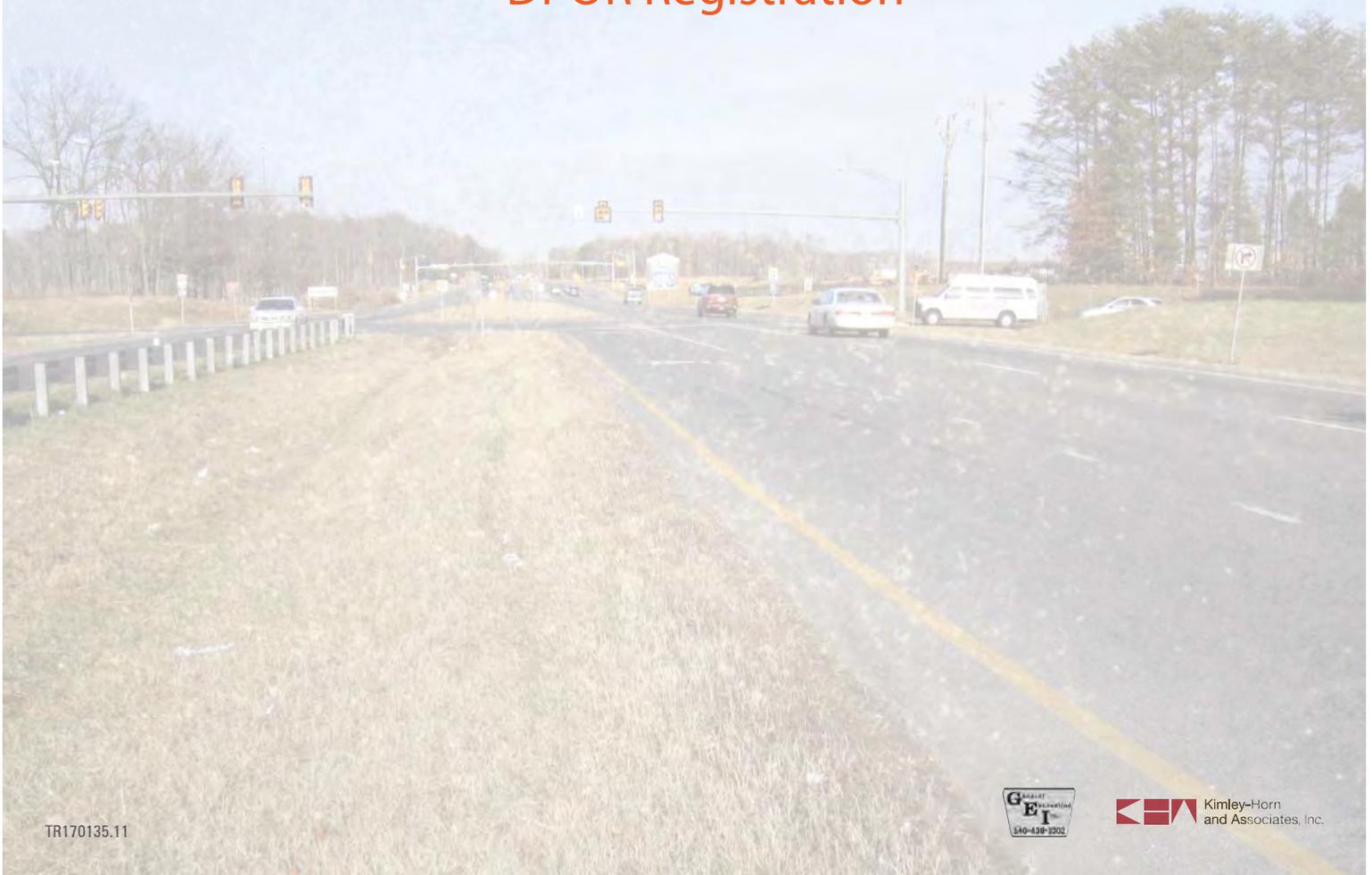
*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission



A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## DPOR Registration



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

04-30-2013

NUMBER

2701 026132A

BOARD FOR CONTRACTORS  
CLASS A CONTRACTORS LICENSE

GENERAL EXCAVATION INC

9757 RIDER ROAD

WARRENTON VA 20187

\*CLASSIFICATIONS\* H/H SDS

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(DETACH HERE)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A

CONTRACTOR LICENSE - CLASSIFICATIONS: H/H  
SDS

NUMBER: 2701 026132A EXPIRES: 04-30-2013

GENERAL EXCAVATION INC

9757 RIDER ROAD



*Gordon N. Dixon*

Gordon N. Dixon, Director

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

WARRENTON VA 20187  
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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  
0411000202

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

PROFESSIONS: ENG

KIMLEY-HORN AND ASSOCIATES INC  
1700 WILLOW LAWN DR SUITE 200  
RICHMOND, VA 23230



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000202 EXPIRES: 02-29-2012  
PROFESSIONS: ENG  
KIMLEY-HORN AND ASSOCIATES INC  
1700 WILLOW LAWN DR SUITE 200  
RICHMOND, VA 23230



(FOLD)

(DETACH HERE)

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

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(8/08)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

NUMBER  
0407002955

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

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

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC  
3040 WILLIAMS DR., STE 300  
FAIRFAX, VA 22031



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407002955 EXPIRES: 12-31-2013  
PROFESSIONS: ENG  
MCDONOUGH BOLYARD PECK INC  
3040 WILLIAMS DR., STE 300  
FAIRFAX, VA 22031



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
6960 Mayland Dr., Suite 400, Richmond, VA 23233

**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  
0411000605

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

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC  
711D FIFTH ST NE  
ROANOKE, VA 24016

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.



*Jay W. DeBart*  
Jay W. DeBart, Director

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

(POCKET CARD) COMMONWEALTH OF VIRGINIA (DETACH HERE)  
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000605 EXPIRES: 02-29-2012  
PROFESSIONS: ENG  
MCDONOUGH BOLYARD PECK INC  
711D FIFTH ST NE  
ROANOKE, VA 24016



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

11-30-2012

NUMBER

2701 015222A

BOARD FOR CONTRACTORS  
CLASS A CONTRACTORS LICENSE

THE BROTHERS SIGNAL CO

PO BOX 1880  
LEESBURG VA 20177

\*CLASSIFICATIONS\* ESC ELE

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A  
CONTRACTOR LICENSE - CLASSIFICATIONS: ESC  
ELE



NUMBER: 2701 015222A EXPIRES: 11-30-2012  
THE BROTHERS SIGNAL CO

PO BOX 1880

LEESBURG VA 20177



*Gordon N. Dixon*  
Gordon N. Dixon, Director

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0413000317

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL LIMITED LIABILITY COMPANY

PROFESSIONS: ENG

TRAFFIC SIGNALS PLUS PLLC  
621 FRENCH'S STORE RD  
CUMBERLAND, VA 23040



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
PROFESSIONAL LIMITED LIABILITY COMPANY  
NUMBER: 0413000317 EXPIRES: 12-31-2013  
PROFESSIONS: ENG  
TRAFFIC SIGNALS PLUS PLLC  
621 FRENCH'S STORE RD  
CUMBERLAND, VA 23040



(FOLD)

(DETACH HERE)

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

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

EXPIRES ON

02-29-2012

NUMBER

0411000052

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

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

PROFESSIONS: ENG

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



*Jay W. DeBorja*  
Jay W. DeBorja, Director

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

POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000052 EXPIRES: 02-29-2012  
PROFESSIONS: ENG  
FROEHLING & ROBERTSON, INC  
6181 ROCKFISH GAP TURNPIKE  
CROZET, VA 22932



(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407000098

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

PROFESSIONS: ENG

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



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407000098 EXPIRES: 12-31-2013  
PROFESSIONS: ENG  
FROEHLING & ROBERTSON, INC  
3015 DUMBARTON ROAD  
RICHMOND, VA 23228



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
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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  
0411000698

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC  
2020 AVON CT.  
SUITE 15  
CHARLOTTESVILLE, VA 22902

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000698 EXPIRES: 02-29-2012  
PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC  
2020 AVON CT.  
SUITE 15  
CHARLOTTESVILLE, VA 22902



*Joy W. DiHaver*  
Joy W. DiHaver, Director

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
6960 Mayland Dr., Suite 400, Richmond, VA 23233

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2012

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

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

03-31-2013

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

NUMBER

0225 108043

REAL ESTATE BOARD - PRINCIPAL BROKER LICENSE  
POST IN A CONSPICUOUS PLACE  
THIS LICENSE TO BE KEPT IN CUSTODY AND CONTROL OF PRINCIPAL BROKER

ALLEN GUNN DORIN JR  
KDR REAL ESTATE SERVICES INC  
2500 GRENOBLE RD  
RICHMOND VA 23294



*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

0411000524

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

PROFESSIONS: ENG

S&ME INC  
8211 HERMITAGE RD  
RICHMOND, VA 23228



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407005432

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

PROFESSIONS: LS

H & B SURVEYING & MAPPING LLC  
201 W. 7TH ST., 2ND FLOOR  
RICHMOND, VA 23224



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC  
NXL CONSTRUCTION SERVICES INC  
114 E CARY ST STE 200  
RICHMOND, VA 23219



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR APPEALS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003031 EXPIRES: 12-31-2013  
PROFESSIONS: ENG, LS  
NXL CONSTRUCTION CO INC NXL CONSTRUCTION  
SERVICES INC  
114 E CARY ST STE 200  
RICHMOND, VA 23219



(FOLD)

(DETACH HERE)

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

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A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## DPOR Licenses



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

EXPIRES ON

06-30-2012

NUMBER

0402023310

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

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

DALE HARDY GRIGG JR  
509 RAMBLEWOOD RD  
FOREST, VA 24551



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*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

01-31-2013

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

NUMBER

0402023838

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

MITCHELL F JOHNSON  
2158 KELLY RIDGE ROAD  
RICHMOND, VA 23233



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a.	Name & Title: <b>Scott C. Hunter, Vice President</b>	
b.	Project Assignment: <b>Design-Build Project Manager</b>	
c.	Name of Firm with which you are now associated: <b>General Excavation, Inc.</b>	
d.	Years experience: With this Firm <u>4.5</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  <b>Name of Firm:</b> General Excavation, Inc. <b>Start Date:</b> May, 2007 <b>End Date:</b> Present <b>Position:</b> Vice President <b>Responsibilities:</b> In his role as Vice President of General Excavation, Mr. Hunter is responsible for serving as Design-Build Project Manager (most recently on the Pacific Boulevard Widening project in Northern Virginia), managing the daily business operations, contract administration, project management staff, and estimating department. Business operations include general oversight and the development of company policies and procedures, accounts payable and receivable, business development, and company safety compliance. Contract administration and project management responsibilities involve the review and execution of all contracts and subcontracts, as well as oversight of project management staff to ensure proper communication with owners and project stakeholders is maintained, contract requirements are met, projects are completed on time, and DBE compliance requirements are attained. On bid build projects that are awarded, operational oversight is provided to ensure there is a smooth transition in the administration of the project between the estimating department and the project management and field management staffs. This transition involves "in-house" meetings with the project manager, area superintendent, project superintendent, safety officer, and utility coordinator. Oversight of the estimating department includes a review of all bid submissions for completeness and correctness. This review insures that the integrity of the competitive bidding process is maintained, and that all DBE requirements are met. Special attention is provided to pricing offered by DBE firms that insures their proposals are fairly reviewed and considered. This evaluation maximizes the opportunity for DBE participation. As Vice President of General Excavation, Mr. Hunter has recently completed a term serving on the VTCA's Contractors Leadership Committee.  <b>Name of Firm:</b> Lane Construction <b>Start Date:</b> December 2006 <b>End Date:</b> May 2007 <b>Position:</b> Project Manager <b>Responsibilities:</b> During his five months as a Project Manager for Lane Construction, Mr. Hunter assisted the estimating and management staffs in the development of the 495 HOT Lanes proposal. Mr. Hunter also assisted the project management staff in closing out several VDOT projects in Northern Virginia. This assistance was limited to the administrative effort associated with project completion.  <b>Name of Firm:</b> Moore Brothers Company, Inc. <b>Start Date:</b> 2003 <b>End Date:</b> November 2006 <b>Position:</b> Vice President of Construction <b>Responsibilities:</b> Mr. Hunter was promoted to Vice President of Construction for Moore Brothers Company, Inc. in 2003 and as Vice President of Construction he was responsible for the daily project management and oversight of all field operations. This responsibility included daily communication and interaction with both Project Superintendents and VDOT Project Management staff to ensure that projects were successfully completed on time, within the allowable budget, and were noteworthy for their safety record and quality. Oversight for the daily scheduling and utilization of labor and equipment resources was also provided.	

**Name of Firm:** Moore Brothers Company, Inc.      **Start Date:** 1999      **End Date:** 2003  
**Position:** General Superintendent  
**Responsibilities:** As General Superintendent Mr. Hunter was responsible for the management of Project Superintendents, crew and equipment resource allocation, and assisting with the development and utilization of project schedules to ensure jobs were completed on time. Mr. Hunter’s role as General Superintendent also included serving as a liaison between upper management and the project field staff by assisting with contract management effort required between the bidding and construction phases.

**Name of Firm:** Moore Brothers Company, Inc.      **Start Date:** 1996      **End Date:** 1999  
**Position:** Superintendent  
**Responsibilities:** Daily production of project specific field operations. Management and supervision of foreman and work crews. Assisted in the development of project schedules and resources needed to ensure timely completion. Worked with VDOT Field Inspection Staff to resolve project specific issues. Responsible for the daily review and sign-off of quantities and verification of work performed. Direct report to General Superintendent.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  
**Virginia Military Institute, Lexington, VA/Bachelor of Science/1986/Civil Engineering**

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

g. Document the extent and depth of experience and qualifications relevant to the Project.  
*Note your specific responsibilities and authorities for each assignment, not those of the firm.*  
*Note whether experience is with current firm or with other firm.*  
*Provide beginning and end dates for each assignment.*  
**(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)**

**Project:** Pacific Boulevard Widening, Design – Build Project, Loudoun County, Virginia  
**Name of Firm:** General Excavation, Inc.  
**Start:** May 20, 2010      **Finish:** January, 2012 (Estimated)  
**Position:** Design-Build Project Manager  
**Responsibilities:** Responsible In-Charge for the overall design, construction, quality control, quality assurance, and contract administration for Pacific Boulevard Widening project in Loudoun County. Project value was \$1,850,103.00 and consisted of constructing 2,100 L.F. of two lanes of secondary roadway; reconstructing and widening of 850 L.F. of two lanes of secondary roadway; building a new traffic signal at the intersection of Pacific Boulevard and Sterling Boulevard; providing power to the new signal; and relocating sanitary sewer facilities.  
**Owner/Contact:** Virginia Department of Transportation, Mr. Timothy Hartzell, P.E., NOVA Location & Design. 703-259-2947

**Project:** Route 340 over Jeremy’s Run, Page County, Virginia  
**Name of Firm:** General Excavation, Inc.  
**Start:** January 25, 2008      **Finish:** August, 2009  
**Position:** Vice President  
**Responsibilities:** Principle in charge of contract administration and project management. Assisted the estimating department in the development and preparation of the bid submission. During construction assisted the project management staff with preparation of subcontracts, scheduling, issuance of purchase orders, budgets, and cost controls. The value of this award winning project was \$7,674,952.00 and consisted of construction a bridge over Jeremy’s Run; 698 L.F. of 12 inch steel pipes; 3,400 L.F. of roadway construction and approaches; demolition of existing bridge structure over Jeremy’s Run; 139,046 C.Y. of excavation; 2,000 L.F. of storm drain; 11,095 tons of aggregate base material; 7,938 tons of bituminous asphalt. This project was recognized for its Excellence in Construction as the Best Project in the Staunton District in 2009.  
**Owner/Contact:** Virginia Department of Transportation, Mr. Robert Good, P.E., Area Construction Engineer. 540-820-5717

**Project:** Route 208, Spotsylvania County, Virginia

**Name of Firm:** General Excavation, Inc.

**Start:** January 11, 2007     **Finish:** December 2008

**Position:** Vice President

**Responsibilities:** Principle in charge of contract administration and project management. Assisted the Department with the development of a revised sequence of construction and maintenance of traffic plan to better facilitate the safe flow of traffic, school buses, and emergency service vehicles through the limits of the project during construction. Supervised the project management staff with the development of the schedule, scoping, procurement, coordination of public notices, environmental compliance, and cost controls measures. The value of this project was \$13,463,486.00 and included 4.82 K.M. of a 4 lane divided roadway with 188,357 C.M. of regular excavation; 161,508 C.M. of borrow material; 92,684 S.M. subgrade stabilization; an off-site mitigation area with 16,176 C.M. of excavation and wetland plants; 4 traffic signals; 25,182 M.T. of CTA; and 43,654 M.T. of bituminous asphalt. This project was closely coordinated with Spotsylvania County to minimize the impact of traffic disruptions to the County Courthouse and the surrounding school that utilize and cross Route 208.

**Owner/Contact:** Virginia Department of Transportation, Mr. Dennis Williams, Construction Manager. 540-499-4055

**Project:** I-66 HOV Lane Widening, Route 234 By-Pass to Route 234 Business, Manassas, Virginia

**Name of Firm:** Moore Brothers Company, Inc.

**Start:** August, 2004     **Finish:** December, 2006

**Position:** Vice President – Construction/General Superintendent

**Responsibilities:** Principle in charge of construction management and administration for all field operations. The value of this project was \$38,000,000.00 and consisted of constructing 6.11 kilometers of HOV lanes (in each direction) in the median of I-66; 6.11 kilometers in each direction of pavement widening on the outside of I-66; bridge deck construction and widening I-66 EBL over Route 234 business; 5 box culverts – extensions to the outside of I-66 and closing; 260,000 cubic meters of excavation; 250,000 metric tons of bituminous asphalt paving; and more than 37,000 meters of temporary traffic barrier service.

**Owner/Contact:** Virginia Department of Transportation, Mr. William Green, Construction Manager (retired). 540-547-2588

**Project:** I-95/Route 627 Interchange Project, Stafford County, Virginia

**Name of Firm:** Moore Brothers Company, Inc.

**Start:** May, 2002     **Finish:** March, 2006

**Position:** Vice President-Construction/General Superintendent

**Responsibilities:** Supervised the on-site construction management staff and was the principle point of contact for the administration of the contract after award. Assisted the field staff with the assignment and allocation of resources, project management, quality control, and development of the construction schedule. The value of this project was \$46,000,000.00 and included the construction of a new interchange on Interstate 95; the construction of two bridges over Interstate 95, one bridge over Route 1, and one over a stream; the reconstruction of approximately 5,000 L.F. of Route 1; 1.3 million cubic meters of excavation; 4,800 meters of storm drain; 167,000 metric tons of bituminous asphalt; 2,800 meters of water main; a new traffic signal; and permanent traffic signs. Of significant note is the savings of over \$4 million that this project realized as a result of numerous VEP's that were approved throughout the duration of construction.

**Owner/Contact:** Virginia Department of Transportation, Mr. Robert Shackelford, P.E., Area Construction Engineer (former). Currently working for Whitman, Requardt & Associates, LLP. 804- 814-5782

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

*Brief Resume of Key Personnel anticipated for the Project.*

a. Name & Title:  
**Dale Grigg, Jr., PE, Branch Manager**

b. Project Assignment:  
**Quality Assurance Manager**

c. Name of Firm with which you are now associated:  
**MBP**

d. YEARS EXPERIENCE: With this firm: **<1 years** With other firms: **36 years**  
Please list chronologically your employment history, position, and general experience or fields of practice for the last fifteen (15) years:

**MBP: 4/2011–Present, Branch Manager:** Mr. Grigg has more than 36 years of construction experience including contract administration, program management, construction management, and quality assurance and quality control. His expertise is in heavy highway and bridge construction; construction materials; and road, bridge, and pavement design. His experience includes scheduling, budgeting, constructibility reviews, value engineering, partnering facilitation, utility coordination and negotiating.

**NXL: 1/2008–4/2011, Director of Construction Management**

**VDOT: 6/1976–12/2007, Assistant Resident Engineer, District Materials Engineer, District Construction Engineer, Acting District Administrator**

e. Education: Name & Location of Institution(s)/Degree(s)/Year Specialization  
BS/ 1976/ Civil Engineering/Virginia Polytechnic Institute and State University (Virginia Tech)

f. ACTIVE REGISTRATION: Year First Registered/Discipline/VA Registration #:  
1992/Civil Engineering/Professional Engineer/0402023310

- g. Document the extent and depth of experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
  2. *Note whether experience is with current firm or with other firm.*
  3. *Provide beginning and end dates for each assignment.*

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

**Project: I-81 Operational Improvements Design-Build , Salem District, VA**

**Name of Firm: NXL**

**Start Date: 2010** **Finish Date: 2011**

**Project Role: Quality Assurance Manager**

**Responsibilities:** As Quality Assurance Manager (QAM), prepared the project’s QA/QC plan; performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages; and prepared and submitted final records. The project involved the construction of a parallel truck climbing lane including drainage and roadway shoulder improvements, retaining walls, and the replacement of three bridges. As QAM, Mr. Grigg managed the QA inspection team including an office engineer and had direct oversight of the design builder’s QC inspection staff.

**Project: Region 3 Bridge Rehabilitation Design-Build, Northern Virginia and Staunton Districts, VA**

**Name of Firm: NXL**

**Start Date: 2010** **Finish Date: 2011**

**Project Role: QAM**

**Responsibilities:** As Quality Assurance Manager, prepared project’s QAQC plan, performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. The project involved 23 bridges located in three VDOT Districts with a duration of approximately 22 calendar months.

**Project: Route 36 Improvements Design-Build, Richmond District, VA**

**Name of Firm: NXL**

**Start Date: 2010** **Finish Date: 2011**

**Project Role: QAM**

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

**Responsibilities:** As Quality Assurance Manager (QAM) prepared the project's QA/QC plan to perform QA testing and inspection in accordance with VDOT's design-build guidelines. This VDOT/ARRA Design-Build project includes Construction of improvements to Route 36 and Route 144 near Fort Lee's Sisisky Gate located in Prince George County, VA. Services to include preparation of project's Quality Assurance and Quality Control Plan, performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build guidelines, the preparation, maintenance and submission of associated project documentation. Mr. Grigg managed and developed the project QA/QC Plan as well as assisted with the QA process for the development of project plans.

**Project:** Pacific Boulevard Widening Design-Build, Northern Virginia District, VA

**Name of Firm:** NXL

**Start Date:** 2010

**Finish Date:** 2011

**Project Role:** QAM

**Responsibilities:** As Quality Assurance Manager (QAM), prepared project's QAQC plan, performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. The project involved the widening of Pacific Boulevard from 2 to 4 lanes from Sterling Boulevard (Rte. 846) to Relocation Drive (Rte. 775), 5 ft. sidewalk & 10 ft. multi-use path in the NOVA District. Approximately 9 calendar months of construction-related activities.

**Project:** Lynchburg District-Wide, Lynchburg District, VA

**Name of Firm:** VDOT

**Start Date:** 1995

**Finish Date:** 2007

**Project Role:** District Construction Engineer

**Responsibilities:** As Construction Engineer, responsible for ten-county, two-city road and bridge construction program including all preliminary engineering functions (survey, road and bridge design, right of way acquisition, environmental studies and permit acquisition, and pavement and geotechnical design. Provided oversight of all construction and maintenance contracts including contract administration and quality control and assurance. Projects included:

- Route 29 Madison Heights Bypass: \$275 million
- Route 58 West Danville Bypass: \$70 million
- Main Street Bridges in the City of Danville: \$15 million

Responsible for all aspects and administration of VDOT's Lynchburg District construction program, in excess of \$400 million, including multiple new freeways and interchanges, including 40 bridges, as well as district-wide maintenance contracts for bridge repairs and paving.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Mitch Johnson, P.E., LEED® AP, Project Manager/Roadway Engineer
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Kimley-Horn and Associates, Inc.
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  2009 (November)-Present: Project Manager, Kimley-Horn and Associates, Inc. 2009 (April)-2009 (November): Surface Transportation Design, PBS&J 2008-2009: Director of Transportation Design, Vanasse Hangen Brustlin 2006-2008: Director of Technical Services, Dewberry and Davis LLC 1999-2006: Project Manager, Vanasse Hangen Brustlin 1994-1999: Project Engineer, Dewberry and Davis LLC 1988-1994: Highway Designer and Project Engineer, Sverdrup Civil, Inc.  The positions held by Mitch have involved the following experience in designing and managing public and private transportation and development projects, preliminary studies, and final construction documents as well as construction administration for projects as small as a single turn-lane to major highway interchanges. For the past 15 years, Mitch has managed and engineered numerous plans, documents, and construction management projects for highway and roadway projects for VDOT and municipalities, land development projects, public utility lines, and public trails. In the past seven years, Mitch was design manager for the Pacific Boulevard design-build project and design team manager for the APM Terminals interchange project.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1988/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1993/P.E./23838
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> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>  <b>Pacific Boulevard Widening, Design-Build Project, Loudon County, VA, VDOT. Start: 8/2010 Finish: 7/2011.</b> Design Manager. This design-build project was completed by General Excavation, Inc. It involved widening Pacific Boulevard from two to four lanes from the intersection of Sterling Boulevard to Relocation Road, a length of 0.4 miles. The project is federally funded through the American Recovery and Reinvestment Act of 2009 (ARRA). As design manager, Mitch sealed the construction documents. The project included widening plans, storm drainage, signal design, power and communications connection coordination, work zone traffic control plans, and type B transportation management plan. Construction coordination involved services through substantial completion. The project proceeded from notice to proceed to construction in four months and was delivered on schedule. <i>Experience with Kimley-Horn and Associates, Inc.</i>  <b>APM Terminals Access Interchange, Route 164, Portsmouth, VA, Tidewater Skanska and VDOT. Start: 2005 Finish: 2006.</b> Design Team Manager. Mitch was the lead design team engineer for this \$22 million interchange and ancillary roadways project for new container port facility. VDOT's first solicited design-build project proceeded from survey to mobilization in only nine months; the project was fully delivered in less than two years. Mitch managed a team of five engineers and technicians to develop plans for this diamond interchange and port access road; he was responsible for all highway design elements including special design for all-truck access, reinforced shoulders and

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

turning movements, drainage, retaining wall, and signal coordination. He also developed a work zone traffic control plan that included raising existing alignment of Route 164 while under traffic. Plans were produced to VDOT standards and coordinated through Norfolk Residency. *Experience with Vanasse Hangen Brustlin.*

**Armistead Avenue, Hampton, VA, City of Hampton. Start: 2005. Finish: 2006.** Responsible Charge Engineer; sealed plans for construction. Mitch was responsible for this \$8 million roadway widening and intersection project, linked to the recently constructed Hampton Convention Center. Plans included rehab and widening of existing four-lane concrete surfaced facility to include curb and gutter and subsurface drainage and multiple turn-lane additions. Mitch coordinated the signal design of the intersection at Mercury Boulevard, which includes a rare opposing triple-left turn movement, dual left turns on the opposite quadrant, and dual right turn-lanes. The project included plans for signals and significant utility relocations, sound barriers, and right-of-way for acquisitions. *Experience with Vanasse Hangen Brustlin.*

**I-81 Draft Environmental Impact Study, Tier 1, Harrisonburg, VA to West Virginia State Line, VDOT. Start: 2004. Finish: 2006.** Task Manager. Mitch was responsible for the preliminary engineering of concept templates and interchange designs for the northern section of the I-81 draft environmental impact study (EIS). He performed preliminary alignment layouts and cost estimates for 10 template overlays for various cross sections, for the limits of the section. He teamed with other consultants to determine the maximum footprint of improvements and developed graphics for the public hearing. Mitch also attended numerous public meetings and hearings. He was the team leader for the follow-on preliminary designs for the I-77 overlap section near Waynesboro to provide separate alignment of I-77 north, with two new interchange concepts and cost estimates. *Experience with Vanasse Hangen Brustlin..*

**Route 234 Manassas Bypass (Prince William Parkway), Prince William County, VA, VDOT. Start: 1989. Finish: 1997.** Design Team Leader. Mitch produced 60 percent public hearing plans for the entire corridor of this 10-mile, six interchange, limited access facility on new right-of-way, bypassing congested, rapidly growing areas of Manassas, VA. Mitch also was the design team leader for 100 percent final design plans for the Route 28 Interchange. He was responsible for horizontal and vertical geometric design, typical section and template development, design computer modeling, drainage and stormwater management design, maintenance of traffic, and full plan set development. This project has been completed in phases, with the first opening in 1997. *Experience with Sverdrup/Jacobs Engineering.*

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Page L. Gallihugh, Jr., General Superintendent</b>
b. Project Assignment:	<b>Construction Manager</b>
c. Name of Firm with which you are now associated:	<b>General Excavation, Incorporated</b>
d. Years experience: With this Firm: <u>10</u> Years With Other Firms: <u>13</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><b>Name of Firm:</b> General Excavation, Incorporated <span style="float: right;"><b>Start Date:</b> 2001 to Present</span>  <b>Position:</b> General Superintendent (2006 to Present)  Area Superintendent (2001to 2006)</p> <p><b>Name of Firm:</b> Virginia Department of Transportation <span style="float: right;"><b>Start Date:</b> 1988 to 2001</span>  <b>Position:</b> Regional Engineer, Construction Quality Improvement Inspector</p> <p>The positions held by Mr. Gallihugh have involved the following experience and fields of practice:</p> <ul style="list-style-type: none"> <li>• Management and construction of a VDOT design build project, Loudoun County Virginia</li> <li>• Coordination and collaboration with engineers, project managers, quality assurance managers, quality control inspectors, utility companies and testing firms</li> <li>• Organize and manage human resources, safety and training</li> <li>• Oversight of subcontractors and professional service providers ensuring their timely delivery and productive conclusion</li> <li>• Establish and execute project schedules</li> <li>• Manage crews, equipment and material deliveries for their optimal efficiency</li> <li>• Productive interaction with citizens, elected officials, project stakeholders, VDOT project managers</li> <li>• Managed multiple roadway, bridge and site development projects to their successful completion</li> <li>• Construct major interstate, primary and secondary roads and bridges from start to finish</li> <li>• Demolition of roadways, dwellings, commercial structures, utilities and bridges</li> <li>• Maintenance of Traffic plans through and around work zones, coordination and implementation of short and long term traffic detours to minimize impact on traveling public</li> <li>• Coordination and oversight of utility relocations</li> <li>• Direct Supervision of field management, shop staff and survey crews</li> <li>• Erosion and Sediment control</li> <li>• Inspection of VDOT projects for safety issues, quality of construction, adherence to specifications and plans</li> </ul> <p><b>CERTIFICATIONS:</b> VDEQ – Responsible Land Disturber #32627, Expires 9/3/2012  VDOT – Erosion &amp; Sediment Control Contractor Certification #1754C, Expires 2/20/2014  VDOT - Instructor Work Zone Traffic Control #00044953  VDMME – General Mineral Miner #0010996  American Red Cross – Standard First Aid, Expires 1/28/2013  American Red Cross – CPR/AED – Adult, Expires 1/28/2013  Hazmat, Expires 12/22/2013</p> <p><b>TRAINING:</b> OSHA – Subpart P, 30Hour Attended 2/29/2008  ATTSA – Intermediate Work Zone Traffic Control Attended 10/10/2008  VDOT - Guardrail  VDOT – Concrete Field  VDOT – Nuclear Safety  VDOT – Pavement Marking</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>Orange County High School, 1988</b> <b>Piedmont Virginia Community College 1998-2000</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>N/A</b>

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
  2. *Note whether experience is with current firm or with other firm.*
  3. *Provide beginning and end dates for each assignment.*

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

**Project: Pacific Boulevard Widening Design-Build Project, Loudoun County, Virginia**

**Name of Firm:** General Excavation, Inc

**Start:** 5/2010 **Finish:** 1/2012 (on-going)

**Position:** Construction Superintendent

**Responsibilities:** Management and oversight of the field operations for the VDOT Pacific Boulevard design-build project. The contract price \$1.9 million consisted of designing and constructing 0.56 miles of secondary roadway. Widening Pacific Blvd. from two to four lanes with raised median and dual turn lanes with improvements to the intersecting streets, signalization, asphalt trail and concrete sidewalk, utility relocation, quality control. Significant borrow material was necessary to complete the project. His duties include: negotiations with property owners of borrow sites essential to secure the required material; coordination with utility companies and the service authority for removal, replacement and relocation of existing utilities to meet the project schedule and mitigate conflicts; monitors quality control inspections and testing to make sure the required frequency is being met and that the results are acceptable.

**Project: Route 610 Garrisonville Road, Stafford County, Virginia**

**Name of Firm:** General Excavation, Inc.

**Start:** 11/2006 **Finish:** 6/2009

**Position:** General Superintendent

**Responsibilities:** Senior manager of this \$7.4 million VDOT bid-build project that consisted of 0.87 miles of grading, drainage, asphalt pavement, utilities, water, sanitary sewer, signage and traffic signals. The project included complex traffic control issues with three (3) major intersections and a daily traffic count of 50,000 VPD. The project involved daily communication and problem resolution with the school system, VDOT and service authorities. Responsible for the safety of GEI employees and the traveling public. Coordinated with the local government agencies, commercial entities and media outlets to provide notice of upcoming lane shifts and detours. Served as the point of contact with the Stafford County Utilities Department for the upgrade to their facilities during the widening of Garrisonville Road.

**Project: Rt. 208 Lake Anna Parkway, Spotsylvania County, Virginia**

**Name of Firm:** General Excavation, Inc.

**Start:** 1/2007 **Finish:** 12/2008

**Position:** General Superintendent

**Responsibilities:** Management of a \$13.4 million VDOT bid-build project consisting of 4.82 KM of grading, drainage, excavation, asphalt pavement, curb & gutter, guardrail, landscaping, traffic signalization, electrical items, pavement markings, misc. concrete, pipe and structure installation and erosion & sediment control. His corporate responsibilities increased significantly during this project to include senior management of all GEI field operations as well as equipment staging, maintenance and repair to ensure that field crews were equipped to perform their assigned tasks. Mr. Gallihugh was responsible for scheduling crews and equipment to accomplish the scope of work. He negotiated with property owners in order to secure borrow and disposal sites. He participated in planning and progress meetings that included VDOT management staff, Spotsylvania County elected officials and staff as well as GEI project management staff and field supervisors. His knowledge of VDOT specifications and standards and his ability to communicate complex ideas and details to the nontechnical stakeholders helped to develop positive community relations.

**Project: I-66/University Boulevard, Prince William County, Virginia**

**Name of Firm:** General Excavation, Inc.

**Start:** 10/2005 **Finish:** 9/2006

**Position:** Area Superintendent

**Responsibilities:** Managed a \$11.2 million VDOT bid-build project consisting of 0.922 Mile project constructing of a bridge across I-66 and the Norfolk Southern Railroad, grading, drainage, asphalt pavement, and traffic signalization. Managed the maintenance of traffic plan which included Interstate 66 traffic and Norfolk Southern rail traffic. Involved close coordination with the Norfolk Southern Railroad flagmen to ensure that construction activities within the railroad right of way did not interfere with the train schedules and that the railroad flagmen were stationed as necessary to communicate with the trail engineers. During the erection of the steel bridge spans, complete closure of I-66 was necessary and was permitted in fifteen (15) minute intervals which involved coordination with the State Police to provide the lane closures and traffic enforcement during the placement of the bridge steel over I-66. The project was completed ahead of schedule.

**Project: Route 234 Dumfries Road at Lake Jackson Drive, Prince William County, Virginia**

**Name of Firm:** General Excavation, Inc.

**Start:** 8/2001 **Finish:** 9/2002

**Position:** Area Superintendent

**Responsibilities:** Managed a \$16.3million VDOT bid-build project consisting of 2.071 Miles of grading, construction of 3 bridges, drainage, asphalt drainage, storm water management, signs and signals. Managed and coordinated subcontractors involved with the installation of bridges, asphalt pavement, curb & gutter, guardrail and fence. He was responsible for managing GEI pipe crews and grading crews assigned to the project. Scheduling and coordinating material deliveries and their staging was an interregnal part of his daily activities. Traffic controls including detours, lane shifts and maintenance of traffic through the work zone was included in his duties.

# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Denise H. Nugent,</b> Vice President	
b. Project Assignment: Public Relations Manager	
c. Name of Firm with which you are now associated: Travesky & Associates, Ltd.	
d. Years experience: With this Firm <b>17</b> Years With Other Firms <b>5</b> 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.):  With more than 20 years of management experience, Denise Nugent develops, organizes, and directs the operations of the firm's associates. As Vice President, Ms. Nugent is responsible for contract negotiation, program planning and evaluation, and corporate financial affairs. Ms. Nugent also develops and implements strategic communication programs and participates in public and stakeholder activities supporting transportation planning and design-build projects. She provides task leadership including overall scheduling, assignment of resources, budget review and adherence, quality control, and coordination of staff activities and vendors. Ms. Nugent resolves operating problems related to the accomplishment of program objectives.  Working closely with consultant engineering firms and state transportation agencies, Ms. Nugent prepares strategic communication plans, crafting the methodology necessary to successfully implement public participation programs. As Project Manager, she plans and evaluates project activities and directs the professional team. She organizes, advertises, and provides follow-up from public meetings, and represents the project team at community events. She facilitates workshop discussions and manages the preparation of informational materials, websites, study documents, and project resource centers. Ms. Nugent possesses a thorough knowledge of, and sound experience in, public involvement principles, practices, and standards.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <ul style="list-style-type: none"><li>▪ Master of Public Administration (MPA), George Mason University</li><li>▪ Bachelor of Arts – Political Science, Virginia Tech</li><li>▪ Certificate in Facilitation – USDA Graduate School</li><li>▪ Certificate in Facilitation and Group Consensus Building – George Mason University</li><li>▪ Certificate in Public Participation – International Association of Public Participation</li><li>▪ Certificate in Negotiation Skills – George Mason University</li></ul>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <ul style="list-style-type: none"><li>▪ N/A</li></ul>	
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>  <b>(1.) Washington Metropolitan Area Transit Authority (WMATA)</b> <b>Columbia Pike Transit Initiative, Arlington County &amp; Fairfax County</b> Ms. Nugent developed and prepared educational and informational materials, including a bi-lingual project newsletter in English and Spanish for the Pike Transit Initiative. She developed media outreach materials, including press releases, public service announcements, and media placement schedules. She also coordinated with respect to postcard broadcasts to over 20,000 businesses and residents that announced public forums and open houses. On the current phase of the project, the Alternatives Analysis/Environmental Assessment, Ms. Nugent, as the public involvement project manager, participates in project management team, technical advisory, policy, and public meetings/hearings. She is the primary liaison to the consultant and client project managers with respect to the Policy and Community Coordination Committees. She drafted a comprehensive Communications Plan, which guides the successful implementation of program activities. She also plans and	

## **ATTACHMENT 3.3.1**

### **KEY PERSONNEL RESUME FORM**

coordinates project website updates and provides extensive outreach in English and Spanish to notify stakeholders and historically underrepresented populations of public meetings and forums associated with the project.

**Firm:** Travesky & Associates, Ltd.  
**Project Dates:** January 2004/Present

**(2.) Virginia Department of Transportation and Federal Highway Administration**

**Idea66 – I-66 Inside the Beltway, I-66 westbound between the Rosslyn Tunnel and the Dulles Airport Access Highway; Arlington County, Fairfax County and the City of Falls Church**

Ms. Nugent prepared the public involvement communications plan, schedule, and negotiated the budget for the I-66 Inside the Beltway project. She had oversight responsibility for the work activities involved with the project website, weeklong community dialogues, newsletters, community impact assessment, and public meetings. Ms. Nugent coordinated with staff and vendors regarding two newsletters reaching over 42,000 residents adjacent to I-66. She developed training materials for the facilitated workshops and community dialogues utilizing the context sensitive solution approach and participated as a facilitator. She also participated in stakeholder interviews and prepared summary documents of public involvement activities. Beginning in winter 2006, Travesky and Associates, Ltd. continued applying the context sensitive solution approach to public involvement with the Idea-66 Spot Improvement Design Study. I-66 Spot Improvements is the preliminary engineering phase of the implementation of three spot improvements on Interstate 66 West inside the Capital Beltway in Northern Virginia. Ms. Nugent has continued to engage the community in the design of the spot improvements through public workshops/meetings, project newsletters, brochures, and media advertising.

**Firm:** Travesky & Associates, Ltd.  
**Project Dates:** January 2004/April 2009

**(3.) Northern Virginia Transportation Authority (NVTA)**

**Transaction 2030, Arlington, Fairfax, Loudoun, and Prince William Counties; the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park**

Ms. Nugent developed the public involvement scope of work, work plan, schedule, and budget for TransAction 2030, an Update of Northern Virginia's 2020 Transportation Plan. She participated in technical coordinating committee meetings and represented the project at community fairs. She had oversight responsibility for the production of the project newsletter, summary brochure, project website, telephone survey, and comment summary database. Ms. Nugent also worked closely with team members and a production company in developing an educational presentation on transportation planning and funding, which was posted to the project website.

**Firm:** Travesky & Associates, Ltd.  
**Project Dates:** September 2004/Spring 2006

**(4.) Virginia Department of Rail & Public Transportation**

**Dulles Corridor Rapid Transit PE/NEPA Project, Fairfax County, Loudoun County, Town of Herndon, and the City of Falls Church**

Ms. Nugent was responsible for the development and refinement of the scope, methodology, and budget for the public involvement program. She audited the progress of study with respect to planned and completed public involvement activities to ensure adherence to project timeline and operating margins. She prepared the public involvement program strategic communication plan. She also supervised and managed the day-to-day and long-term activities of staff members assigned to the project; including the review and editing of informational materials, i.e., newsletters, updates, comment forms, and handouts; research and correspondence completed by associates; meeting logistics; and e-mail and telephone communications with the public and project team. Ms. Nugent planned and managed logistics for stakeholder and public meetings and attended as a project representative. She also coordinated with the consultant, attended planning meetings, and acted as public involvement liaison. In addition, she planned, staffed, and directed the public involvement information centers operated off-site. She also coordinated activities with the public relations contact and represented the project team at community events.

**Firm:** Travesky & Associates, Ltd.  
**Project Dates:** June 2000-March 2005



A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## 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	Dollar Value of Work for Which Firm Was/Is Responsible
<b>Pacific Boulevard Design-Build Project</b> Loudoun County, VA Contract ID No. C00093889DB36 Project No. 1036-053-967, C501, P101, and R201	<i>Please see detailed narrative below.</i>	<b>Virginia Department of Transportation</b> 4975 Alliance Drive Fairfax, VA 22030	<b>Tim Hartzell, P.E.</b> Assistant District L&D Engineer (703) 259-2947	July 2011	February 2012 (estimated)  (Substantial completion was attained in July 2011. Final acceptance has been delayed due to finalizing right-of-way acquisition)	\$1,850	\$1,964  (The increase to the final contract value was a result of approved change orders related to scope validation and owner requested changes)



(Left) Pacific Boulevard looking southbound on widening and new construction



(Middle) Pacific Boulevard under construction



(Right) New traffic signal at intersection of Pacific Boulevard and Sterling Boulevard

**Project Description:** The Pacific Boulevard widening project is the first design-build project successfully completed by General Excavation. Kimley-Horn was the design firm for this design-build project under General Excavation. The project consisted of constructing 2,100 linear feet of two lanes of a four-lane, secondary roadway in Loudoun County. General Excavation had comprehensive responsibility for the execution of the project and served as the contractor for construction the roadway widening. Elements performed and/or managed by General Excavation included the following:

- Design
- Construction
- Quality assurance
- Quality control
- Right-of-way acquisition
- Utility relocation
- Traffic signal design and construction
- Utilities—power and communication to traffic signal
- Grading
- Storm drainage
- Bituminous asphalt paving
- Water and sanitary sewer relocation and adjustments
- Sidewalk and shared-use asphalt path

**While straightforward, the project presented the General Excavation design-build team with several challenges:**

- The first of these challenges was the acquisition of the right-of-way and easements required to construct the project. Since the project impacted nine different properties and 11 different owners, surveys were required to accurately develop and depict the plans and plats necessary for the appraisals and offers. The title research found that the smallest parcel impacted four different property owners of a commercial condominium that was divided into a northern and southern segment, with the majority of the owners located in Colorado. Preparing and presenting an offer to a property with multiple owners who were represented by an association required a significant amount of time and effort to properly resolve.
- The second challenge involved preparing the design and acquiring the right-of-way and easements necessary to provide power to the new traffic signal. Determining the most cost effective and efficient alignment required the involvement and approval of both VDOT and the power company.
- The last noteworthy challenge was related to the condition of the existing soils and materials encountered. Since the existing material was determined to be unsuitable, several options were presented when considering how best to treat the material, including the use of geotextile fabrics and soil stabilization treatments. To minimize impacts to the schedule, the material was undercut, removed from the project, and replaced with suitable material from several off-site borrow sources.

**Lessons Learned/Keys to Success:**

- Accurately identify property owners
- Develop accurate plans and plats
- Acquire necessary right-of-way and easements early
- Engage utility owners and service authorities early in design development process
- Perform geotechnical investigation early to determine the condition of the existing ground/material

**Similar Project Features:**

- Design-build delivery
- Consistency of established relationships (General Excavation/Kimley-Horn)
- Right-of-way acquisition
- Easement acquisition required
- New traffic signalization
- Utility design and relocation
- Public relations outreach to first responders, school board, and surrounding businesses that will be impacted by project construction
- Borrow material needed from off-site sources
- Disposal sites for unsuitable material



A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## 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
<b>I-81 Safety Improvements, Route 522 Construct Left-Turn Lane</b> Frederick County, VA Project No. (FO)0081-034-128, 130, 131, and N501; (NFO)0522-034-132, N501	<i>Please see detailed narrative below.</i>	<b>Virginia Department of Transportation</b> 14031 Old Valley Pike Edinburg, VA 22824	<b>Jeff Umstead</b> Construction Manager (866) 483-7171	November 2008	November 2008	\$3,312	\$3,351 (one percent increase was a result of approved change orders and quantity overruns)	\$3,351

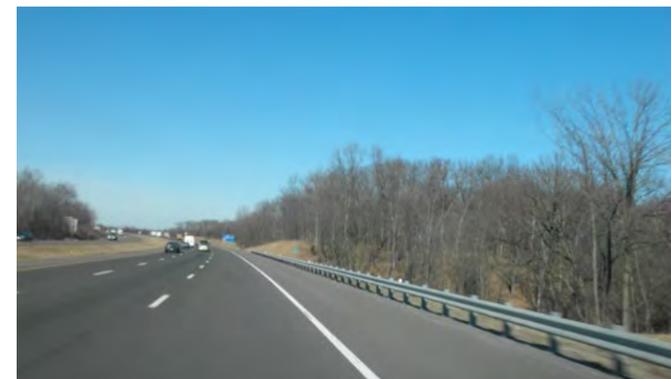
**Project Description:** The I-81 safety improvements project was recognized as the Best Project in the Edinburg Residency in 2008. General Excavation served as the prime contractor responsible for:

- Roadway construction
- Box culvert extensions
- Storm drainage
- Underdrain installation
- Traffic barrier service
- Maintenance of traffic (MOT)
- Scheduling
- Bituminous asphalt paving
- Construction management of subcontractors

The project consisted of widening the median shoulder on I-81 (approximately 4 feet), widening the shoulders, and extending the acceleration and deceleration lanes for both the northbound and southbound ramps at exits 315 and 307 and the rest area north of Winchester. Safety improvement work at the ramps included setting traffic barrier service, extending drainage culverts, placement of open graded drainage aggregate material, asphalt paving, guardrail installation, and the relocation of existing signage. The project also required the construction of a new cross-over in the median of I-81 and the construction of the proposed turn lane at the cross-over. Due to the high volume of traffic, much of the work was performed at night or during off-peak hours. The experienced field construction staff was instrumental in the success of this project and maintained a flexible, open-minded approach when dealing with the challenges of building this project in the safest manner possible.

In addition to the lump sum grading work, the project included 15,800 tons of select material (8 inches-by- 2 inches); 7,500 linear feet (LF) of underdrain (UD-4); 350 linear feet (LF) of storm drain pipe; 18,500 LF of saw cutting (minimum 12 inches deep); 10,000 LF of traffic barrier service concrete; and 3,900 LF of guardrail (GR-2 and GR-8).

The public was regularly notified of the planned work schedule for setting concrete barriers on ramps that were to be narrowed during construction. Lane closures and night work were scheduled to minimize the impact to traffic on I-81 and offer the most cost effective method of construction, ensuring the project was built within the planned budget. A review of the existing geotechnical conditions was performed, enabling one of the larger cut slopes to be steepened to keep it within the limits of the existing right-of-way and prevent the potential time and cost impact of having to negotiate the purchase of additional right-of-way and/or easements.



(Top) I-81, Exit 307, southbound acceleration lane and shoulder

(Bottom) I-81, Exit 315, northbound acceleration lane and shoulder

### Lessons Learned/Keys to Success:

- Application of lessons learned from previous ramp and interstate widening projects completed by General Excavation
- Support from critical subconsultants
- Local knowledge of area
- Establish relationships with surrounding property owners
- Dispose of surplus material within existing VDOT right-of-way and the median of I-81 to reduce cost
- Keep the public well informed of planned construction activities
- Eliminate the underdrain in areas of pavement constructed using open graded select aggregate material
- Review fixed object clear distance from edge of pavement to sign posts/panels

### Similar Project Features:

- General Excavation management team
- Ramp widening safety improvements
- Local knowledge of project area
- Phased MOT construction
- Public relations effort to inform local community and traveling public of project construction schedule and unique features of the project
- Phased MOT construction



A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## 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
<b>I-81/Route 33 Interchange Safety Improvements, Exit 247</b> Rockingham County, VA Project No. (FO)0081-082-131, N501	<i>Please see detailed narrative below.</i>	<b>Virginia Department of Transportation</b> 3536 North Valley Pike Harrisonburg, VA 22802	<b>Robert Good, P.E.</b> Area Construction Engineer Cell: (540) 820-5717	August 2009	August 2009	\$718	\$692 (3.8 percent less than bid amount)	\$692

**Project Description:** General Excavation was the prime contractor for the construction of the I-81/Route 33 Interchange safety improvements project. This award winning project was recognized as the Best Project in the Harrisonburg Residency in 2009 with a final construction cost that was \$26,000 less than the anticipated cost of construction based on the bid submitted by General Excavation. As the prime contractor, General Excavation was responsible for:

- Roadway widening
- Ramp construction
- Construction of a new traffic signal
- Demolition of pavement and removal of existing loop
- Coordination of utilities hookups with local owners
- Installation of signs
- Storm drainage
- MOT
- Scheduling
- Bituminous asphalt paving
- Construction management of subconsultants

The southbound I-81/Route 33 Interchange safety improvements project required the removal of the existing access ramp loop from Route 33 west on to I-81 south. This movement was replaced by the addition of a new traffic signal on Route 33 that enabled traffic to access the southbound lanes of I-81 by safely turning left onto the newly constructed ramp and acceleration lane. The removal of the old loop and construction of the new turn lane and access ramp eliminated the safety hazard of merging traffic at the ingress/egress points where the two loops previously existed on I-81. The proximity of the interchange to the City of Harrisonburg, James Madison University, and Rockingham Memorial Hospital required sufficient advance notice of the change in the traffic pattern for motorists desiring to access I-81 south from Route 33 west.

This was a minimum plan project with a lump sum grading, 500 cubic yards of borrow material; 1,400 LF of underdrain; 250 LF of storm drain pipe; sign panels; and a new traffic signal. One of the most significant features of the project was the traffic signal that required an uninterruptible power source, emergency preemption equipment, spread spectrum radio equipment, and video detection equipment. Coordination with local utility companies was required to ensure the appropriate power and communication services were available to the traffic signal when requested, enabling the new ramp to be opened to traffic and the project to be completed on time.

(Left) New traffic signal controller cabinet  
(Right) New left-turn lane at traffic signal on Route 33 to access I-81 southbound lane



### Lessons Learned/Keys to Success:

- Develop a TMP that reduces the impact to the traveling public and surrounding businesses while enabling safe construction practices
- Locate and secure disposal sites and borrow areas as soon as possible
- Engage local utility companies early in the design process to ensure the timely delivery of power and communication to traffic signals
- Public relations advising local community of construction schedule and new traffic patterns

### Similar Project Features:

- Construction of new traffic signals
- Interstate ramp widening
- Roadway widening
- Storm drainage
- Asphalt paving
- Impact of new traffic pattern to the local community, emergency services, nearby businesses, and out-of-town travelers



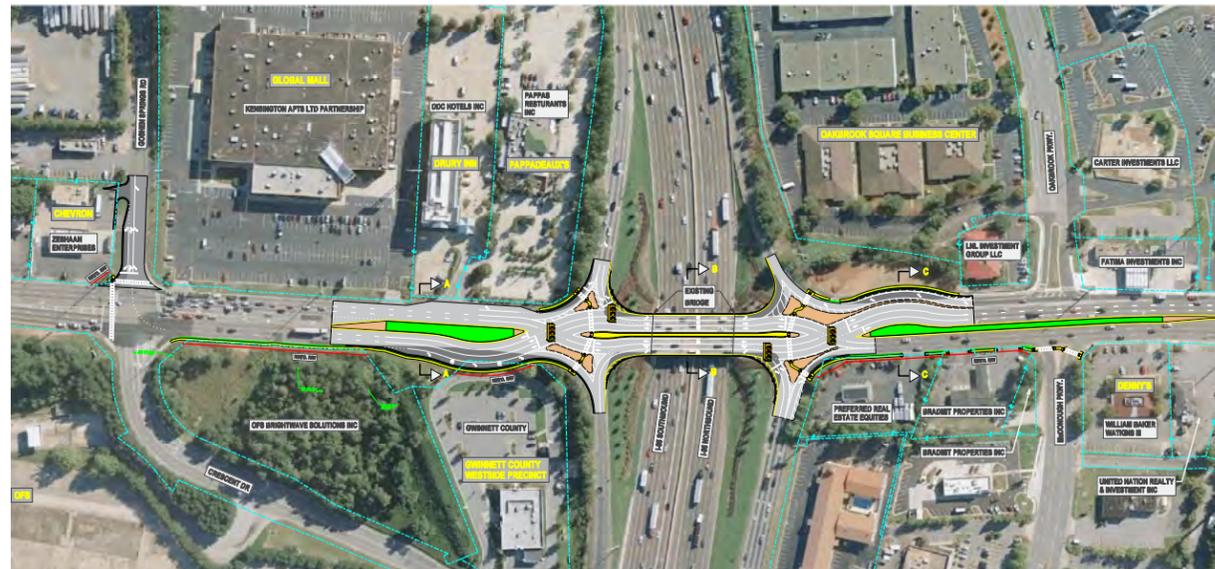
A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## 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	
<b>I-85/Jimmy Carter Boulevard Interchange</b> Gwinnett County, GA	<i>Please see detailed narrative below.</i>	<b>Gwinnett Village Community Improvement District</b> 1412 Oakbrook Drive, Suite 181 Norcross, GA 30093  <b>Gwinnett County Department of Transportation</b> 75 Langley Drive Lawrenceville, GA 30045	<b>John McHenry</b> Program Director (770) 449-6515	May 2012	May 2012	\$5,500	TOTAL: \$5,500  <b>Primary Activities:</b> • Construction: Approximately \$4,500 (including \$1,250 for bridge architecture add-ons) • Right-of-Way: Approximately \$500 • Utilities: Approximately \$500	\$590

**Project Description:** Kimley-Horn developed the entire project, from traffic modeling and feasibility analyses, to final plans and contract documents for the intersection of Jimmy Carter Boulevard and I-85. The structural feasibility included the modification of the existing bridge to support the diverging diamond interchange (DDI). Kimley-Horn was responsible for the National Environmental Policy Act (NEPA) documentation, bridge design for structural and architectural modifications, signal design, roadway construction plans, staging plans, work zone traffic control plans, and signing/markings plans. The project also included bridge architecture work, surveying, geotechnical services, environmental documentation, and construction documents. Construction is scheduled to begin in May of 2012.



(Top) Concept/public meeting exhibit  
(Left) Fly-over rendering of the new DDI

### Lessons Learned/Keys to Success:

- Signal timing/progression is the single-most important element to achieve desired results
- No widely-recognized design standards for DDIs—design is based on experience, judgment, and state-of-the-practice knowledge base
- Consider impacts to freeway entrance ramps resulting from improved throughput at ramp terminal intersections on arterial
- Sight-distance lines to signs, signals, and pedestrians are modified in DDI operation
- Perform initial structural feasibility checks on the bridge structure to confirm that reconfiguration to DDI is practical
- Consider overhead signage across the bridge structure to provide confirmation signage for lane directions between cross-over intersections
- Creative visual aids are more important than in “conventional” interchange projects to communicate new operations to the public

### Similar Project Features:

- Arterial roadway over interstate
- Existing diamond interchange conversion to a DDI
- Limited additional right-of-way acquisition
- Signals timed with adjacent intersections
- Ramps approach angles, sight lines, and general geometry are similar
- Public information program



A Design-Build Project

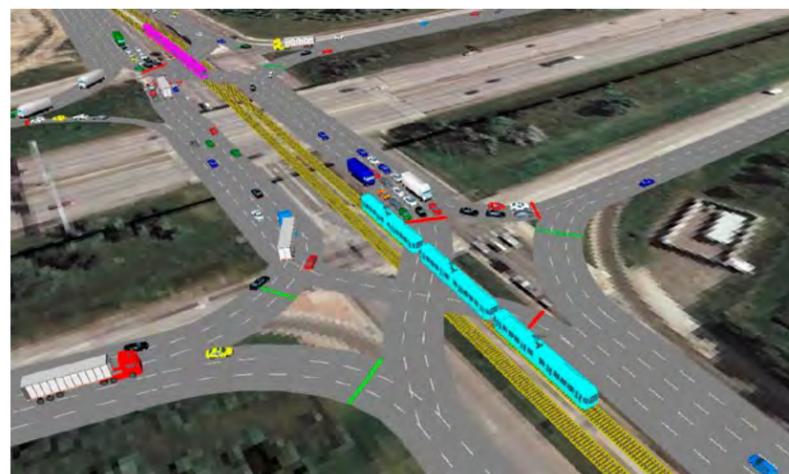
# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## 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	
<b>Continuing Transportation Engineering Consultant for Minneapolis-St. Paul (MSP) International Airport, MSP Area Roadway Improvements, Hennepin County, MN</b>	<i>Please see detailed narrative below.</i>	<b>Metropolitan Airports Commission</b> 6040 28th Avenue South Minneapolis, MN 55450	<b>Al Dye</b> Project Manager (612) 713-7492	July 2012  <ul style="list-style-type: none"> <li>Separate authorization request will be submitted covering design-related fees through early 2013</li> <li>Construction observation tasks anticipated in 2014</li> </ul>	Early 2013 (design estimate)  January 2014 (construction phase services estimate)	\$300  (Kimley-Horn fee through concept stage)	\$1,200  (total design fees through construction)	\$750  (Kimley-Horn fee through construction)

**Project Description:** Since 2005, Kimley-Horn has been providing transportation consulting engineer services to the Metropolitan Airports Commission (MAC) on an on-call basis. Under this contract, in late 2010, the Kimley-Horn team developed solutions to serve 2030 traffic volumes at the I-494/34th Avenue South interchange, connecting MSP International Airport to the City of Bloomington and the Mall of America. A diverging diamond interchange (DDI) was selected by a consortium of stakeholders as the best interchange solution.

This project will convert the existing diamond interchange to a diverging diamond with no impact to right-of-way or the existing I-494 overpass. Kimley-Horn led the concept development and completed the VISSIM analysis required to assess the impacts of the project on the arterial roadway network. This analysis is being used to complete the transportation section of the multiple-project 2020 MSP environmental assessment (EA). The Kimley-Horn team will prepare final design plans for the interchange. A major component of this design is the light rail line running within the 34th Avenue median at-grade with the ramp terminals. Signal systems for the DDI are being coordinated to allow all-red phases to accommodate train passage. As part of the public involvement program, separate from hearings required by the program EA, Kimley-Horn has participated in three open houses to explain the interchange and how it will operate. The current schedule is to bid in early 2013, with construction to be completed in late 2014.



### Lessons Learned/Keys To Success:

- Construction staging and phasing should be reviewed early to understand potential ramifications to traffic and develop a practical plan for handling traffic. One early question should be whether or not longer term interchange closures are an option.
- Microsimulation using a tool such as VISSIM is the only method available to adequately understand traffic operations. The traffic model animation also can be used to help explain traffic operations to stakeholders or the public.

### Similar Project Features:

- Arterial roadway crossing interstate
- Existing diamond interchange conversion to a DDI
- Limited increase in project footprint
- Signals timed with adjacent intersections
- Ramps approach angles, sight lines, and general geometry are similar
- Public information program

(Top) Aerial of site before design and construction  
 (Bottom) Rendering, from VISSIM, of the new DDI



A Design-Build Project

# I-64/Route 15 (Zion Crossroads) Interchange Improvement

## 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	
<b>I-64 Widening/HOV Lanes/ Battlefield Boulevard Interchange/Greenbrier Parkway Interchange</b>	<i>Please see detailed narrative below.</i>	<b>Virginia Department of Transportation</b> Hampton Roads District 1700 N. Main Street Suffolk, VA 23434	<b>Dennis W. Heuer, P.E.</b> (757) 925-2511	June 2009	April 2009	\$98,197	TOTAL: \$103,000  <b>Primary Activities:</b> • Bridges: Approximately \$22,000 • Interchange: Approximately \$79,000	TOTAL: \$6,000 (professional fee)

**Project Description:** Kimley-Horn designed additional through and high-occupancy vehicle (HOV) lanes in each direction on a 1.5-mile segment of I-64. Special features of the project included a traffic analysis to determine where the HOV lanes were needed, developing a collector-distributor (C-D) system with braided slip ramps, and demolition of the existing bridge and construction of a new bridge for Battlefield Boulevard over I-64. Each phase of the construction was developed with the detail necessary to ensure that an adequate level of service could be maintained on both corridors, construction equipment could operate within the construction zones, work was confined to the right-of-way, and appropriate stormwater collection systems were provided for each phase. Detailed cross sections were developed for each construction phase to show grading and drainage of the proposed pavement and the existing conditions. Construction showed that we were not trapping runoff between varying grades and pavement elevations. This detailed exercise paid off because no ponding has occurred on the pavement. An additional challenge to the project was maintaining traffic during the reconstruction of the Battlefield Boulevard bridge. Since the proposed pier locations differed from the existing pier locations, it was difficult to maintain the required number of lanes for I-64. Temporary barriers were used to protect the traffic from the piers and various lane shifts were required to accommodate the interstate traffic volumes.

Post-design, Kimley-Horn was part of a turn-key construction engineering and inspection team that partnered with the contractor and VDOT—an arrangement that fostered direct interaction throughout construction. This mutual beneficial relationship was one of the keys to the project success and had many similarities to a design-build relationship.

This project was recognized with multiple awards including *Roads and Bridge Magazine* Top Ten Road Construction projects of 2009, ACEC Honors Award, CMAA Achievement Award, ECHR Engineering Excellence Award 2010, and SASHTO 2010 America's Transportation Awards for Innovative Management.



### Lessons Learned/Keys To Success:

- Public relations outreach campaign to keep the public informed of key construction milestones, changes in traffic patterns, and lane closures met with great acceptance and success.
- Solution-oriented resolve between the contractor, design engineer, construction engineer, and owner led to partnering, resolving discrepancies early and quickly, maintained schedule, and quality of end product.
- Innovative construction techniques allowed reuse of materials such as the existing mainline pavement that reduced construction truck traffic and facilitated a sustainable construction application.

### Similar Project Features:

- Interstate ramp design
- Robust public relationship program
- Critical work zone traffic control
- Direct post-design relationship between Kimley-Horn, VDOT, and contractor throughout construction enabled direct engineer involvement in construction activities, similar to a design-build relationship

(Top) Aerial view of the I-64/Battlefield Boulevard interchange  
(Bottom) Close-up view of the I-64 braided ramps