



A STATEMENT OF QUALIFICATIONS

Route 606 Bridge Replacement Over I-95 with 606 Improvements Spotsylvania County, Virginia

State Project Nos.:

Route 606 Roadway Improvements (0606-088-653, C501), UPC 105463

Route 606 Bridge Replacement (0606-088-622, C501, B634), UPC 100829

Federal Project Nos.:

Route 606 Roadway Improvements (STP-5111(272))

Route 606 Bridge Replacement (BR-5111(237))

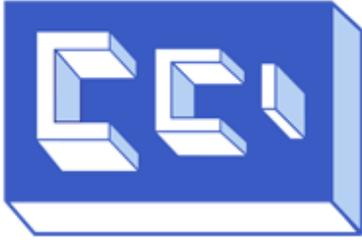
Contract ID Number: C00105463DB89

Submitted to:  **VDOT**
Virginia Department of Transportation

Submitted by: Curtis Contracting, Inc.



in association with: WSP | Parsons Brinckerhoff



Curtis Contracting, Inc.

"Proud of Our Past, Excited About Our Future"

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

February 4, 2016

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

RE: ROUTE 606 BRIDGE REPLACEMENT OVER I-95 WITH 606 IMPROVEMENTS

Spotsylvania County, Virginia

State Project Nos.: Route 606 Roadway Improvements (0606-088-653, C501), UPC 105463; Route 606 Bridge Replacement (0606-088-622, C501, B634), UPC 100829; **Federal Project Nos.:** Route 606 Roadway Improvements (STP-5111(272)); Route 606 Bridge Replacement (BR-5111(237)); **Contract ID Number:** C00105463DB89

Ms. Williams:

The Curtis Contracting, Inc./R.R. Dawson Bridge Joint Venture, in association with Parsons Brinckerhoff (CCI/RRD JV Team), is pleased to submit our qualifications for the Route 606 Bridge Replacement Design-Build (DB) project, which includes a bridge replacement over I-95 and improvements to Route 606. Our team has proven that we can deliver similar challenging projects on time and within budget, including:

- ✓ **MLK Expressway Extension DB**, Portsmouth, VA
Bridge construction over I-264 | Curtis Contracting, Inc. with Parsons Brinckerhoff
- ✓ **Spotsylvania Parkway Bridge over I-95**, Fredericksburg, VA
Bridge construction over I-95 | R.R. Dawson
- ✓ **I-85 Widening DB**, Carrabus County, NC
Bridge construction over I-85, roundabouts | Parsons Brinckerhoff



✓ **I-295/Meadowville Road Interchange Improvements**
DB, Chesterfield, VA

Interchange and bridge construction over I-295 | *Curtis Contracting, Inc. with Parsons Brinckerhoff*

The **I-295/Meadowville Road Interchange** project was recognized with a Merit Award at the **DBIA National Design-Build Award Competition** in 2013.

Curtis Contracting, R.R. Dawson Bridge and Parsons Brinckerhoff have been delivering successful projects together for more than six years. Over this time, our teams have developed a genuine working relationship based on honesty, trust, respect, and accountability. Together, we bring over 30 years of local knowledge and significant VDOT experience. Our understanding of the DB process and our client-focused delivery has earned us a reputation in Virginia as a highly-capable, professional, and quality Design-Builder.

The CCI/RRD JV Team offers the following information in response to your Request for Qualifications.

3.2.2 Point of Contact for the Offeror

Steve Ordnung will serve as the Point of Contact for the Offeror.

Title: Vice President

Address: 7481 Theron Road, West Point, VA 23181

Phone: (804) 843-4633 | **Fax:** (804) 843-2545 | **E-mail:** s.ordung@curtiscontracting.net

3.2.3 Principal Officer of the Offeror

Andrew R. Curtis, Jr. will serve as the Principal Officer of the Offeror.

Address: 7481 Theron Road, West Point, VA 23181

Phone: (804) 843-4633

3.2.4 Offeror Structure

Curtis Contracting, Inc./R.R. Dawson Bridge, a Joint Venture, is comprised of Curtis Contracting Inc. and R.R. Dawson Bridge. Together, the Joint Venture will undertake financial responsibility and joint and several liability for the project. There are no liability limitations. Our bonding approach will be to provide 100% performance and payment bonds for the total contract value and time period.

3.2.5 Full Legal Name of the Lead Contractor / Lead Designer

Lead Contractor: Curtis Contracting, Inc./R.R. Dawson Bridge, a Joint Venture

Lead Designer: Parsons Brinckerhoff, Inc.



3.2.6 Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 Certification Regarding Debarment Forms

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

3.2.8 VDOT Prequalification

Both Curtis Contracting Inc. (C333) and R.R. Dawson Bridge (D005) are prequalified to bid on the project as outlined in VDOT's Rules Governing Prequalification Privileges. A copy of the VDOT prequalification certificates is included in the Appendix.

3.2.9 Letter from a Surety or Insurance Company

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

3.2.10 Licensing Information

Licensing information is provided in the Appendix on Attachment 3.2.10.

3.2.11 DBE Participation

The CCI/RRD JV Team is committed to achieving a 15% DBE participation goal for the entire value of the contract.

The CCI/RRD JV Team is enthusiastic about the opportunity to participate in the DB process for this project, and we are confident that our Team will complete this project on time and within your budget. The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge.

A handwritten signature in black ink, appearing to read 'Andy R. Curtis, Jr.', is positioned above the typed name.

Andy R. Curtis, Jr.
President | Curtis Contracting, Inc.



3.3.1 » Key Personnel*Key Personnel Resumes Forms are included in the Appendix*

3.3.1.1 Design-Build Project Manager (DBPM) Steve Ordnung will be responsible for the success of the overall project, right-of-way (R/W) acquisition, construction, quality management and contract administration for the project design. Steve has been a senior project manager for over 15 years and has managed numerous complex transportation projects involving structures, earthwork, concrete and asphalt paving, utilities and storm drainage. Steve brings to the team a very diverse background of large infrastructure improvement projects to include highways and bridges. Throughout his career, he has built a reputation for bringing quality transportation projects to completion on time and within budget. His most recent projects include: **I-264 Roadway Rehabilitation DB** (Virginia Beach); **Route 60 Widening (Midlothian Turnpike) DB** (Chesterfield County); **MLK Expressway Extension DB** (Portsmouth); and **I-295/Meadowville Road Interchange Improvements DB** (Chesterfield County). On all projects, Steve served as the DBPM.

3.3.1.2 Quality Assurance Manager (QAM) Julie Perkoski, PE (CES) will be responsible for the QA inspection and testing of all materials used and work performed on the project, including monitoring of CCI's QC program. Julie's role will be independent from and have no involvement in the construction operations for the project. She will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the "approved for construction" plans and specifications. Julie is registered, licensed Professional Engineer in Virginia with over 25 years of construction oversight experience. She has provided construction management and design services for numerous roadway and bridge facilities. She is thoroughly familiar with project controls, including document control and scheduling. Julie understands the critical role of QA in maintaining quality, safety, schedule and budget. Julie's most recent projects include: **Route 60 Widening (Midlothian Turnpike) DB** (Chesterfield County); **MLK Expressway Extension DB** (Portsmouth); and **I-295/Meadowville Road Interchange Improvements DB** (Chesterfield County); **Virginia Capital Trail, Sherwood Phase DB** (Charles City County); and **I-66 ATMS** (Northern Virginia). On all projects, Julie served as the QAM.

3.3.1.3 Design Manager (DM) Michelle Martin, PE will be responsible for delivering all aspects of design for this project. Michelle will ensure that all components of the design meet the contract requirements and that design plans are developed with an emphasis on quality and constructability. With over 12 years of experience in the transportation industry and over seven years of experience delivering DB projects, she has the specialized experience to deliver complex and fast-tracked DB projects. She has developed a technique in construction plan packaging specific to DB projects that focuses on identifying and designing elements of work that will get the contractor to work early in order to expedite construction. Michelle's most recent projects include: **Route 60 Widening (Midlothian Turnpike) DB** (Chesterfield County); **MLK Expressway Extension DB** (Portsmouth); **I-295/Meadowville Road Interchange Improvements DB** (Chesterfield County); and **Virginia Capital Trail, Sherwood Phase DB** (Charles City County). On all projects, Michelle served as the DM.

3.3.1.4 Construction Manager (CM) Bill Richards, PE will be on the project site for the duration of the construction operations and will be responsible for managing the construction process, including all construction quality control activities, to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He will also assist with constructability reviews. Bill has over 25 years of experience working on roadway construction projects in Virginia. Bill is a registered, licensed Professional Engineer in the Commonwealth of Virginia. In addition, Bill is a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) and has VDOT Erosion and Sediment Control Contractor Certification (ESCCC). Bill's most recent projects include:

I-264 Roadway Rehabilitation DB (Virginia Beach); **Route 60 Widening (Midlothian Turnpike) DB** (Chesterfield County); **I-295/Meadowville Road Interchange Improvements DB** (Chesterfield County); and **Virginia Capital Trail, Sherwood Phase DB** (Charles City County). On all projects, Bill served as the CM.

OTHER STAFF QUALIFICATIONS:

Rex Gilley, PE | Structures. Rex is a Senior Structural Engineer with over 23 years of experience related to highway and railroad bridges. For over six years, Rex has served as Parsons Brinckerhoff's Project Manager for VDOT's On-Call Contract for the Design of New Bridges (Region III). As such, Rex is very familiar with VDOT's requirements and approval processes for new bridge design.

Tim Rayner, PE, PTOE | Traffic. Tim has 17 years of experience in the implementation of traffic and transportation planning and design services. He is a recognized expert in the design of non-traditional intersections, including roundabouts. He has experience with: CORSIM (Traffic Software Integration System), Highway Capacity Software 2010, Synchro, VISSIM, AutoCad, ArcMap, and Cube Voyager.

Herb Dowling | General Superintendent/MOT Manager. Herb has been a superintendent for over 15 years and has managed numerous complex transportation projects involving structures, concrete and asphalt paving, earthwork, utilities and storm drainage. Throughout his career, he has excelled at bringing quality transportation projects to completion on time and within budget. His most recent projects include the I-264 Roadway Rehabilitation DB in Virginia Beach, MLK Expressway Extension in Portsmouth and the I-295/Meadowville Road Interchange Improvements project in Chesterfield County.

Gerry Hargis | Bridge Project Manager. Gerry has over 35 years of managing high-profile, complex projects including large bridges in complex settings with multiple stakeholders. Similar experience includes managing the Woodrow Wilson Bridge/Route 1 project in Alexandria and the Spotsylvania Parkway Bridge over I-95 project in Fredericksburg. Each of these projects required frequent interaction with subcontractors, designers, owners, and local property owners. Gerry demonstrated accountability and commitment, resulting in successful projects delivered on time and within budget.

3.3.2 » Organizational Chart

The CCI/RRD JV Team is structured to provide VDOT with a single point of contract, the DBPM, Steve Ordnung. Steve will be responsible for all design and construction activities and the overall management of a well-integrated team. Our reporting and functional relationships are described below and delineated on the organizational chart on the following page. The CCI/RRD JV Team organization has a straight-forward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. Further, a distinct separation is shown between construction and QA—including the separation between the respective QA and QC inspection and field/AMRL-certified laboratory testing facilities in accordance with the *Minimum Requirements for Quality Assurance and Quality Control on Design Build Projects*.

Functional Relationships and Communication among Participants, including Design and Construction Team Interaction throughout the project. The CCI/RRD JV Team ascribes to the DBIA paradigm that “integrated development of the design and construction program is the cornerstone of DB delivery and this methodology optimizes opportunities for collective excellence.” DB delivery carries with it a united team



responsibility to gain a full understanding of the Owner’s intentions and the factors that will drive value into the process and outcome. Put into practice, CCI’s DBPM, CM and construction personnel will interface with design counterparts from the design team throughout the entire design and construction phases.

Design–Construction Interface. The CCI/RRD JV Team’s extensive DB experience has shown that a Task Force approach during the design stage and throughout project execution is critical to ensuring a successful project. Task Forces, led by the DBPM, serve as a conduit for disseminating project-critical information and are the central point of decision-making and communication among all involved in the project. These regular, open forums of discussion among team members (both design and construction) and VDOT to address respective project elements serve to clearly define project criteria, ensure VDOT’s intentions are being met, address constructability issues and provide consistency in design before becoming schedule-critical. Through this approach, we create a firm relationship that sets the foundation to interact and partner with the VDOT and third-party stakeholders, streamline reviews, eliminate potential construction field issues, and deliver the project safely, on time, and within budget.

The table below describes the role of the key team members and their design and construction interface.

ROLE	DESIGN/CONSTRUCTION INTERFACE
<p>Design-Build Project Manager (DBPM): Steve Ordnung</p> <p><i>Reports to VDOT</i></p>	<ul style="list-style-type: none"> ✓ DB team point of contact to VDOT. ✓ Responsible for overall project design, permitting, R/W acquisition, utility relocation, construction, quality management and contract administration. ✓ Directs DM, CM, and QAM ✓ Chairs and manages the project Task Forces. ✓ Responsible for overall project safety—design and construction.
<p>Quality Assurance Manager (QAM): Julie Perkoski, PE</p> <p><i>Reports to DBPM</i></p>	<ul style="list-style-type: none"> ✓ Independent from all construction operations. ✓ Coordinates with Design QA for Design Quality Management Plan compliance. ✓ Interacts directly with the DBPM. ✓ Authority to stop work on the project due to poor quality.
<p>Design Manager (DM): Michelle Martin, PE</p> <p><i>Reports to DBPM</i></p>	<ul style="list-style-type: none"> ✓ Directs and coordinates the integration of design disciplines. ✓ Responsible for the design schedule and overall design quality. ✓ Through the DBPM, coordinates with VDOT’s design review team. ✓ Communicates and collaborates with CM. ✓ Collaborates with the R/W Manager during design to minimize impacts. ✓ Collaborates with the Utility Coordinator during design development to identify and minimize utility conflicts impacts.
<p>Construction Manager (CM): Bill Richards, PE</p> <p><i>Reports to DBPM</i></p>	<ul style="list-style-type: none"> ✓ Coordinates with the DM during design for constructability issues. ✓ Manages and supervises all self-performed activities, MOT, E&S installation and maintenance, and all subcontractors. ✓ Responsible for construction-related field issues. ✓ Collaborates with the R/W Manager during design development to develop a set schedule for R/W acquisition. ✓ Collaborates with the Utility Coordinator during design development to identify and minimize utility conflicts impacts.



3.4.1 » Work History Forms

Work History Forms are included in the Appendix

Curtis Contracting, Inc. and R.R. Dawson Bridge both have recent experience delivering important infrastructure projects in Virginia, including **I-264 Pavement Rehabilitation DB** (Virginia Beach), **Spotsylvania Parkway Bridge over I-95** (Fredericksburg); **MLK Expressway Extension DB** (Portsmouth), **I-295/Meadowville Road Interchange Improvements DB** (Chesterfield County); **Virginia Capital Trail, Sherwood Phase DB** (Charles City County), and **Dominion Boulevard Improvements** (Chesapeake) —the last four of which Parsons Brinckerhoff served as the lead designer.

The table below illustrates relevant experience as well as recent teaming history:

Project	On Budget	On Time	Bridge	Roundabout	Teaming
<i>Curtis Contracting, Inc.</i>					
DB I-295/Meadowville Road \$11.8M	●	●			✓PB
DB MLK Expressway Extension \$205M	●	●	●		✓PB
DB I-264 Pavement Rehabilitation \$70M	●	●			
DB Rte. 60 Widening (Midlothian) \$8.6M	●	●	●		✓PB
DB Virginia Capital Trail \$8.8M	●	●			✓PB
DB Route 199 \$32.4M	●	●			
DB Warhill Infrastructure & Roadways \$37.4M	●	●			
<i>R.R. Dawson Bridge</i>					
DB Woodrow Wilson Bridge/Route 1 \$41.8M			●		✓PB
Dominion Boulevard (US 17) \$194M	●	●	●		✓PB
Spotsylvania Parkway Bridge over I-95 \$46M	●	●	●		
<i>Parsons Brinckerhoff, Inc.</i>					
DB I-85 Widening (I-3802A) \$200M	●	●	●	●	
DB Salem Creek Connector \$69M	●	●	●	●	

The CCI/RRD JV Team brings established bridge design and construction experience to the Route 606 project:

CCI has recently delivered several fast-track, DB projects for VDOT, many in conjunction with Parsons Brinckerhoff as the Lead Designer. As a major contractor, CCI is responsible for construction of the **MLK Expressway Extension**, a project designed by Parsons Brinckerhoff, which includes construction of two new bridges and widening of two existing bridges. CCI is also completing efforts on the **Route 60 (Midlothian Turnpike) Widening** in Chesterfield County. The project, which includes Parsons Brinckerhoff as the Lead Designer.



R.R. Dawson Bridge has been contracting the construction of bridges and heavy civil works throughout the Southeast and mid-Atlantic regions since the late 1930s. In 2005, the R.R. Dawson Bridge team was awarded the VDOT Statewide Construction Quality Award for their work on the **Route 1 Interchange Advance Bridge Contract** in Fairfax County. In Fredericksburg, R.R. Dawson Bridge was successful in working closely with the designers to find more cost effective approaches to constructing the **Spotsylvania Parkway Bridge over I-95**. Their team played a major role in the re-design of the original structure, reducing the length of the bridge from 475 feet to 274 feet—resulting in a cost savings of \$800,000.

R.R. Dawson Bridge earned the 2005 **Statewide Construction Quality Award** from VDOT in recognition of its **best in construction quality and management practices**.



For the **Dominion Boulevard Improvements** project in Chesapeake, Parsons Brinckerhoff developed plans to widen the existing roadway from two to four lanes with grade separated interchanges. The firm designed the replacement of the existing bascule bridge over the Atlantic Intracoastal Waterway (AIW) with a mile-long, high-level, fixed span providing 95 ft. of vertical clearance, in addition to grade separated bridges at Cedar Road, Great Bridge Boulevard, and Bainbridge Boulevard. Modifications to existing structures were also required to accommodate widening of ramps

passing under existing bridges at the Oak Grove Interchange. R.R. Dawson Bridge constructed the northbound bridge over the AIW and is currently constructing the southbound bridge, which scheduled to be completed by October of this year.



3.5.1 » Critical Risks

We have reviewed the available project information, visited the site during various traffic and weather conditions, and evaluated potential risks. With the mindset of a project risk being defined as an issue that has the potential to impact the schedule, budget, or both, the CCI/PB team has developed a Project Risk Register that will be updated throughout the life of the project to continuously assess risk, define potential impacts, and develop mitigation strategies. Our team ranked the risks based upon the probability that the risk will impact the project and we have identified the following three critical risks facing the DB team during project delivery.

Risk	Description of Risk	Impact To:			
		Probability	Schedule	Budget	Rating
Bridge construction	<ul style="list-style-type: none"> ✓ Median pier removal ✓ Critical path for construction activities ✓ Condition of the existing bridge 	■	■	■	■
Traffic management & safety during construction	<ul style="list-style-type: none"> ✓ I-95 median work ✓ Night time work ✓ Drivers unfamiliar with the interchange 	■	■	■	■
Existing subsurface conditions	<ul style="list-style-type: none"> ✓ Variations in bedrock elevations ✓ Potential settlement of fill material ✓ Presence of unsuitable materials 	■	■	■	■
Utility coordination	<ul style="list-style-type: none"> ✓ Unforseen utility conflicts ✓ Coordination with private utility providers 	■	■	■	■
R/W acquisition	<ul style="list-style-type: none"> ✓ Lengthy R/W acquisition process ✓ One commercial parcel impacted, total of 3.5 acres impacted ✓ Unwilling property owners 	■	■	■	■
Environmental permitting	<ul style="list-style-type: none"> ✓ Potential hazmat site at the Shell gas station ✓ Wetland impacts 0.18 acre ✓ Potential work restrictions for bats 	■	■	■	■
Stakeholder coordination	<ul style="list-style-type: none"> ✓ Driver unfamiliarity with roundabouts ✓ Access to businesses ✓ Construction duration 	■	■	■	■
Hydraulics/stormwater management	<ul style="list-style-type: none"> ✓ Erosion & sediment control measures 	■	■	■	■

■ Low | ■ Moderate | ■ High

■ Risk #1: Bridge Construction

Risk Identification: Due to the poor condition of the existing bridge, which was built in 1961 and is currently classified as structurally deficient and functionally obsolete, there is a significant risk associated with constructing a new bridge in the same footprint as the existing. As this bridge has been in service for over 50 years, its concrete elements have been exposed to yearly freeze/thaw cycles and roadway deicing chemicals/salts from both the roadway above (Route 606) through leaking expansion joints and from the roadway underneath (I-95) via roadway salt spray. Based on the available information, the bridge has had no repairs or major rehabilitation within its lifetime resulting in a structure that is presently in **very poor condition**. Constructing the first phase of the new bridge in such close proximity to the existing bridge presents a risk of further damaging an already fragile structure, which is needed to maintain traffic during the first phase of construction.

Impact:

- ✓ *Geometric Risk:* The 20-foot median between I-95 northbound and southbound will make construction of the new median pier challenging. A construction zone will be needed in the median to complete this work, and it will be important to minimize the impact to I-95 traffic during construction of the bridge.
- ✓ *Construction Risk:* As stated above, the existing bridge is in very poor condition, and construction of the new bridge may present risk of further damage to the existing concrete bridge elements. **Vibrations** from installation of deep foundation units may spur additional concrete spalling from the substructure units and from the underside of the deck slab, putting the traveling public on I-95 at risk from **falling debris**. Also, since the existing bridge is required to maintain traffic during the first phase of construction, it will be important to ensure that the bridge remains in operable condition until no longer needed to support vehicular traffic on Route 606.

Mitigation Strategy:

- ✓ *Geometric Mitigation Strategy:* We will mitigate this risk by investigating foundation design concepts which minimize the limits of excavation within the median work zone. One such design concept to be considered is the use of drilled shafts or micropiles to support the median pier. This would eliminate the need for cofferdams in the I-95 median, thereby reducing the required footprint of the median work zone. The smaller the median work zone is, the less likely it will have negative impacts to I-95 traffic.
- ✓ *Construction Mitigation Strategy:* This risk will be mitigated by limiting construction operations to only those that have the **least potential to damage** the existing structure and that have the least impact to traffic during the first phase of construction. An initial survey of will be conducted to determine critical locations and obtain a current status of the existing bridge condition. Once this baseline condition is established daily inspections at the end of each work day will be performed to note any changes and prepare any needed safety measures. As discussed above, drilled shafts or micropiles will be considered to support the median pier. Another advantage of drilled shaft construction is that the installation of the shafts is less likely to cause vibration damage to the existing structure than driving piles. Also, drilled shafts can be installed in very close proximity to the existing pier footings without damaging them or otherwise interfering with their load carrying capability. Low-overhead drill rigs can be used near the existing bridge to install the drilled shafts, and very little clearance to the existing bridge is needed. Another disadvantage to driving piles is that additional room would be needed to operate the pile driving hammer, and at times the leads may overhang I-95 traffic if battered piles are required. In the event that concrete spalling and/or falling debris cannot be

avoided while the existing bridge is maintaining traffic, we would provide timber (or other suitable material) falsework between the bridge beams to catch falling debris and to protect I-95 traffic.

Role of VDOT and Other Agencies: VDOT will have their standard role in review and approval of the bridge Type, Size and Location (TS&L) Report as well as the bridge plans and foundation recommendations included in the Geotechnical Report.

■ Risk #2: Traffic Management and Safety During Construction

Risk Identification: Replacing an existing bridge over a heavily traveled interstate poses several challenges during design and continuing through construction. Based on 2013 data included in the RFQ, 48,900 vehicles per day (vpd) travel I-95 in one direction with approximately 15% consisting of heavy trucks. The Route 606 interchange currently accommodates 2,550 vpd with a projected increase to over 17,000 vpd after the Dominion Raceway complex is completed. **A work zone in the median** of I-95 will be required to remove and construct bridge piers, work over active I-95 travel lanes for bridge demolition will occur, while the existing interchange ramps and Route 606 must remain open to traffic while raising the profile grade. Additionally, the opening of the Dominion Raceway complex with events scheduled to begin this year will result in high traffic volumes accessing the complex on weekends. Safety, work zone and business access, the movement of drivers unfamiliar with the area through a construction zone, and addressing event traffic are all components of this risk that must be managed and properly mitigated and are critical to the success of the project.

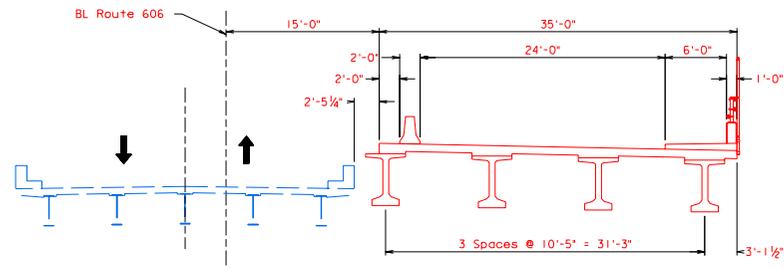
Impact: Impacts to the traveling public during construction are always a concern but even more so when they involve a high-volume interstate and an interchange providing access for special events. Work zone access to the I-95 median must be designed to allow construction vehicles and materials to be safely delivered for the bridge pier construction and removal of the existing pier. The condition of the existing bridge with evidence of **significant spalling** in addition to performing work over active travel lanes will require the preparation and implementation of a complete bridge work plan. The project Transportation Management Plan (TMP) must also identify temporary traffic control measures required to safely allow traffic to access special events at the Dominion Raceway. Raceway events will change the traffic patterns through the construction zone and have the potential to be viewed negatively by the traveling public. The MOT design and layout will function differently with the increased **event traffic** and delays entering the raceway are possible with the public perception being that Construction is to blame. Therefore, it is critical that each construction phase be analyzed with event traffic so that specific traffic control measures are in place to minimize delays. Without a well designed and implemented MOT plan, these high traffic generating events could lead to vehicles queuing on the ramps and extending back-ups onto I-95. If traffic control and safety are not properly managed, the results could create an unsafe construction zone for the traveling public, first responders, and the workforce.

Mitigation Strategy: To mitigate this risk, we will leverage lessons learned from similar projects:

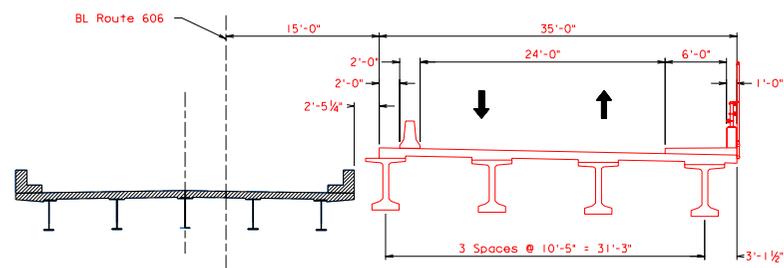
- ✓ *Develop and implement a robust TMP:* A TMP implemented by experienced MOT crews, coupled with the use of proven practices, is an effective method to mitigate potential traffic and safety problems through the construction zone. The TMP will also include analysis focused specifically on event traffic during each phase of construction. The TMP will consider the appropriate lane widths, signage, pavement markings, tapers, etc. to provide clear direction to drivers, **warn motorists** in advance, and maximize the forgiveness of the work zone, all while balancing the needs of safety and construction. CCI/PB brings our past experience

working together on congested roadway corridors (including interstates) and a unique method of developing MOT plans. We conduct multiple MOT workshops, where the design task leads for roadway, traffic, utilities, drainage, and bridge meet together with the construction manager and construction leads to develop the exact sequence of construction phasing that will be implemented. This allows all parties to come to a consensus for the best method to build the project in a safe and productive manner. We encourage VDOT and stakeholders (Spotsylvania County, first responders, Dominion Raceway, utilities, etc.) to participate in this workshop to gain consensus and ensure that stakeholder concerns are included in the TMP and addressed during construction. Another simple mitigation strategy will be to locate the new roundabout such that it can be constructed offline of the existing roadway. This significantly reduces the impacts to motorists and eliminates traffic shifts required during construction of the roundabout.

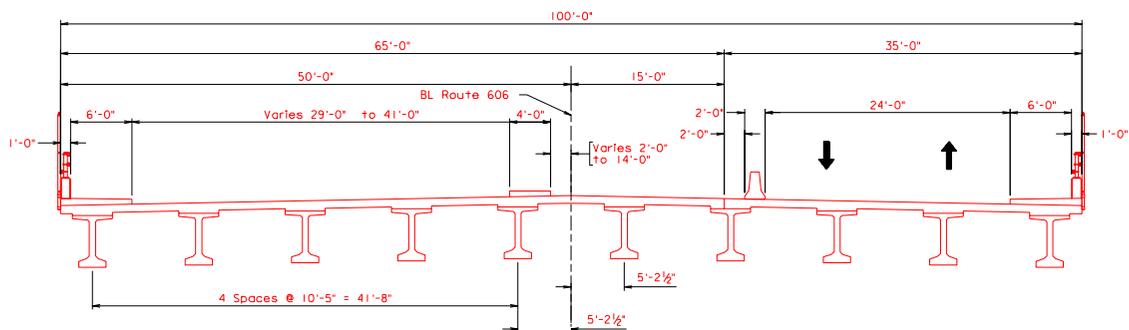
- ✓ *Develop Phased Bridge Construction Plans:* The bridge replacement will require a **phased construction** approach and the CCI/PB team has already developed a preliminary SOC plan as part of our mitigation strategy.



PHASE I MAINTENANCE OF TRAFFIC AND CONSTRUCTION



PHASE II MAINTENANCE OF TRAFFIC AND DEMOLITION



PHASE II MAINTENANCE OF TRAFFIC AND CONSTRUCTION

As shown in the above SOC Plan, the first phase of construction would utilize the existing bridge to maintain traffic while the southern portion of the new bridge is built. No removals or temporary barrier connections are required for the existing bridge which is key due to its age and condition. The traffic would then be shifted to the newly constructed southern portion of the new bridge and the existing bridge would be removed in its entirety. The width of the new southern portion of the bridge would accommodate two 12-foot-wide temporary lanes of traffic, one in each direction. After the existing bridge is removed, the remaining portion of the new bridge would be constructed, and traffic would be shifted to its final configuration.

- ✓ *Public Outreach efforts:* Lessons learned from recent DB projects prove that an effective public outreach effort is very beneficial in providing the traveling public with current traffic control information. By using traditional media outlets combined with social media, our team can alert motorists in advance of detours and traffic changes allowing them to plan accordingly. We have found that drivers are willing to accept minor delays and inconvenience if they are informed ahead of time. Our ongoing public outreach efforts will ensure that motorists receive regular updates that reflect the current traffic patterns through the work zone. Due to changing traffic patterns and potential traffic congestion and emergency vehicle response impacts, Curtis proposed an extensive Public Relations outreach and communication program that consist of website, one on one contact and information distribution to all localities and emergency response divisions along this high volume traffic corridor. These processes were implemented with VDOT's approval resulting in improved public travel and allowed for continuous/uninterrupted access for emergency response vehicles.

Role of VDOT and Other Agencies: As on any DB project, our team will strive to limit VDOT's role in mitigating this risk. Obviously VDOT will review and approve MOT design plans as well as the TMP. As the CCI/PB team coordinates with stakeholders, VDOT is an invited partner in all discussions and meetings with the effort led by our team.

■ Risk #3: Existing Subsurface Conditions

Risk Identification: The bridge replacement will require deep foundations, the placement of several feet of embankment on the roadway approaches to the bridge, and construction may encounter unsuitable materials. Unknown subsurface conditions or incomplete data is a schedule and cost risk to the project.

Impact: The replacement of the Route 606 bridge will be on the critical path for the project and will be the largest cost item.

- ✓ *Schedule:* Maintaining the construction schedule will be critical to the successful delivery of the project and encountering unexpected subsurface conditions that have not been planned for will delay construction while adequate mitigation measures are developed.
- ✓ *Cost:* Not only will **schedule delays** add cost to the project but encountering unexpected subsurface conditions during construction has a potential for increased project costs. Placing foundations deeper than the design plans, encountering unsuitable materials that require mitigation will add material cost if not properly identified during design.

Mitigation Strategy: To mitigate this risk, we will develop a geotechnical investigation to supplement the information provided with the project RFQ documents and will conform to the VDOT Materials Manual of Instruction (MOI). This will be one of the first project activities and will provide the team with the need

information to develop a **foundation plan** that identifies subsurface variations in bedrock elevations in addition to the presence of any acidic soils. By identifying **subsurface variations** our team reduces potential delays in construction that can occur when these variations are unexpectedly encountered. Our foundation designs will have accounted for the subsurface conditions and the construction team will have the required materials on site preventing schedule delays and cost over-runs associated with additional materials. With good existing soil information in the roadway embankment locations, our team will design and schedule any required surcharge measures to mitigate settlement adjacent to the bridge approaches. Again by planning and scheduling for these surcharge waiting periods we limit impacts to the construction schedule and prevent added costs to the project. Developing a plan for striping or remediating **unsuitable materials** before they are encountered allows the construction team to continue working without the need for designers to determine an appropriate course of action while construction is delayed. The plan also prevents cost overages from finding suitable replacement materials or adding remediation measures not included in the estimate. Another key component of the geotechnical investigation will be the infiltration tests required for the design of stormwater management facilities. Obtaining this data early in the design phase allows designers to develop sufficient stormwater treatment and management designs.

Lessons learned prove that employing slightly more **advanced analysis** methods during the design phase results in more efficient and cost-effective foundations; it is our intent to implement the same practice on the Route 606 project. All of these collaborative efforts, included in DB projects where the constructors have the ability to provide input on the construction means and methods, provide owners with durable and lasting products that typically exceed minimum performance standards.

Our in-house geotechnical engineers will plan and supervise the investigations, analyze field results and laboratory data to provide the designers with the needed information to proceed with the bridge and roadway design. Utilizing in-house resources for these tasks, as opposed to separate subconsultants, allows us to provide both **time and cost savings**, as well as enhanced collaboration that results in more economical and compatible designs. We have implemented this approach on many projects in Virginia, including the Dominion Boulevard project and the I-264 Widening/Interchange and MLK Extension project.

Role of VDOT and Other Agencies: VDOT will have their standard role in review and approval of the Geotechnical Report as well as the bridge and roadway plans that will include foundation and pavement recommendations from the report.

ATTACHMENT 3.1.2

Project: 0606-088-653, C501 & 0606-088-622, C501, B634

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0606-088-653, C501 & 0606-088-622, C501, B634

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Tab
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Tab
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Tab
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Tab
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Tab
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	3
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	4, Tab
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	4, Tab
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	4, Tab
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	4, Tab
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	5

ATTACHMENT 3.1.2

Project: 0606-088-653, C501 & 0606-088-622, C501, B634

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	8, Tab
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	8, Tab
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10



ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00105463DB89
 PROJECT NO.: 0606-088-653, C501 & 0606-088-622, C501, B634

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 – December 7, 2015
(Date)
2. Cover letter of RFQ Addendum#1 – January 19, 2016
(Date)
3. Cover letter of _____
(Date)

 _____ SIGNATURE	<u>2.2.16</u> _____ DATE
<u>STEPHEN L. ORDUNG</u> _____ PRINTED NAME	<u>VICE PRESIDENT</u> _____ TITLE



ATTACHMENT 3.2.6

State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634

Affiliated and Subsidiary Companies of the Offeror

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

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	The Curtis Group, Inc.	P.O. Box 769, West Point, VA 23181
Affiliate	Joint Forces Construction, LLC	202 Baptist Road, Yorktown, VA 23690
Affiliate	Theron Leasing, LLC	P.O. Box 769, West Point, VA 23181
Affiliate	AMAC Leasing, LLC	P.O. Box 769, West Point, VA 23181



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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, and declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency.

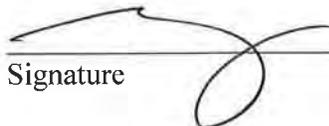
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

 2.2.16 VICE PRESIDENT
Signature Date Title

Curtis Contracting Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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, and declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency.

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

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

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

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

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


Signature

1-21-2016
Date

Member
Title

R. R. Dawson Bridge Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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, and declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency.

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

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

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

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

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



Signature

01/21/16

Date

Local Area Manager

Title

Parsons Brinckerhoff, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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

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

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

Gen. Kowalchay 01/19/16 PRINCIPAL
Signature Date Title

CES CONSULTING LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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

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

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


Signature

1/19/2016
Date

Vice President/Branch Manager
Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

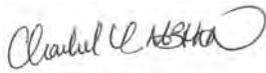
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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

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

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



01/18/2016

Vice President

Signature

Date

Title

Engineering & Testing Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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

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

	January 19, 2016	President
Signature	Date	Title

KDR Real Estate Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634

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

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

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

Wing Campbell 1/19/16
Signature Date

Public Relations Specialist
Title

Seventh Point Transportation PR
Name of Firm





**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/14/2016**

- C -

Vendor ID: C1023
Vendor Name: CURTIN TRUCKING AND DRAINAGE, INC.
Prequal Exp: 03/31/2016

-- PREQ Address --

P. O. BOX 38220
CHARLOTTE, NC 28278
Phone: 704-588-7899
Fax: 704-588-1991

Work Classes (Listed But Not Limited To)

044 - UNDERDRAINS
049 - PAVEMENT SAWING AND GROOVING
179 - H.C.C. PAVEMENT
186 - SUBCONTRACTOR ONLY

Bus. Contact: DELANEY, NICK
Email: KDRELICK@CURTINCO.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: C333
Vendor Name: CURTIS CONTRACTING, INC.
Prequal Exp: 03/31/2016

-- PREQ Address --

P. O. BOX 769
WEST POINT, VA 23181-0769
Phone: 804-843-4633
Fax: 804-843-2545

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
007 - MINOR STRUCTURES
179 - H.C.C. PAVEMENT

Bus. Contact: CURTIS, JR., ANDREW ROWLAND
Email: A.CURTIS@CURTISCONTRACTING.NET

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/14/2016**

- D -

Vendor ID: D005
Vendor Name: R. R. DAWSON BRIDGE COMPANY, LLC
Prequal Exp: 04/30/2016

-- PREQ Address --

P. O. BOX 28
LEXINGTON, KY 40588-0028
Phone: 859-269-4644
Fax: 859-266-7378

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES

Bus. Contact: MARTIN, GEORGE DANIEL
Email: GDANMARTIN@RRDBC.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: D1026
Vendor Name: DAY AND SONS, INC.
Prequal Exp: 04/30/2016

-- PREQ Address --

517 PUMPHREY LANE
GLEN BURNIE, MD 21061-0000
Phone: 410-762-5582
Fax: 410-762-5584

Work Classes (Listed But Not Limited To)

024 - JACKING AND BORING OF PIPE
045 - UNDERGROUND UTILITIES
101 - EXCAVATING

Bus. Contact: DAY, KEVIN LAWRENCE
Email: KDAY@DAYANDSONSINC.COM

-- DBE Information --

DBE Type: DMBE
DBE Contact: N/A

PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS
INCLUDES P3, DESIGN BUILD AND
LOCALLY ADMINISTERED PROJECTS**

KDR Real Estate 2500 Grenoble Road Richmond, Virginia 23294	Allen G. Dorin	(804) 672-1368 Ext. 302
O. R. Colan 22710 Fairview Center Drive Fairview, Ohio 44126	Catherine Muth Kevin Robison Steve Toth	(704) 529-3115 Ext. 255 (440) 827-6116 Ext. 202 (440) 827-6116
Pinnacle Consulting Management 4516 N. W. 36 th Street, Suite 100 Oklahoma City, OK 73122	Lisa Harrison	(405) 879-0600
Vaughn & Melton Consulting Engineers, Inc. P. O. Box 1425 109 S. 24th Street Middlesboro, Kentucky 40965	Randolph Scott	(606) 248-6600
Volkert & Associates 5400 Shawnee Road, Suite 301 Alexandria, VA 22312	Dennis Morrison	(703) 642-8100
Universal Field Services P. O. Box 35666 (74153-0666) 6666 South Sheridan Rd., Suite 230 Tulsa, Oklahoma 74133-1763	Steve Benson Leslie Pacheco	(918) 494-7600 (856) 795-1314
Rinker Design Associates, P. C. 9385 Discovery Boulevard Suite 200 Manassas, VA 20109	Christopher R. Reed, CSI	(703) 368-7373
Telics PO Box 830 Statesville, NC 28687	Steve Nichols David Bailey, Senior Mgr. Taylor Keith, Manager	(704) 872-5060 (919) 356-6695 (252) 375-5010
Bowman Consulting Group 9813 Godwin Drive Manassas, VA 20110	Ronnie Van Cleve Senior Project Manager	(703) 302-8740 (703) 867-5197

**APPRAISERS/APPRAISAL FIRMS
APPROVED BY VDOT TO PERFORM
APPRAISAL SERVICES
SENIOR APPRAISER DESIGNATION**

RICHMOND

<u>NAME</u>	<u>ADDRESS & TELEPHONE #</u>	SWAM/ DBE
Dorin, Allen G., Jr. MAI, SRA Certified General	KDR Real Estate Services 2500 Grenoble Road Richmond, Virginia 23294-3614 (804) 672-1368 Ext. 111 (804) 672-1373 – Fax adorin@KDRrealestate.com	SWAM/DBE

Elliott, Jr., Robert MAI	Crider Taylor & Bouye, LLC 2 Ridgeway Avenue Greenville, SC 29607 crider@criderappraisals.com (864) 232-1788 (864) 232-1890 – Fax	
-----------------------------	---	--

Forni, Carlo S Certified General	Allen, Williford & Seal 11999 Katy Freeway, Suite 400 Houston, Texas 77079 cforni@appraiser.com (281) 493-4444 (291) 493-6845	
-------------------------------------	--	--

<u>NAME</u>	<u>ADDRESS & TELEPHONE #</u>	SWAM/ DBE
Hamuka, Elizabeth A. MAI	John McCracken & Associates, Inc. 703 Green Valley Road, Suite 102 Greensboro, North Carolina 27408-7052 (336) 274-5050 EX 128 (336) 275-9440 – Fax elizabeth@jmaappraisals.com	SWAM/DBE
Hantzes, Brendan Certified General	Diversified Prop. Services 20 E. Timonium Rd. #100 Timonium, MD 21093 (410) 252-5075 bhantzes@cox.net	





Cynthia D. O'Bryan
Bond & Speciality Insurance
9954 Mayland Dr., #6100
Richmond, VA 23233
Phone: (804) 965-9277
E-mail: COBRYAN@Travelers.com

January 27, 2016

Commonwealth of Virginia
Department of Transportation

Re: Curtis Contracting, Inc.
Design-Build Route 606 Bridge Replacement Over I-95 with 606 Improvements
Spotsylvania County, Virginia (Contract ID Number: C00105463DB89)
Estimated Contract Value: \$13,600,000

To Whom It May Concern:

You have requested Curtis Contracting, Inc. provide evidence of bonding capacity in connection with the above captioned project. I am pleased to offer the following information.

It is the privilege of Travelers Casualty and Surety Company of America to provide surety bonds for Curtis. We have bonded single projects of over \$75,000,000 within an aggregate program of up to \$150,000,000 for a wide variety of owners.

As surety for the above named Contractor, Curtis Contracting, Inc., Travelers Casualty and Surety Company of America with an A.M. Best Rating of A++ and financial size category XV is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for the Project

Regards,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

Cynthia D. O'Bryan



ATTACHMENT 3.2.10

State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Curtis Contracting, INC	02733335	Corporation	Active	7481 Theron Rd. West Pint, VA 23181	Contractor (Class A)	2701031525	2016-03-31
R. R Dawson Bridge Company LLC	T0090987	Foreign Limited Liability	Active	1999 Richmond Rd Suite 1, Lexington, KY 40588-0028	Contractor (Class A)	2705030731	2016-01-31
WSP Parsons Brinckerhoff	F0501603	Foreign Corporation	Active	277 Bendix Rd. Suite 300 Virginia Beach, VA 23452	Business Entity Branch Office	0411000137	2016-02-29
CES Consulting, LLC	53416007	Limited Liability	Active	13991 Virginia Cedar Court, Gainesville, VA 20155	Business Entity Registration	0407005783	2017-12-31
ECS Mid-Atlantic LLC	51208216	Limited Liability	Active	915 Maple Grove Dr Ste 100, Fredericksburg, VA 22407-6935	Business Entity Branch Office Registration	0411000383	2016-02-29
Engineering & Testing Services, INC	05571955	Corporation	Active	5226 Indian River Rd Suite 103, Virginia Beach, VA 23464	Business Entity Registration	0407005064	2015-12-31

ATTACHMENT 3.2.10

State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634

SCC and DPOR Information

William H. Gordon Associates, INC.	01831866	Corporation	Active	4501 Daly Dr Ste 200, Chantilly, VA 20151	Business Entity Registration	0407003707	2017-12-31
KDR Real Estate, INC.	05712104	Corporation	Active	2500 Grenoble Rd, Richmond, VA 23294	Real Estate Firm License	0226007129	2016-12-31
Seventh Point, INC.	02675411	Corporation	Active	N/A	N/A	N/A	N/A

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Curtis Contracting, INC	Richards, William Evans	Richmond, VA 23227	Richmond, VA 23227	Professional Engineer	0402027950	2018-01-31
Parsons Brinckerhoff	Martin, Michelle	Virginia Beach, VA 23452	1773 Seaton Drive Virginia Beach, VA 23464	Professional Engineer	0402042450	2017-06-30
CES Consulting, LLC	Perkoski, Julie	Hampton, VA 23669	Hampton, VA 23669	Professional Engineer	0402026174	2017-06-30



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- [Records & Documents \(/RecordsandDocuments/\)](#)
- [News & Information \(/News/\)](#)
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License Details



Name	CURTIS CONTRACTING INC
License Number	2701031525
License Description	Contractor
Firm Type	Corporation
Rank	Class A
Address	7481 THERON ROAD, WEST POINT, VA 23181
Specialties	Asbestos (ASB) Commercial Building (CBC) Highway / Heavy (H/H) Landscape Service (LSC) Residential Building (RBC)
Initial Certification Date	1988-03-22
Expiration Date	2016-03-31

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License Details



Name	R R DAWSON BRIDGE COMPANY, LLC
License Number	2705030731
License Description	Contractor
Firm Type	LLC - Limited Liability Company
Rank	Class A
Address	1999 RICHMOND RD SUITE 1, LEXINGTON, KY 40588-0028
Specialties	Highway / Heavy (H/H)
Initial Certification Date	1996-01-31
Expiration Date	2016-01-31

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License Details Related Licenses



Name	PARSONS BRINCKERHOFF INC
License Number	0411000137
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	277 BENDIX ROAD SUITE 300, VIRGINIA BEACH, VA 23452
Initial Certification Date	1997-02-10
Expiration Date	2016-02-29

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License Details

Related Licenses



Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	13991 VIRGINIA CEDAR COURT, GAINESVILLE, VA 20155
Initial Certification Date	2010-11-05
Expiration Date	2017-12-31

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License Details

Related Licenses



Name	ECS-MID-ATLANTIC LLC
License Number	0411000383
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	915 MAPLE GROVE DR STE 100, FREDERICKSBURG, VA 22407-6935
Initial Certification Date	2004-12-10
Expiration Date	2016-02-29

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License Details



Name	ENGINEERING AND TESTING SERVICES INC
License Number	0407005064
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	5226 INDIAN RIVER RD STE 103, VIRGINIA BEACH, VA 23464
Initial Certification Date	2007-07-05
Expiration Date	2015-12-31

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Jennifer@etsva.com

From: DPOR: Board for Architects, Professional Engineers Land Surveyo (DPOR)
<apelscidla@dpor.virginia.gov>
Sent: Tuesday, January 19, 2016 9:05 AM
To: Jennifer@etsva.com
Subject: Renewal Receipt

December 16, 2015

ENGINEERING AND TESTING SERVICES INC

5226 INDIAN RIVER RD STE 103
VIRGINIA BEACH, VA 23464

Re: License Number 0407005064

Dear ENGINEERING AND TESTING SERVICES INC:

The Board for APELSCIDLA acknowledges receipt of the following fee:

\$ 50.00 for Business Renewal

If you need further assistance, please contact the Board office by email at apelscidla@dpor.virginia.gov or telephone at 804-367-8506 .

Sincerely,

Board for APELSCIDLA

REC_LET
Rev. 03/13/14
asharpen

Sincerely,
Anthony (Tony) Sharpenstein
Licensing Specialist



Perimeter Center
9960 Mayland Drive, Suite 400
Richmond, Virginia 23233

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License Details

Related Licenses



Name	WILLIAM H GORDON ASSOCIATES INC
License Number	0407003707
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	4501 DALY DR STE 200, CHANTILLY, VA 20151
Initial Certification Date	1998-02-05
Expiration Date	2017-12-31

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License Details

Related Licenses



Name	KDR REAL ESTATE SERVICES INC
License Number	0226007129
License Description	Real Estate Firm License
Rank	Firm License
Address	2500 GRENOBLE RD, RICHMOND, VA 23294
Initial Certification Date	2002-12-26
Expiration Date	2016-12-31
In Charge Of	DORIN, ALLEN GUNN JR

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License Details

Name	RICHARDS, WILLIAM EVANS
License Number	0402027950
License Description	Professional Engineer License
Rank	Professional Engineer
Address	RICHMOND, VA 23227
Initial Certification Date	1998-01-27
Expiration Date	2018-01-31



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COMMONWEALTH OF VIRGINIA**

EXPIRES ON

06-30-2017

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

NUMBER

0402042450

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

MICHELLE LEE MARTIN
1773 SEATON DR
VIRGINIA BEACH, VA 23464



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COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402042450 EXPIRES: 06-30-2017

MICHELLE LEE MARTIN
1773 SEATON DR
VIRGINIA BEACH, VA 23464



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COMMONWEALTH OF VIRGINIA

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06-30-2017

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

NUMBER

0402026174

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

JULIANNE PERKOSKI
4000 MONITOR DRIVE
HAMPTON, VA 23669



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CURTIS CONTRACTING, INC.

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 02733335
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 7/15/1985
Status: Active
Shares Authorized: 1000

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7481 THERON RD
PO BOX 769
WEST POINT VA23181

Registered Agent/Registered Office

JOSEPH H KASIMER
KASIMER PIERCE & SCHAECHER, P.C.

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

R. R. DAWSON BRIDGE COMPANY, LLC

General

SCC ID: T0090987
 Entity Type: Foreign Limited Liability Company
 Jurisdiction of Formation: KY
 Date of Formation/Registration: 6/16/1995
 Status: Active

Principal Office

1999 RICHMOND ROAD
 LEXINGTON KY40502

Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX ROAD, SUITE 285
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

Parsons Brinckerhoff, Inc.

General

SCC ID: F0501603
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: NY
 Date of Formation/Registration: 2/11/1986
 Status: Active
 Shares Authorized: 30000

Principal Office

ONE PENN PLAZA
 NEW YORK NY10119

Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX ROAD, SUITE 285
 GLEN ALLEN VA 23060

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

CES Consulting, LLC

General

SCC ID: S3416007
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 10/14/2010
 Status: Active

Principal Office

13991 VIRGINIA CEDAR COURT
 GAINESVILLE VA20155

Registered Agent/Registered Office

AVTAR SINGH
 13991 VIRGINIA CEDAR COURT
 GAINESVILLE VA 20155
 PRINCE WILLIAM COUNTY 176

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

ECS - Mid-Atlantic, LLC

General

SCC ID: S1208216
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 4/16/2004
 Status: Active

Principal Office

14026 THUNDERBOLT PL STE 100
 CHANTILLY VA20151

Registered Agent/Registered Office

JAMES A ECKERT
 14026 THUNDERBOLT PL STE 100
 CHANTILLY VA 20151
 FAIRFAX COUNTY 129

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

Engineering and Testing Services, Inc.

General

SCC ID: 05571955
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 4/12/2001
 Status: Active
 Shares Authorized: 1000

Principal Office

5226 INDIAN RIVER ROAD
 STE 103
 VA BEACH VA23464

Registered Agent/Registered Office

COLLEEN PATRICE NABHAN
 5226 INDIAN RIVER ROAD

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

William H. Gordon Associates, Inc.

General

SCC ID: 01831866
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 3/15/1978
 Status: Active
 Shares Authorized: 100000

Principal Office

4501 DALY DRIVE
 CHANTILLY VA20151

Registered Agent/Registered Office

ROBERT WAYNE WALKER
 4501 DALY DR., STE. 200
 CHANTILLY VA 20151

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

KDR Real Estate Services, Inc.

General

SCC ID: 05712104
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 1/30/2002
 Status: Active
 Shares Authorized: 100

Principal Office

2500 GRENOBLE RD
 RICHMOND VA23294

Registered Agent/Registered Office

ALLEN G DORIN JR
 2500 GRENOBLE RD
 RICHMOND VA 23294

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Home

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

Seventh Point, Inc.

General

SCC ID: 02675411
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 3/4/1985
 Status: Active
 Shares Authorized: 3000

Principal Office

4752 EUCLID ROAD
 VIRGINIA BEACH VA23462

Registered Agent/Registered Office

ALBERT H POOLE
 4705 COLUMBUS ST
 VIRGINIA BEACH VA 23462

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Steve Ordnung, Vice President of Operations/Design-Build Project Manager/Contracts Manager
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Curtis Contracting, Inc.
d. Years' experience: With this Firm 10 Years With Other Firms 16 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): 2006 - Present Curtis Contracting, Inc., VP of Operations/Design-Build Project Manager/Contracts Manager <ul style="list-style-type: none">• I-60 Midlothian Turnpike Widening DB: DBPM responsible for managing the \$8.6M roadway widening and interchange construction of 1.2 miles on Midlothian Turnpike. (April 2015 – May 2016)• MLK Expressway Extension DB: Project Executive for \$46M Contract A widening of I-264 ramps, bridge structures and new roadways to construct the new I-264/MLK Boulevard intersection tying into the Elizabeth River Crossing/Midtown Tunnel. (August 2013 – Present)• Fort Eustis Tactical Equipment Facility DB: DBPM responsible for managing this \$11.5M US Army project. (April 2009 – January 2011)• Warhill Infrastructure and Roadways DB: DBPM responsible for managing this \$37.4M James City County project. Work included significant roadway construction and widening of Centerville Road at the Route 199 Intersection. (April 2006 – Aug 2008) 2003 - 2006 Archer Western Contractors, Program Manager <ul style="list-style-type: none">• Springfield Interchange Phase 6 & 7: Responsible for the construction management of the \$104M interchange project, to include 14 new bridge structures, in the I-95/I-495/I-395 mixing bowl.• I-64/Staples Mill Interchange CSX ACCA Yard RR Bridge Widening: Responsible for the construction management of the \$24M bridge and roadway widening and replacement in Henrico County. 1998 - 2003 Archer Western Contractors, Senior Project Manager <ul style="list-style-type: none">• I-64 Widening/Jefferson Avenue Interchange: Responsible for the construction management of the \$39M I-64 widening, bridge structure widening and replacement and complete interchange project in Newport News, VA.• I-70 Tonoloway Bridge Replacement: Responsible for the construction management of the \$7M interstate widening and bridge replacement over the Tonoloway River in Hancock, MD.• RDU Airport Infrastructure: Responsible for the construction management of the \$32M roadway civil and structures project in support of the \$110M new parking structure and roadways at the Raleigh/Durham Airport.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Wentworth Institute of Technology, Boston, MA / B.S. / 1990 / Construction Management Worcester Industrial Technical Institute, Worcester, MA / A.S. / 1988 / Civil Engineering US Army Corps of Engineers / CQM Certification CENAO-08-0387
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia DCR Responsible Land Disturber Certification / #03339 (Exp. 2/1/2019)
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i>

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

November 2013 – November 2015 | I-264 Roadway Rehabilitation, Virginia Beach, VA | Current Firm

DB | Steve is currently serving as **Design-Build Project Manager** for this project which involves pavement rehabilitation, widening, drainage improvements, barrier modification, guardrail and signage upgrades to current safety standards for a 12-mile segment of I-264 in Virginia Beach. Project details include significant traffic control to accomplish the installation of over 130,000 tons of asphalt paving; 100,000 square yards of full depth concrete roadway replacement; four miles of roadway widening; 70,000 LF of median and shoulder barrier modification; jack & boring of drainage culverts; drainage modifications; signage; and over 1,000,000 LF of pavement markings. Steve is responsible for the management of the overall DB process including public relations, design, permitting, utility coordination, QA/QC, environmental protection, safety, schedule and construction. Steve is responsible for the communication and coordination with VDOT, City of Virginia Beach, permitting agencies and other stakeholders on the project. **Steve was instrumental in expediting the schedule in order to advance design, permitting and allow the start of construction work within a two-month period.** Steve adjusted project sequence and schedule to overcome a potential seven-month schedule delay due to unforeseen conditions and incorporate \$12 million in additional work while maintaining the original contract completion schedule date. **Steve's focus on safety and accident prevention has resulted in over 100,000 man hours without a single lost time injury for the project to date. Steve was instrumental in the decision to salvage the existing concrete material within the I-264 concrete pavement removal and recycle the material in an environmentally-positive way.** He developed the original contract proposal, CPM schedule, QA/QC plan, maintained all project controls, and completed all significant contract negotiations for this project.

2011-2014 | Virginia Capital Trail, Sherwood Forest Phase, Charles City County, VA | Current Firm

DB | Steve served as **Design-Build Project Manager** for this project which involved the design of 12.5-miles of asphalt paved trail from the Chickahominy River Bridge to the Charles City Courthouse. This project was part of an overall master plan to connect Williamsburg to Richmond by trail. Steve was responsible for the management of the overall DB process including public relations, design, permitting, utility coordination, right-of-way acquisition, quality assurance & quality control, environmental protection, safety, schedule and construction. Steve was the main point of contact for the Curtis Contracting, Inc./Parsons Brinckerhoff team and was responsible for the communication and coordination with VDOT, Charles City County, permitting agencies, impacted property owners and other stakeholders on the project. **Steve utilized his experience and know-how to eliminate the need for 11 bridge structures, which resulted in an Owner savings of more than \$1.1 million.**

2010 – 2011 | I-295/Meadowville Road Interchange Improvements, Chesterfield County, VA | Current Firm

DB | Steve served as **Design-Build Project Manager** for this award-winning project which included the design of a new interchange on I-295 at Meadowville Road. Steve was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, QA/QC, environmental protection, safety, schedule and construction. Steve was the main point of contact for the Curtis Contracting, Inc./Parsons Brinckerhoff team and was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. He was instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 14-month period. **Steve's focus on safety and accident prevention resulted in over 100,000 man hours without a single recordable injury for the entire project.** He was instrumental in the decision to salvage the existing concrete material within the I-295 pavement shoulders and recycle the material to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. He developed the original contract proposal, CPM schedule, QA/QC plan, maintained all project controls, and completed all significant contract negotiations for this project.

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Julie Perkoski, PE, Regional Director/Senior Project Manager
b. Project Assignment: Quality Assurance Manager (QAM)
c. Name of Firm with which you are now associated: CES Consulting, LLC
d. Years' experience: With this Firm <u>1</u> Years With Other Firms <u>30</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): April 2015 - Present CES Consulting, LLC, Regional Director/Senior Project Manager As Regional Director in the Hampton Roads area, Julie is responsible for marketing and business development for CES Consulting, LLC. As Senior Project Manager, Julie manages the four inspectors and one design engineer in the Hampton Roads area. This staff provides quality assurance (QA) services, VDOT independent assurance inspection and bridge design services on various VDOT projects. She is thoroughly familiar with <i>VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects, January 2012</i> . June 1993 – March 2015 Assistant Vice President and Project Manager, Parsons Brinckerhoff, Inc. Julie regularly served as QAM for various DB projects for VDOT. She also served as a Lead Construction Engineer, providing construction management and design services for numerous highway, airport, military, governmental, recreational, and residential facilities. Julie managed the construction inspection staff of 10 inspectors in the Hampton Roads area and performed project management duties, including project invoicing, cost control, development of bridging documents and project controls (constructability, bidability, scheduling and risk analysis).
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, University Park, PA / B.A.E. / 1985 / Architectural Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1995 / Professional Engineer / VA #0402026174
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) February 2015 – Ongoing Route 60 Widening (Midlothian Turnpike), Chesterfield County, VA Current Firm DB Julie is serving as QAM for this project which involves improvements to Route 60, including the widening of Midlothian Turnpike from four to six lanes. The project is being locally-administered by Chesterfield County through a fast-track DB contract. Julie's responsibilities include QA inspection and testing of all materials used and work performed on the project, including monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, design engineer, and Chesterfield County to resolve construction issues. 2015 – Ongoing Route 29 Solutions, Charlottesville, VA Current Firm DB Julie has assumed the role of QAM for this project which consists of a package of improvements to the Route 29 corridor north of Charlottesville, including Rio Road Grade Separated Intersection, US 29 Widening and Berkmar Drive Extension. Julie's responsibilities included managing daily quality assurance operations; monitoring and

reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and conducting preparatory inspection meetings prior to the start of construction activities.

2012-2015 | Elizabeth River Tunnels, Norfolk/Portsmouth, VA | Previous Firm

DB | Julie served as **Manager of Design Construction Services** for this project which involves the design and construction of a new Midtown Tunnel, rehabilitation of the existing Midtown and Downtown Tunnels and design and construction of the new MLK Extension, which is an elevated roadway connection to I-264. The project scope included major road construction from Hampton Boulevard and Brambleton Boulevard to the Norfolk approach of the Midtown Tunnel, from existing MLK Expressway and Rt. 164 to the Portsmouth approach of the Midtown Tunnel, and major road and bridge construction of the new MLK Expressway extension. Julie's responsibilities included assisting in the QA review of the design documents, designing the ITS layout for the project, managing the RFI and shop drawing reviews, and coordinating with the project design team and contractor to ensure the RFI and shop drawing reviews were correct and timely.

2010 – 2011 | I-295/Meadowville Road Interchange Improvements, Chesterfield County, VA | Previous Firm

DB | Julie served as the **QAM** for this award-winning project which included the design of a new interchange on I-295 at Meadowville Road. Julie's responsibilities included QA inspection and testing of all materials used and work performed on the project, including monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, design engineer, and VDOT to resolve construction issues. *This project received a Merit Award in 2012 by the Design-Build Institute of America.*

2013-2105 | I-66 ATMS, Northern VA | Previous Firm

Julie served as **QAM** for this project which involved shop drawing submittals and installation of numerous ITS & lane control sign structures along the corridor to better manage and enhance the traffic flow during peak and non-peak hours. Julie was responsible for overseeing the development of the QA/QC plan for the project; managing daily QA for concrete foundation, conduit installation and ITS operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues that were impacting the cost and schedule of the project. Additionally, Julie assisted the Department in prioritizing the schedule for the most critical portions of the I-66 corridor.

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Michelle Martin, PE, Project Manager/Civil Engineering Manager
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Parsons Brinckerhoff, Inc.
d. Years' experience: With this Firm <u>9</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): June 2006-Present Parsons Brinckerhoff, Project Manager/Civil Engineering Manager Michelle is responsible for delivering a range of transportation projects, including highway/roadway widening, intersection and interchange design. She has contributed to a number of VDOT and locally-administered VDOT projects, including DB projects. In this role, she is responsible for coordinating individual design disciplines and ensuring the overall project design is in conformance with contract documents. As the Manager of the firm's local Civil Engineering Department, Michelle is responsible for managing the team and providing technical oversight and quality review of their projects. 2002 – 2006 Anderson & Associates, Staff Engineer Michelle provided civil engineering support for various highway/roadway projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / B.S. / 2003 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2007 / Professional Engineer / VA #0402042450
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) February 2015 – Ongoing Route 60 Widening (Midlothian Turnpike), Chesterfield County, VA Current Firm DB Michelle is serving as Design Manager for this project which involves improvements to Route 60, including the widening of Midlothian Turnpike from four to six lanes. The project is being locally-administered by Chesterfield County through a fast-track DB contract. Michelle is responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the contract documents. She established and oversaw the QA/QC program for all disciplines involved in the design of the project, including, review of design, working plans, shop drawings, specifications, and constructability. 2011-2014 Virginia Capital Trail, Sherwood Forest Phase, Charles City County, VA Current Firm DB Michelle served as Design Manager for this project which involved the design of 12.5 miles of trail from the Chickahominy River Bridge to the Charles City Courthouse. This project was part of an overall master plan to connect Williamsburg to Richmond by trail. Michelle was responsible for coordinating the individual design disciplines and ensuring the overall project design was in conformance with the contract documents. She established and oversaw the QA/QC program for all disciplines involved in the design of the project, including, review of design, working plans, shop drawings, specifications, and constructability.

2010 – 2011 | I-295/Meadowville Road Interchange Improvements, Chesterfield County, VA | Current Firm

DB | Michelle served as **Design Manager** for this award-winning project which included the design of a new interchange on I-295 at Meadowville Road. Michelle was responsible for coordinating the individual design disciplines and ensuring the overall project design was in conformance with the contract documents. She established and oversaw the QA/QC program for all disciplines involved in the design of the project, including, review of design, working plans, shop drawings, specifications, and constructability. *This project received a Merit Award in 2012 by the Design-Build Institute of America.*

2010 – Ongoing | Dominion Boulevard Improvements, Chesapeake, VA | Current Firm

As **Lead Roadway Engineer**, Michelle provided mainline roadway and interchange design to include horizontal and vertical alignments, super elevation, gore calculations for ramps, and bridge clearance. Michelle also provided roadway modeling utilizing GEOPAK to create super elevation shapes, cut cross sections using criteria files, provide construction limits, and earthwork quantities. This project consists of preliminary and final design to the present two-lane road into a four-lane limited access facility, with a 95-foot-high fixed bridge over the intercostal waterway and three grade-separated interchanges. The project is currently under construction.

2013-Ongoing | Pacific Avenue Widening, Virginia Beach, VA | Current Firm

As **Project Manager**, Michelle was responsible for the on-time and on-budget delivery of this roadway widening and utility relocation project. The project consists of widening Pacific Avenue to introduce a center left turn; installation of 4-ft by 7-ft duct back for the relocation of overhead utilities; and streetscaping from 17th to 22nd street. Michelle was responsible for overall coordination among the multi-disciplinary team; direct interface with the client; and representation of the team at public information meetings. The project is currently under construction.

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Bill Richards, PE, Construction Engineer
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: Curtis Contracting, Inc.
d. Years' experience: With this Firm 15 Years With Other Firms 15 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): 2000 - Present Curtis Contracting, Inc., Construction Manager/Construction Engineer In his role as Construction Manager/Construction Engineer, Bill routinely manages the construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He is responsible for the day-to-day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. His typical duties include daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicates daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. He is the on-site point of contact and is responsible for communication and coordination with the project Owner and all major stakeholders. Bill's recent experience has included: <ul style="list-style-type: none">• Route 60 (Midlothian Turnpike) Widening DB: Construction Manager responsible for managing the \$8.6M roadway widening and interchange construction of 1.2 miles on Midlothian Turnpike. (April 2015 – May 2016)• Warhill Infrastructure and Roadways DB: Construction Manager responsible for the construction management for this \$37.4M James City County project. (April 2006 – Aug 2008)• US Route 199 Widening DB: Construction Manager responsible for the construction management for this \$32.4M VDOT/James City County project. (May 2004 – April 2006)
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, Virginia / B.S. / 1984 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1998 / Professional Engineer / VA #0402027950 Virginia DCR Responsible Land Disturber Certification / #03340 (Exp. 2/1/2019) VDOT Erosion and Sediment Control Contractor Certification / #1-01053 (Exp. 2/21/2019)
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) November 2013 – November 2015* I-264 Roadway Rehabilitation, Virginia Beach, VA Current Firm <i>*The substantial completion date of this current assignment is scheduled to occur prior to the start date of construction for the Route 606 Improvements project</i>

DB | As Construction Manager for this project, Bill is currently responsible for managing the construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. The project involves pavement rehabilitation, widening, drainage improvements, barrier modification, guardrail and signage upgrades to current safety standards for a 12 mile segment of I-264 in Virginia Beach. Project details include significant traffic control to accomplish the installation of over 130,000 tons of asphalt paving; 100,000 square yards of full depth concrete roadway replacement; four miles of roadway widening; 70,000 LF of median and shoulder barrier modification; jack & boring of drainage culverts; drainage modifications; signage; and over 1,000,000 LF of pavement markings. Bill’s duties include daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicates daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. He is the on-site point of contact for the Curtis Contracting, Inc./Parsons Brinckerhoff team and is responsible for the communication and coordination with VDOT’s project representatives. Bill coordinates the daily and weekly progress meetings where the immediate on-site staff participates in a “micro” level scheduling of all activities, traffic control measures and to ensure that all open action items are addressed to support construction and contract compliance.

2011-2014 | Virginia Capital Trail, Sherwood Forest Phase, Charles City County, VA | Current Firm

DB | As Construction Manager for this project, Bill was responsible for managing the construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. The project involved the design of 12.5 miles of asphalt paved trail from the Chickahominy River Bridge to the Charles City Courthouse. This project was part of an overall master plan to connect Williamsburg to Richmond by trail. Bill’s duties include daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. He was the on-site point of contact for the Curtis Contracting, Inc./Parsons Brinckerhoff team and was responsible for the communication and coordination with VDOT’s project representative, Charles City County, visiting permitting agencies and impacted property owners.

2010 – 2011 | I-295/Meadowville Road Interchange Improvements, Chesterfield County, VA | Current Firm

DB | As Construction Manager for this project, Bill was responsible for managing the construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. The project included the design of a new interchange on I-295 at Meadowville Road. Project details included significant traffic control, construction of two signalized interchanges on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Bill was responsible for the day-to-day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. His duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the Curtis Contracting, Inc./Parsons Brinckerhoff team and was responsible for the communication and coordination with VDOT’s project representative, Chesterfield County, visiting permitting agencies and adjacent property owners. He coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a “micro” level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance. He worked closely with necessary personnel to accomplish the new interchange ramp connections as well as the modifications occurring both on local roads and the major site developments. *This project received a Merit Award in 2012 by the Design-Build Institute of America.*

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Route 60 Midlothian Turnpike Widening Design-Build Project: April 2015 – May 2016 Construction Manager



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-264 Pavement Rehabilitation Location: Virginia Beach, VA	Name: GAI Consultants, Inc.	Name of Client/ Owner: VDOT Phone: (757) 925-2500 Project Manager: Vasilios Andreou Phone: (757) 925-2500 Email: vasilios.andreou@vdot.virginia.gov	11/2015	11/2015	\$60,900	\$71,500 (overage due to additional concrete pavement replacement requested by Owner)	\$71,500

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

This fast-track project included pavement rehabilitation, drainage and safety improvements for a 12-mile section of I-264 in the City of Virginia Beach. As the **Design-Builder**, Curtis Contracting, Inc. (CCI) is responsible for all aspects of design and construction, including: roadway; drainage improvements; maintenance of traffic; barrier and guardrail modifications; signage; environmental protection; public relations; and coordination with contractors on adjacent projects and VDOT's Traffic Operations Center. The effort included installation of:

- ✓ 210,000+ tons of asphalt
- ✓ 120,000 SY of full-depth pavement replacement
- ✓ 70,000 LF of shoulder and median barrier modification
- ✓ 400+ nightly lane closures
- ✓ 5,000 LF of trench drain
- ✓ jack and boring of drainage pipe
- ✓ 130 storm drain structure modifications
- ✓ 70,000 LF of guardrail upgrades
- ✓ Signage
- ✓ Pavement markings (millions of LF)

To facilitate extensive coordination with adjacent and overlapping projects, CCI held daily coordination meetings onsite as well as weekly meetings in CCI offices to discuss work plans, schedule, public relations information and traffic control. CCI also coordinated with the City of Virginia Beach, regulatory agencies and other stakeholders on the project.

CCI was instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 22-month period. CCI developed phased design submissions to allow for work to begin within two months of project award in order to obtain all approvals to ensure **work would be completed on time. This included incorporating over \$10 million in added scope without changing the project completion date.** As of today, CCI's focus on safety and accident prevention has resulted in over **200,000 man hours without a single recordable injury.** CCI salvaged the existing concrete material within the I-264 full-depth pavement repairs and will recycle over 60,000 tons of material in an environmentally-positive way.

CCI has been innovative in their approach to the work zone safety risks. At their own expense, CCI installed an electronic traffic speed sign trailer in each lane closure to alert motorists of their speed and to monitor peak hours of speed violations. This allowed motorist to check their speed when entering a work zone and allowed CCI to coordinate with law enforcement. Curtis also implemented the "Orange Cones No Phones" campaign to warn motorists that they were entering a work zone in a direct effort to reduce the number of distracted drivers.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: MLK Expressway Extension Location: Portsmouth, VA	Name: Parsons Brinckerhoff	Name of Client.: SKW Constructors Phone: (757) 673-9487 Project Manager: Wade Watson Phone: (757) 673-9487 Email: wade.watson@skanska.com	10/2016	<i>On track for early completion 7/2016</i>	\$45,450	\$46,250	\$46,250

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

CCI, as a **major contractor**, is responsible for construction of the widening of I- 264, on ramps and off ramps for Contract A of the I-264/MLK Extension Interchange development. Project details include construction of two new bridges, widening of two existing bridges, MSE walls, EPS, signals, lighting, overhead/roadway signage, guardrail, asphalt pavement, drainage, utility relocation, striping, clearing, mass grading, and maintenance of traffic. CCI was responsible for the communication and coordination with SKW Constructors, Parsons Brinckerhoff (Design Engineer), VDOT, City of Portsmouth, permitting agencies and other stakeholders on the project. *CCI's focus on safety enabled the team to complete all work to date, including over 100,000 man hours, without a single recordable injury.*

CCI has been able to control the project schedule by self-performing all project management, mass excavation, roadway subbase, storm drainage/basin construction, pavement demolition, traffic control, bridge construction and guardrail installation. Major items of work included:

- ✓ approximately 200,000 cy of mass excavation
- ✓ 40,000 cy of borrow excavation
- ✓ 85,000 tons of asphalt
- ✓ 20,000 tons of aggregate base material
- ✓ 27,000 cy of EPS/Geo-foam
- ✓ 25,000 cy of lightweight fill
- ✓ construction of 46,000 sf of MSE wall
- ✓ 4,800 LF of barrier wall
- ✓ CCI also removed and replaced a pedestrian bridge with approaches

Through detailed scheduling, coordination and communication, the MLK Extension Project is well underway and ahead of schedule. Curtis Contracting has been recognized by SKW for Quality, Erosion and Sediment controls, and MOT operations.



- ✓ Weekly coordination meetings have been key to eliminating delays, maintaining schedule, and successful communication with stakeholders
- ✓ Due to multiple contracts MOT coordination has been key to minimize impacts to travelling public
- ✓ Quality Control built into work plans has been key to eliminate rework and provide a quality project.
- ✓ Daily MOT inspections have been key to maintaining traffic flow throughout the project and promptly addressing issues.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Spotsylvania Parkway Location: Spotsylvania, VA	Name: Kimley-Horn & Associates	Name of Client/ Owner: Silver Companies Phone: (540) 785-3371 Project Manager: Charlie Kilpatrick Phone: (540) 785-3371 Email: charlie.kilpatrick@vdot.virginia.gov	4/2010	4/2010	\$5,158	\$4,602 <i>(a savings of over \$555K!)</i>	\$4,602

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

As a subconsultant, R.R. Dawson Bridge Co., LLC constructed a three-span bridge (107'-60'-106') over I-95 with steel H-piles, two abutments, two piers, 53" concrete bulb tee girders, a pedestrian walkway with steel handrails and sidewalk. This was a DB project with a fast track schedule which was initially funded by the Silver Companies (*a bond referendum was issued by Spotsylvania County to reimburse Silver for the cost of construction*). After the project was complete, the County claimed ownership and control of the structure.

For this project, R.R. Dawson was successful in working closely with the designers to find more cost-effective approaches to the project. The company played a major role in the re-design of the original structure, reducing the length of the structure from 475-feet to 274-feet, resulting in a **savings of approximately \$555,000**. Dawson personnel gained valuable experience working with the design engineers, owners and county officials in this endeavor.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-85 Widening (TIP I-3802A) Location: Cabarrus County, NC	Name: Blythe Construction, Inc.	Name of Client.: Blythe Construction Phone: (704) 375-8474 Project Manager: Chuck Gallant Phone: (704) 375-8474 Email: chuck.gallant@blytheconstruction.com	4/2015	<i>On track for on-time completion 12/2017</i>	\$187,000	\$187,000 <i>(estimated)</i>	\$12,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

Parsons Brinckerhoff served as the Prime Designer. Design work was performed from offices in Raleigh and Charlotte, NC.

As the Lead Designer for this DB project, Parsons Brinckerhoff is responsible for the design, reconstruction, and widening of a fully-controlled access freeway for eight miles from just north of NC 73 to the Cabarrus County Line. The project will widen I-85 from four to eight lanes, reconstruct and reconfigure two interchanges with roundabouts and includes the replacement of six existing bridges crossing I-85. Parsons Brinckerhoff is managing the overall design as well as leading the design of specific disciplines, including roadway, drainage, erosion and sediment control, structures, water/sewer, utility coordination, traffic control plans and signals. Parsons Brinckerhoff developed and evaluated innovative solutions that reduced environmental impacts, eliminated utility relocations, improved maintenance of traffic, addressed stakeholder concerns and reduced the overall construction cost.

Relevance: The I-85 project included many elements which are similar to the Route 606 project.

- ✓ **Roundabout:** The existing diamond interchange at I-85 and Lane Street was reconfigured with roundabouts at each of the ramp terminals, and the existing bridge was replaced with a two span 54' pre-stressed concrete girder superstructure with wraparound MSE walls. Construction was phased so that the entire diameter of the roundabout could be built off-line while maintaining existing traffic. An Alternative Technical Concept (ATC) was submitted and approved to install an at-grade roundabout that reduced right-of-way impacts and improved the traffic operations for an adjacent school. Traffic control plans were required for the work along I-85 and traffic on the crossroads and ramps will also be maintained.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement(in thousands).
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-264 Widening/Interchange and MLK Extension Location: Portsmouth, VA	Name: SKW Constructors, Inc. (an incorporated Joint Venture of Skanska Civil Southeast, Inc.; Kiewit Construction; and Weeks Marine, Inc.)	Name of Client.: SKW Constructors Phone: (757) 673-9487 Project Manager: Wade Watson Phone: (757) 673-9487 Email: wade.watson@skanska.com	01/2010	<i>On track for on-time completion 10/2017</i>	\$250,000	\$250,000 <i>(estimated)</i>	\$12,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

Parsons Brinckerhoff served as the Prime Designer. Design work was performed from Virginia Beach, VA.

As the Lead Designer for this DB project, Parsons Brinckerhoff was responsible for design of I-264 widening and modifications; design of the MLK Extension (one mile of elevated freeway on new location); and eliminating existing interchange ramps (as part of the Elizabeth River Tunnels DB project). The MLK Expressway is a north-south, four-lane facility that provides access from the City of Portsmouth to the City of Norfolk via both the Midtown Tunnel and I-264 to the Downtown Tunnel. In the City of Portsmouth, a direct, limited-access connection does not exist between the MLK Freeway and I-264, forcing drivers to use routes through local city streets and neighborhoods. As such, design for the MLK Expressway consists of extending the freeway south from London Boulevard with a new interchange at I-264 to provide a direct connection from I-264 to the Midtown Tunnel. Parsons Brinckerhoff was responsible for design of the roadway, drainage, erosion and sediment control, structures, utility coordination, traffic control plans and overall design management.

Relevance: The I-264 Widening/Interchange and MLK Extension project included many elements which are similar to the Route 606 project.

- ✓ **Structures:** Parsons Brinckerhoff designed a new Ramp structure (Ramp EN) which carries one lane of traffic over Frederick Boulevard and another ramp from Frederick Boulevard to I-264 eastbound. The superstructure consists of two units. The first is supported by standard VDOT PCBT-45 pre-stressed concrete beams, and the second is supported by standard VDOT PCBT-77. Both superstructure units utilize an 8 ½" thick concrete deck slab with a total roadway width of 30'-0". The bridge is founded on concrete cap-and-column piers and full-height concrete abutments. All substructure units utilize driven pre-stressed concrete piles.
- ✓ **Maintenance of Traffic:** The design team worked closely with VDOT and local staff to analyze current as well as phased construction traffic to develop a safe and effective TMP plan. Parsons Brinckerhoff understands how early, frequent communication with VDOT (and local partners) accelerates plan submittal approvals and is essential for a seamless construction phase.
- ✓ **Geotechnical:** The I-264 Widening/Interchange and MLK Extension project also included significant geotechnical investigation and alternative analyses for poor soil conditions. For Route 606, we will develop a robust geotechnical investigation and foundation alternative analysis to ensure that our design addresses the site conditions encountered during the construction.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-295 Meadowville Road Interchange Improvements Location: Chesterfield, VA	Name: Curtis Contracting, Inc.	Name of Client.: Curtis Contracting Phone: (804) 843-2231 Project Manager: Steve Ordnung Phone: (804) 843-2231 Email: s.ordung@curtiscontracting.net	12/2010	10/2011	\$11,715	\$11,820 <i>(Overage due to additional concrete pavement replacement requested by Owner)</i>	\$994

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

Parsons Brinckerhoff served as the Prime Designer. Design work was performed from Virginia Beach, VA.

As Lead Designer for this DB project, Parsons Brinckerhoff designed a new interchange for the widening of Meadowville Road and I-295 in Chesterfield, VA. The project included 1.1 miles of widening to Meadowville Road to a four lane facility from North Kingston Avenue to Meadowville Lane. The half-mile section from North Kingston Avenue to the bridge over I-295 is a four-lane divided section with a raised median. The widening of Meadowville Road also included intersection improvements to North Kingston Avenue with the addition of turn lanes to increase capacity. Two signalized intersection were also included along Meadowville Road at the interchange ramp termini. Parsons Brinckerhoff was responsible for the design of roadway, drainage, erosion and sediment control, utility coordination, design management, traffic control plans, and structures. *This project was recognized with a Merit Award at the 2013 Design Build Institute of America (DBIA) National Conference.*

Relevance: The I-295 Meadowville Road Interchange Improvements project included many elements which are similar to the Route 606 project.

- ✓ **Early construction package:** Parsons Brinckerhoff provided a full range of design services that developed initial “approved for construction” documents within three months from Notice to Proceed. Parsons Brinckerhoff developed an early construction package that included erosion and sediment control plans, the design of major drainage structures, and geotechnical investigations to advance rough grading activities. The early construction package was also used to coordinate with the public as well as private utility providers. This ultimately led to undergrounding a high voltage power line and fiber optic cable, as well as the encasement of a 30” water line. The early construction package was used to commence the permit process with the Department of Environmental Quality and the U.S. Army Corps of Engineers for the stream and wetland impacts associated with the project.
- ✓ **Maintenance of Traffic:** The design team worked closely with VDOT and local staff to analyze phased construction traffic to develop a safe and effective TMP plan for the ramp construction as well as the connections to I-295. Parsons Brinckerhoff understands the importance of providing effective MOT plans for high speed interstate facilities, and we will continue to execute these plans for the Route 606 project.
- ✓ **Bridge design:** To accommodate future widening of the Meadowville Road bridge over I-295, the design team prepared bridge widening concepts that were advanced to typical TS&L design. These concepts ensured that the roadway widening would allow for a seamless transition into the future bridge widening project.
- ✓ **Roadway design:** The roadway widening required that the design team analyze the approach to the roundabout constructed at Technology Parkway, which was constructed *after* the project.



Curtis Contracting, Inc.

7481 Theron Road
West Point, VA 23181
www.curtiscontracting.net

