



A Design-Build Project Route 606 Bridge Replacement Over I-95 With 606 Improvements

Spotsylvania County, Virginia
February 4, 2016

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

i+icon SOUTHEAST
Infrastructure & Industrial Constructors Southeast™

CLARK NEXSEN 

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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	
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
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	
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	
Evidence of obtaining bonding	NA	Section 3.2.9	no	

ATTACHMENT 3.1.2

Project: 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	
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
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	
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	7

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	
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	11-15

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

February 4, 2016
DATE

A. Eric Kishel
PRINTED NAME

President
TITLE

LETTER OF SUBMITTAL

February 4, 2016

Mr. Stephen D. Kindy, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: **A Design-Build Project Route 606 Bridge Replacement Over I-95 With 606 Improvements,**
3.2 Letter of Submittal

Dear Mr. Kindy:

i+iconSOUTHEAST is pleased to submit our Statement of Qualifications (SOQ) to the Virginia Department of Transportation (VDOT) in response to your Request for Qualifications (RFQ) for the Route 606 Bridge Replacement Over I-95 With 606 Improvements, Contract ID Number: C00105463DB89. I am confident our SOQ presents a team of unmatched experience and accomplishment.

In response to Section 3.2 of the RFQ, the i+iconSOUTHEAST team offers the following information:

3.2.1 Offeror

The full legal name and address of the Offeror is:

i+iconSOUTHEAST, Inc.
2809 Crusader Circle
Virginia Beach, VA 23453
757-468-1500 (P)
(757) 468-2100 (F)

3.2.2 Point of Contact

The Point of Contact for i+iconSOUTHEAST, the Offeror, is:

Mr. A. Eric Kishel
President
i+iconSOUTHEAST, Inc.
2809 Crusader Circle
Virginia Beach, VA 23453
757-468-1500 (P)
(757) 468-2100 (F)
ekishel@iiconusa.com

3.2.3 Principal Officer

The Principal Officer for i+iconSOUTHEAST the Offeror, is Mr. A. Eric Kishel. The address and telephone number is the same as provided in section 3.2.2.

The i+iconSOUTHEAST Team Advantage

Familiarity

i+iconSOUTHEAST and Clark Nexsen have a long history of working for VDOT, completing numerous projects

Experience

Our companies have decades of experience on bridge and design-build projects

Personnel

Our proposed key personnel on this project have an average of approximately 20 years of experience

Projects As Delivered

Our team has a long history of completing projects on time and within allotted budgets while meeting or exceeding established DBE limits

Safe

i+iconSOUTHEAST and Clark Nexsen place a priority on safety and the health and well-being of our workers is the most important thing on any project

3.2.4 Corporate Structure

i+iconSOUTHEAST is structured as a corporation and is not a limited liability company, joint venture or any form of partnership. i+iconSOUTHEAST will undertake full financial responsibilities for the project for the required bonding and accept the risks and liabilities for the performance of the work.

3.2.5 Lead Contractor and Lead Designer

The Lead Contractor for this Project is i+iconSOUTHEAST, and Clark Nexsen, Inc. will be the Lead Designer for this Project.

3.2.6 Affiliated and/or Subsidiary Companies

Attachment 3.2.6 is provided in Appendix A.

3.2.7 Certification Regarding Debarment

Attachments 3.2.7(a) and (b), Certification Regarding Debarment Forms Primary Covered Transactions and Lower Tier Covered Transactions are provided in Appendix A for the Offeror and subconsultants, subcontractors, or any other person or entity on the Offeror's organizational chart.

3.2.8 VDOT Prequalification

i+iconSOUTHEAST's prequalification number is W140 and current VDOT prequalification status is active. A copy of our prequalification certificate is included in Appendix A.

3.2.9 Bonding Capacity

i+iconSOUTHEAST has excess bonding capacity many times greater than the estimated value of this Project, and a letter of verification from our bonding company is included in Appendix A.

3.2.10 SCC and DPOR Registration Requirements

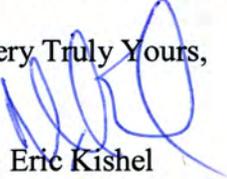
Information regarding SCC and DPOR registration in the Commonwealth of Virginia for the i+iconSOUTHEAST/Clark Nexsen Team and key personnel is provided in the table on Attachment 3.2.10. Full size copies of the certifications and DPOR registrations are included in Appendix B.

3.2.11 DBE Participation Goal

i+iconSOUTHEAST is committed to achieving a fifteen percent (15%) DBE participation goal for the entire value of the contract.

Thank you in advance for your detailed review of our SOQ. We trust that you will find our commitment to VDOT focused and our credentials impeccable. We look forward to partnering with you on this project.

Very Truly Yours,


A. Eric Kishel
President
i+iconSOUTHEAST

OFFEROR'S TEAM STRUCTURE

3.3 Offeror's Team Structure

i+iconSOUTHEAST will be responsible for managing the project in its entirety, supervising the construction, and performing major elements of the construction work. Additional subcontractors for various specialty items such as QC, roadwork, signage, and electrical will be under direct subcontract to i+iconSOUTHEAST. Clark Nexsen will lead the design effort for all aspects of the project and will be responsible for the design QA/QC. The i+iconSOUTHEAST team includes highly qualified subconsultants, which will bring specific expertise to enhance the team and ensure a quality project for VDOT. A complete list of team members follows and an organizational chart of the team is included in Section 3.3.2.

i+iconSOUTHEAST - Offeror, Legal Entity, Lead Contractor

i+iconSOUTHEAST, formerly Waterfront Marine Construction, is a diversified infrastructure contractor serving the states of Virginia, North and South Carolina, Georgia, and Florida. The firm is committed to providing construction services in a manner that ensures the safety of employees, customers, and the neighboring communities. i+iconSOUTHEAST and its personnel have design-build experience, including the recent completion of VDOT's Route 35 Design-Build Project. In addition, our company has performed numerous bridge and roadway projects for VDOT over its 30+ year history.

Clark Nexsen – Lead Designer

Clark Nexsen will serve as the Lead Designer for this project and will be responsible for the overall design including roadway and bridge design, design QA/QC, and oversight of design work performed by design sub-consultants. Clark Nexsen is a full-service architecture, engineering, and planning firm with offices in Norfolk, Richmond, and Roanoke, Virginia, Washington DC, North Carolina, Georgia, and Texas. Clark Nexsen has performed many design-build projects that cover the Southeast and Mid-Atlantic States, as well as in 32 countries around the world.

Subconsultants and/or Major Subcontractors

The i+iconSOUTHEAST/Clark Nexsen Team is comprised of highly qualified individuals and sub-consultants knowledgeable in VDOT policies and procedures and experienced with similar VDOT projects. This team of sub-consultants is primarily selected based on their relevant past experience and established working history of project success with VDOT, i+iconSOUTHEAST, and/or Clark Nexsen.

McDonough Bolyard Peck, Inc. (MBP), a SWaM certified firm located in Richmond, Virginia will be providing the independent Quality Assurance Manager (QAM) and QA Inspection services on the project. MBP has a long work history of providing CEI and QAM services on VDOT DB projects.

Engineering Consulting Services (ECS) is located in Richmond, Virginia, and will work under MBP, providing QA Inspection and Material Testing for this project.

Schnabel Engineering Consultants, Inc., a prominent geotechnical firm located in Glen Allen, VA, will provide geotechnical services for the project and will be responsible for geotechnical analysis, foundation design and pavement design.

Bowman Consulting, is located in Richmond, Virginia, and will provide Right-of-Way acquisition services including appraisals, notifications, title examinations, negotiations, closings, and coordination with owners or occupants that may be displaced during the project. Bowman will also provide utility coordination and relocation design as well as surveying and platting services for this project.

Hassan Water Resources, Inc. (HWR), is located in Maidens, Virginia and is a DBE/SWaM certified firm specializing in hydrology and hydraulic analysis, drainage design and scour analysis for transportation projects. HWR will be responsible for performing roadway drainage and storm water design for this project.

Michael Baker International, a firm located in Richmond, Virginia will be the Construction QC Manager and Construction QC Inspection & Testing Manager on the project.

EEE Consulting, Inc., a SWaM certified firm located in Mechanicsville, Virginia will be providing the NEPA Documentation & Environmental Permitting services on the project.

3.3.1 Key Personnel

Key personnel resume forms are included in Attachment 3.3.1 located in Appendix C. A brief summary of key personnel is described below; expanded project experience for each are listed on the resume forms.

Design-Build Project Manager, Eric Kishel – i+iconSOUTHEAST. Mr. Kishel has nearly 30 years of transportation construction experience and is the President of i+iconSOUTHEAST. He provides executive oversight on the company’s work and has significant experience leading large construction and design-build projects that involve in bridges and roadways. Throughout his career, Mr. Kishel has managed several design-build projects at the state level, including providing oversight on VDOT’s Route 35 Design-Build Replacement Project as well as for the first ever design-build project for the Florida Department of Transportation (District 1). His expertise also includes quality control oversight and his long history of working with state government entities will be invaluable to this project as he will serve as the liaison to VDOT. Mr. Kishel is also a member of various industry associations, including the Design-Build Institute of America.

Key Experience
<ul style="list-style-type: none"> • Has significant bridge construction and design-build oversight experience • Managed the first-ever FDOT District 1 Design-Build Project

Quality Assurance Manager (QAM), Duncan Stewart, PE – MBP. Mr. Stewart is a registered professional engineer in the Commonwealth of Virginia with more than 18 years of experience in construction inspection of transportation projects. Since 2008, Duncan has been a Quality Assurance Manager (QAM) on six VDOT design-build projects, totaling over \$75 million in construction value. He has supported VDOT in providing IA/IV oversight of design-build projects, as well as project controls support to the Ohio Dept. of Transportation for their design-build program. Mr. Stewart will be independent of the construction operations for the project, and will specifically be responsible for all quality assurance (QA) activities as well as project inspection and materials documentation. Included will be QA inspection and overseeing compliance with the approved project QA/QC Plan as well as the VDOT Minimum Standards for Design-Build and PPTA Projects.

Key Experience
<ul style="list-style-type: none"> • Quality Assurance Manager on six VDOT design-build projects totaling over \$75M in construction value • Supported VDOT with IA/IV oversight of design-build projects

Design Manager, Ian Johnston, PE – Clark Nexsen. Mr. Johnston will manage all design required for this project. He will be responsible for the TMP, complete roadway and bridge design, including road plans, interchange plans, traffic analysis, sign and signal plans, lighting plans, utility designation and relocation, right-of-way acquisition, as well as coordinating NEPA compliance and environmental permitting. In the Public Sector, Mr. Johnston was assigned to the VDOT Project Management Office in the Hampton Roads District. This assignment allowed Mr. Johnston to gain a full understanding of VDOT processes and procedures especially regarding permitting, utility coordination and relocation, right-of-way acquisition, scheduling, and overall project delivery for design-build projects and design bid build projects. He has over 17 years of design and project management experience, specifically in transportation engineering projects.

Key Experience
<ul style="list-style-type: none"> • Managed and supported several VDOT bridge projects • Holds required VDOT and VDEQ registrations

Construction Manager, Matt Sutton – i+iconSOUTHEAST . Mr. Sutton has nearly 17 years of experience working as a construction manager, project manager, and project engineer. Most recently, he served as the project manager for VDOT’s Route 35 Design-Build Replacement Project. Mr. Sutton has also successfully delivered other VDOT projects, including the Nimmo Parkway Construction Project, and the Constitution Drive City Street Improvements and Bridge Construction Project. Currently, he is managing the Route 659 Bridge replacement over Flat Swamp. In addition, he supported the I-264 London Bridge Interchange Project, where i+iconSOUTHEAST teamed with Michael Baker. Mr. Sutton holds several registrations, including the VDEQ Responsible Land Disturber Certification, VDOT Erosion and Sediment Control Contractor Certification, and an Intermediate Work Zone Certification which are required for this pursuit. He will be on the project site for the duration of construction operations overseeing all field personnel.

Additional Personnel

In addition to the key personnel, we have also provided the identity of the project leaders who are responsible for major functions to be performed as shown in the organizational chart in section 3.3.2.

Lead Structural Engineer, Al Patel, PE, DBIA – Clark Nexsen. As a Lead Structural Engineer, Mr. Patel will be responsible for the preliminary and final design for the proposed bridge over I-95. He has over 24 years of experience in designing bridges, including bridges with complex staged construction. **He has also served as a Design Manager/Lead Structural Engineer for a VDOT Design-Build project “Route 60 Bridge Replacement over Smith Creek” in Clifton Forge, VA.** His relevant experience includes the design of the following bridges over highways:

- East Tevis Street Bridge over I-81, Fredrick County, VA (under design)
- Centerport Parkway over I-95, Stafford County, VA
- Centerport Parkway Over Route 1, Stafford County, VA
- Route 627 over I-95, Stafford County, VA
- Lucasville Road over Route 234 Bypass, Prince William County, VA

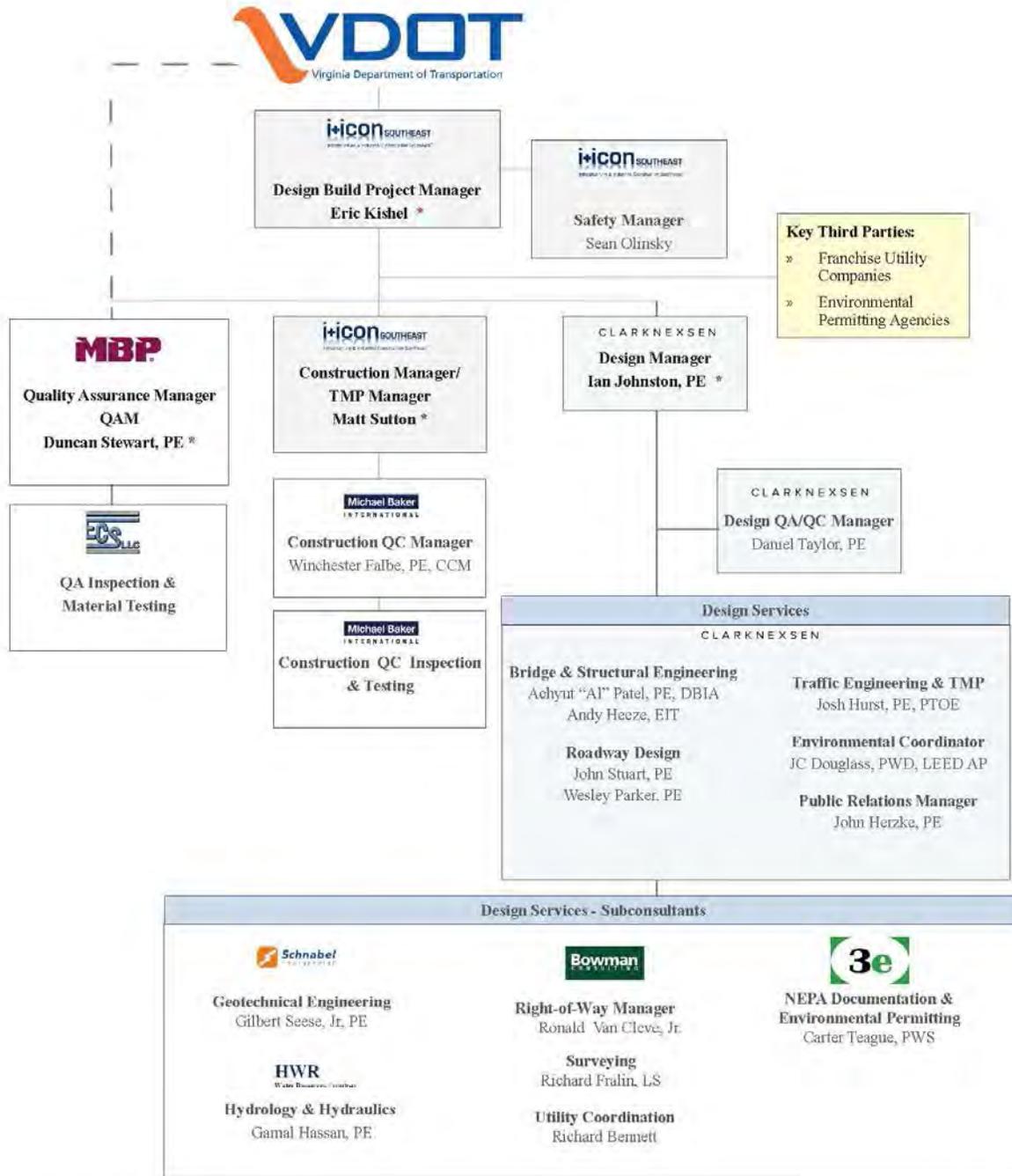
Lead Roadway Engineer, John Stuart, PE – Engineering – Clark Nexsen. Mr. Stuart will be responsible for the roadway design elements required for this project, including the establishment of the horizontal and vertical geometries, geometric design for the interchange and conformance with the approved IMR, coordination with the drainage and stormwater management design, and developing the maintenance of traffic and sequence of construction plans. He has over 26 years of transportation engineering design, hydrologic and hydraulic analysis, stormwater management design, and construction phasing. John’s transportation work experience spans a wide range of projects including urban, rural and interstate roadways, roadway reconstruction and innovative intersection (roundabout) design.

- Wilkinson Road Bridge Replacement, Henrico County, VA (under design)
- Route 265 Expressway/Dan Daniel Memorial Highway (VDOT), Pittsylvania County, VA
- I-95 Walthall Interchange (VDOT), Chesterfield County, VA
- Route 50 Corridor Traffic Calming (VDOT), Loudoun/Fauquier Counties, VA
- Volvo-Lynnhaven Parkway (VDOT), Cities of Chesapeake and Virginia Beach, VA
- US Route 1 (VDOT), Lorton Road, Fairfax County, VA

Geotechnical Engineer, Gilbert Seese, PE – Schnabel Engineering. As the Lead Geotechnical Engineer, Mr. Seese will be responsible for subsurface exploration, soils analysis, pavement design and foundation design recommendations. Mr. Seese’s experience includes project management and project engineering on roadway projects including bridges, retaining walls, embankments, pavements and storm water management facilities; waterfront structures including piers, bulkheads and dry docks; elevated and on-grade storage tanks; railroads; water and wastewater treatment facilities. He also has experience with deep foundations, including drilled shafts, driven piles and auger-cast piles in addition to shallow footing and mat foundations. His retaining wall experience includes MSE walls, tieback walls, and conventional concrete retaining walls. His recent transportation experience includes:

- Virginia Beach Transit Extension, Newtown Road to Virginia Beach Town Center, Virginia Beach, VA
- Bridge Replacement, Warwick Avenue Over Lake Maury, Newport News; Huntington Avenue, VA
- Bridge Replacement over 40th Street, Newport News, VA

3.3.2 Organizational Chart



* Key Personnel

Functional relationships between VDOT key personnel, project leaders and third parties are described on the following page.

Functional Relationship

i+icon SOUTHEAST and Clark Nexsen are both experienced in developing and maintaining effective lines of communication within the project team. Both firms are very hands on and will facilitate the necessary input and guidance to optimize the project and see it to a successful completion. In order to prevent unnecessary project delays, it may sometimes be required that other members within the D-B Team communicate directly with their counterparts at VDOT, as directed and authorized in advance by both the D-B Project Manager and the VDOT Project Manager.

VDOT's Project Manager will coordinate directly with the Design-Build Project Manager (PM). He will also interact with the Quality Assurance manager (QAM) through VDOT's independent assurance and verification process.

The Design Build Project Manager (PM), Mr. Eric Kishel will be in-charge of all phases of the project, and is directly responsible to VDOT for the successful performance and delivery of this project. He will communicate between the D-B Team and VDOT, in order to maintain schedule, budget, and quality. The Design Manager, Construction Manager, and Quality Assurance Manager will report directly to Mr. Kishel throughout the entire project. The Safety Manager Mr. Sean Olinsky will also report to the Design-Build PM.

Quality Assurance Manager (QAM), Mr. Duncan Stewart, PE will report to the Design Build PM with independent oversight by VDOT. He will be responsible for the Quality Assurance program (QA) and will coordinate directly with VDOT, supervise project QA inspection staff and coordinate with the QA testing agency. He will maintain conformance with the Contract Documents and will have the overall responsibility of the D-B QA/QC Plan. He will also interact with project DM and the QCM.

Design Manager (DM), Mr. Ian Johnston, PE will report to the Design Build PM and be responsible for the successful completion of quality design and construction documents as well as managing all of the sub-consultant services for this project. Communication protocols within the team will be set to allow Mr. Johnston to communicate with VDOT technical staff when required, and ensure follow-up communication with the Design-Build PM. He will also interact directly with CM and QAM. Design QA/ QC Manager, Daniel Taylor, P.E. will perform independent QC of all design work prior to distribution of the submittals. He will communicate directly with the DM.

Construction Manager (CM), Mr. Matt Sutton will report directly to the Design Build PM and will be responsible for managing the construction process, subcontractors, and all construction QC activities. He will supervise the construction superintendents as well as coordinate all subcontractor work and construction quality control activities with the construction QCM. The CM will work with the DBE coordinator to ensure DBE goals are met.

Construction Quality Control Manager (QCM), Winchester Falbe, PE, CCM will perform all construction QC work for the contractors and report directly to the CM.

Key Third Parties will be contacted and coordinated primarily with the Design Build PM, DM, and PRM as required. They may also interact with other team members through the PM as necessary.

EXPERIENCE OF OFFEROR'S TEAM

3.4: Experience of Offeror’s Team

The i+iconSOUTHEAST team’s personnel have been involved in numerous design-build projects. Through our past experience, our personnel know what needs to be done, with whom we need to coordinate, and how to deliver a successful project. We bring all of this experience together to provide the best team for this project. i+iconSOUTHEAST and Clark Nexsen have a mutual respect for each firm’s high regard in delivering a quality product. i+iconSOUTHEAST has successfully constructed several waterfront and transportation projects that were designed by Clark Nexsen. With our key personnel and our collective talent and commitment, we will bring unparalleled expertise to this project. Both companies have recently completed the following VDOT design-build projects:

- As a Lead Contractor, i+iconSOUTHEAST has recently completed Route 35 Bridge Replacement over Nottoway River, D-B project in Courtland, VA. This project was considered to be one of the most successful design-build projects by the VDOT Alternate Project Delivery Division.
- As a Lead Designer, Clark Nexsen has successfully completed the Route 60 Main Street Bridge D-B project in Clifton Forge, VA. This project has earned numerous awards including:

ACEC (Virginia Chapter) 2014 Honor Award as D-B Transportation project of the Year

APWA (Mid-atlantic Chapter) 2014 project of the Year

Selected as a key presentation for Design-Build Transportation Project in the Under \$5 Million category at the 2014 DBIA Annual Transportation Conference in San Jose, CA, march 2014.

3.4.1 Lead Contractor and Lead Designer

Lead Contractor - i+iconSOUTHEAST:

i+iconSOUTHEAST is a diversified infrastructure contractor serving the states of Virginia, North Carolina, South Carolina, Florida, and Georgia. The firm specializes in bridge structures, transportation projects, marine construction, as well as pilings and deep foundations. i+iconSOUTHEAST is part of i+iconUSA, a family of infrastructure and industrial companies performing complex construction projects throughout the eastern half of the U.S. Please refer to attachment 3.4.1(a) for the relevant project experience for the Contractor.

i+iconSOUTHEAST has completed numerous projects for VDOT with the most recent ones including:

VDOT Project	Role
Martin Luther King Expressway Extension Construction (ongoing)	Subcontractor
I-659 Bridge over Flat Swamp Replacement (ongoing)	General Contractor
Route 35 Design-Build Replacement	General Contractor
Nimmo Parkway Construction	General Contractor
I-264 London Bridge Interchange Reconstruction	General Contractor
Pembroke Avenue Bridge Replacement	General Contractor
Armistead Avenue Bridge Replacement	General Contractor
Route 17 Bridges Construction	Subcontractor
James City County Timber Bridges Construction	General Contractor
Kings Highway Bridge Demolition	General Contractor
Birdneck Road Sound Barrier Wall Construction	Subcontractor

In addition to these projects, i+iconSOUTHEAST has completed other bridge and roadway projects in the State over Virginia over the past 30 years for other local government entities.

Lead Designer - Clark Nexsen

Clark Nexsen was founded in Lynchburg, Virginia in 1920 and is one of the largest full service firms in Virginia with over 280 professionals in the region. Clark Nexsen's Transportation Division includes over 40 technical personnel in Virginia who provide expertise in roadway, structures, hydraulic, utilities, environmental, landscaping, and other transportation related disciplines. With experience and technical know-how resulting from the completion of similar transportation projects, they are well prepared to meet the schedule requirements of the Route 606 project. To date, Clark Nexsen has **completed more than one hundred (100) state and federal design build projects, four (4) P3 projects** in Virginia, and prepared more than **twenty (20) RFPs** for state and federal clients for design-build projects.

Clark Nexsen and its staff have completed numerous roadway projects with similar design services as required for the Route 606 Bridge Replacement and Roadway Improvement Project such as roundabout design, roadway widening, bridge construction, extensive staged construction within tight right of way constraints, utility coordination and relocation, and environmental permitting. In addition to the three relevant projects included in attachment 3.4.1(b), the following projects illustrate more of Clark Nexsen's relevant road, bridge, and interchange design experience:

VDOT DB Route 60 Main Street Bridge Replacement, Clifton Forge, Virginia: Clark Nexsen was the prime consultant and design manager for the replacement of this 165 foot long x 53 foot wide bridge over Smith Creek. This unique project site consisted of an existing bridge where the sides of the bridge abutted against adjacent commercial buildings.

Clark Nexsen's responsibilities for this project included bridge and roadway design, traffic data collection and analysis, traffic signal design, maintenance of traffic/ sequence of construction plans, utility relocation and coordination, ADA compliance, and sidewalk connections. A complex H&HA study was developed for the design of the new bridge foundations. Clark Nexsen was also responsible for obtaining all related water quality permits including VRMC and Corps of Engineers permits. An intensive public involvement program was implemented for this project during the design phase and carried through the construction phase.

Route 100 Bridge Widening and Rehabilitation over Route 11, Pulaski County, Virginia:(Currently under final design) Clark Nexsen is the lead engineer for the replacement of a two span 100 feet long bridge on Route 100 over Route 11. The recommended alternative from the preliminary design phase includes widening and replacing the existing bridge superstructures, and raising the vertical clearance by modifying the existing piers and abutments.

East Tevis Street Bridge over I-81, Fredrick County, Virginia: (Currently under final design) Lead Bridge Designer responsible for the preliminary and final design for this 4-lane wide x 300 feet long new grade separation bridge over I-81. The proposed bridge structure consisted of two span (150'-150') continuous steel plate girders supported over integral backwall abutments and a concrete frame pier. The proposed span lengths were determined to accommodate future I-81 widenings on the outside of the existing mainline. Responsibilities include design coordination with the roadway and geotechnical engineer, performing preliminary bridge conceptual design alternatives and preparing the TS&L report to recommend the feasible scheme. Clark Nexsen is currently finishing the final design and plans.

I-81 Improvements, Winchester, VA: Clark Nexsen was a subconsultant to Wiley and Wilson for the preliminary design of interstate and interchange improvements for this project located along Interstate I-81 from milepost 312.0 to milepost 314.5. The project scope included the widening of 2.5 miles of Interstate 81, design of a tight urban diamond interchange, design of access roads, hydrology and hydraulics, stormwater management, and public involvement. Also included is the design of storm drainage systems, multiple stormwater management basins, flood routing, scour analysis and the design of roadside ditches.

Route 122 over Goose Creek and Stoney Fork Creek, Bedford County, VA (Under design): As VDOT's Lead Design Firm, Clark Nexsen is responsible for Bridge Replacement project in the Salem District. Under Phase I of the design contract, Clark Nexsen was responsible for performing preliminary bridge conceptual design alternatives to replace the existing structure, taking into consideration a range of issues including environmental impacts, right-of-way impacts, utility relocations, and impacts to the traveling public. The design included evaluation of six different alternatives, ranging from replacing the bridge on the existing alignment within a constrained ROW, to a new bridge on a relocated alignment.

Complex staged construction schemes were studied in order to maintain the existing two lanes of traffic at all times.

Wythe Creek Road and Bridge Widening and Replacement, City of Hampton and Poquoson, VA (Under design): As VDOT's Lead Design Firm, Clark Nexsen has recently taken the design of this two mile arterial widening project in the Cities of Hampton and Poquoson to Field Inspection submittal. The project includes widening from an existing two lane section to a three lane section with a center reversible lane, a new 1600' bridge over an existing causeway, utility coordination and relocation, extensive stakeholder coordination, storm water management design, complex geotechnical issues, street lighting, and design within limited right-of-way. The design also includes an MOT/SOC plan that keeps two lanes of traffic open on Wythe Creek Road at all times.

Nansemond Parkway (Route 337) Expansion Phase II, Suffolk, VA (Under Design): Clark Nexsen is the Lead Design Firm for this state/federally funded roadway widening project (two lanes to four lanes) along Nansemond Parkway. The total length for Phase II is 0.40 miles and extends from the end of construction of Phase I to the Suffolk / Chesapeake City line where Phase III will begin. The scope of the project includes roadway design, storm drainage design, storm water management design, landscaping, aesthetics, public and franchise utility relocation and design, street lighting, TMP plan, environmental permitting, erosion and sediment control plans, and heavy stakeholder coordination.

Brambleton Avenue Bridge Rehabilitation and Widening, Norfolk, VA: Clark Nexsen prepared the design of a complete deck replacement and bridge widening for this six-lane, 13-span, 680' long bridge crossing over a waterway. The bridge serves as a primary route into downtown Norfolk, with over 32,000 vehicles traveling the roadway per day. The bridge widening was designed to accommodate a 10' multi-use path. Extensive maintenance of traffic planning and construction sequencing coordination was necessary to minimize disruption to the heavy volume of traffic that utilizes this route. Coordination with numerous utilities (public and franchise) was also a part of this project. Construction was completed for this project in 2008.

Lessons Learned:

Our project team and personnel have completed numerous design-bid-build/design-build transportation projects and learned many valuable lessons throughout the course of these projects which are relevant to this project:

Early & Frequent Communications

- Keeping a well informed public during the construction process is critical and helps reduce congestion and traffic delays, and improves safety during construction.
- Engineers need to Work closely with the construction manager during the design process to determine actual construction space requirements to help ensure the smooth phasing of construction.
- Timely coordination and notification to utility owners during the design phase and the incorporation of relocations into construction plans will avoid costly delays and changes.
- The designer and contractor need to coordinate regularly to take advantage of the improved productivity of the design-build process. This delivery method allows for quick responses to requested information, thus reducing downtime and increasing efficiency.

Effective Stakeholder Involvement

- Close coordination with VDOT's Public Affairs office is critical, as the design-bid-build/design-build outreach personnel act as an extension of the VDOT Public Affairs staff.
- Regular utility partnering meetings during construction are essential to a project's success.

Provide Value – Consider cost implications

- The MOT plan greatly influences construction cost and schedule; therefore, it must be considered as early as possible in the design process in order to facilitate a cost-effective solution.
- Subcontractors and suppliers need to be selected carefully, weighing quality, safety, and cost.
- The design-bid-build/design-build process allows for quick responses to requested information from within the project team, thus reducing downtime and increasing efficiency. The designer and contractor need to coordinate regularly to take advantage of this improved productivity.

PROJECT RISK

3.5.1: Critical Risks for the Project.

Risk 1: Traffic Operations/Transportation Management Plan

The most critical risk that the i+icon/Clark Nexsen team has identified on the Route 606 over I-95 project is related to the potential project construction impacts to the existing traffic operations on Interstate 95, the interchange ramp movements entering and exiting the interstate, traffic operations on Route 606, and both vehicular and pedestrian impacts to the adjacent businesses, including race events at the new Dominion Raceway. The risks associated with each roadway component are further described below:

Interstate 95

Interstate 95 in the vicinity of Mudd Tavern Road carries almost 100,000 vehicles per day, traveling at a high rate of speed. Construction operations adjacent to and over the interstate need to be scheduled and performed to minimize impacts to traffic on I-95. The risk associated with a construction sequencing and Transportation Management Plan (TMP) that doesn't take into account the high volume of traffic and speed on the interstate creates the potential for significant road user delays, an inefficient construction process leading to project delays, and most importantly – the potential for safety impacts to the traveling public and construction workers. It will be critical for construction activities related to the new bridge construction and existing bridge demolition to be scheduled and performed in a manner that minimizes potential congestion and safety impacts to traffic on I-95.

Interchange Ramps

The project includes improvements to the existing interchange ramps as well as at the ramp intersections with Mudd Tavern Road. The scope of improvements includes the widening of Route 606 from two to four lanes on either side of the ramp termini, and up to six lanes within the termini and across the bridge. The improvements will require demolition, earthwork and paving operations across the top of the ramps, and therefore, the proposed construction will impact both the vehicles entering the ramps from Route 606 to I-95, and vehicles exiting I-95 and heading eastbound or westbound on Route 606. The risk associated with a construction sequencing and traffic management plan that doesn't effectively consider the existing traffic volumes and time of day ramp usage patterns is that significant congestion may occur on Route 606, as well as back-ups of the interchange ramps.

Route 606/Mudd Tavern Road

Mudd Tavern Road is proposed to be widened from two to four lanes to the east of the existing diamond interchange, including the construction of a roundabout at the intersection of Mudd Tavern Road and the newly relocated Mallard Road. The design-builder will need to sequence the work associated with the new overpass bridge widening, interchange ramps, and the approach roadways and roundabout on Mudd Tavern Road so that traffic can efficiently transition through the work zone while avoiding delay and potential safety issues. The design-builder will also need to plan construction activities around race events at the new Dominion Race Track, ensuring that ingress and egress to and from the racetrack is provided for the events.

In addition to consideration of vehicular traffic on Mudd Tavern Road, the design-builder will also need to consider pedestrian traffic in the sequencing – particularly related to anticipated foot traffic between the hotels on the west side of the interstate and the racetrack located on the east side.

Risk Impact

The risks associated with poorly planned and coordinated construction operations and TMP modeling are as follows:

- Potential safety impacts to traveling public, pedestrians, and construction personnel
- Delays and congestion on Route 606 and I-95
- Delays to first responders
- Construction schedule delays
- Complaints from adjacent landowners and businesses
- Redesign efforts, causing additional delay and additional reviews by VDOT
- Financial impacts to project

Mitigation Strategy

The following mitigation strategies will be employed in order to help minimize the potential risk events from occurring, and also to mitigate their potential impact:

Early & Frequent Collaborative Design Effort and Scheduling

The i+icon/Clark Nexsen team has worked together previously and understands the value of close coordination between the designer and contractor. We will begin the construction scheduling and TMP planning during the technical/price proposal stage of the project procurement – not after award of the project. It is critical to begin the process early, not only to develop and optimize the construction sequencing plan, but also to accurately price the plan. Our team understands that VDOT does not want to award this project to a design-build team with a flawed traffic operations plan. This early collaboration between designer and contractor will also help identify the best potential sequencing approaches, and plan them effectively into the design and construction documents. Additionally, our design-build team will meet weekly to revisit the sequencing and operations approach, starting during the RFP response, through design, and all the way through the construction stage. Through this approach we will ensure that we adapt as necessary to changing information and conditions – whether encountering poor soil conditions, or surprise events at the racetrack.

Effective Stakeholder Involvement

It will be critically important to include the key stakeholders in the TMP development process, including the emergency first responders, VDOT and Spotsylvania County staff, and the adjacent businesses including the hotels and Dominion racetrack. By including these entities in the construction planning process, we can help spread awareness regarding the project and the schedule while also including their input and commentary into the construction planning and TMP operations process. This collaboration will also establish clear lines of communication so that in the case of an emergency or unplanned event, we will be able to get the word out quickly in order to help minimize the potential for further obstructions and delays by communicating the need for the rerouting of traffic or different traffic patterns through the construction work zone.

VDOT’s Role in Mitigating Risk

VDOT is welcome to participate as much as desired. However, aside from being involved in the stakeholder meetings and official plan review process, we do not anticipate VDOT having a significant role in the sequencing and transportation management planning. We do understand the need to contact the agency should any issues arise on the project that cause significant traffic delays or safety concerns. However, it is our intent to keep VDOT’s project related phone calls and e-mails to a minimum, and we are confident that our risk management approach to this risk will help meet that goal.

Risk Summary: Poor Traffic Operations/Traffic Management Plan	
Risk Impact	Risk Mitigation
Potential safety issues, congestion, delays, complaints, re-design, and financial impacts	<ul style="list-style-type: none"> • Early and frequent coordination • Stakeholder coordination to develop an effective plan

Risk 2: Bridge Approach Embankment Settlement

The bridge approach embankment fills will be placed at both abutments in order to widen Route 606 to four lanes (six lanes across the bridge). The western abutment fills are not anticipated to be as deep as the fills at the eastern abutment. However, the weight of the new abutment fill will cause the underlying soft and loose soils to settle. The anticipated settlement of the loose sands should occur relatively quickly; however the exact settlement time has yet to be determined. These potential settlements will need to be fully evaluated following the determination of the actual abutment fill depths and area of placement during design. The risk associated with the potential embankment settlement is delay to the construction schedule.

Risk Impact

The impact on the project from the geotechnical issues is the potential added costs associated with additional ground improvements to counteract or expedite the settlement, and/or added time to allow embankment settlements to dissipate.

Mitigation Strategy

The potential mitigation strategies would include those performed during the design phase to reduce the number of unknowns and to incorporate mitigation measures into the design, and those performed during the construction phase to minimize costs and delays. A summary of these strategies is as follows:

- Perform additional subsurface exploration and soil laboratory testing to better delineate the risks. The additional subsurface exploration would include the number of borings and types of sampling to meet or exceed the requirements of the VDOT Materials Manual of Instructions, Chapter III. This could include additional borings and undisturbed Shelby tube sampling and testing of fine-grained soils to evaluate settlement characteristics of the in-situ soils.
- Provide a thorough evaluation of the subsurface conditions in order to properly characterize them, and perform the necessary calculations to decide if the potential risks described herein are likely to occur. An example would be to perform enough consolidation tests on natural and existing fill soils and suitable analyses in order to predict the magnitude of embankment settlement and the time for the settlement to occur.
- Monitor various aspects of construction such as settlements of embankments and mitigate as needed.
- Structure the project development to allow for simultaneous development of separate plan and work packages, which will allow the design-builder to develop the bridge and directly adjacent approach plans (work that is contained within the existing limited access and right-of-way), while also developing the second package that includes the work contained on Mudd Tavern Road, the roundabout, and the new connection to Mallard Road. This will allow the contractor to begin work on the bridge and embankment construction earlier – thereby allowing additional time for any required settlement.

Our team will work with VDOT to identify issues and options to work towards an optimal solution for any risks encountered. Appropriate contingencies will also be discussed and included in the price to cover the anticipated risks.

VDOT’s Role in Mitigating Risk

Other than providing general oversight, VDOT’s role in assisting the mitigation of the geotechnical and settlement risks is minimal. We do expect VDOT to provide all available information that may pertain to this issue such as existing geotechnical data, any existing bridge plans including as-builts, and bridge inspection reports.

Risk Summary: Bridge Approach Embankment Settlement	
Risk Impact	Risk Mitigation
Potential delays and financial impacts	<ul style="list-style-type: none"> • Additional subsurface/soils evaluation • Monitoring during construction with proper mitigation, if needed • Structured project development to begin bridge and embankment construction sooner to allow additional time for settlement

Risk 3: Right-of-Way Acquisition

The schedule requirements for the acquisition of the necessary right-of-way (ROW) and easements for the Route 606 over I-95 Project present potential risks to the project, and therefore proper mitigation strategies should be employed. Based on the review of the preliminary design drawings, there appear to be nine parcels possessed by five separate landowners that will require property acquisition. While that number is relatively small for a design-build project of this magnitude, there are still important issues/risks with regard to some of these parcels, which are described below:

Commercial Relocations at Shell Station/5016 Mudd Tavern Road – As indicated in the provided NEPA document, the existing Shell Station appears to have up to three potential businesses located on the property. The design-build team will need to work with these businesses as early as possible in order to provide adequate time for the relocation process. It is expected that the process will take up to eight months after approved right-of-way plans in order to complete the relocation process. The design-build acquisition team will need to focus on this property and its tenants as soon as possible in order ensure that the property is cleared in time for construction.

Acquisition on Sklar Property & Virginia Outdoor Foundation Easement – The project currently proposes acquisition of temporary construction easements from the Gerald W. Sklar and Juanita V. Sklar property on the north side of Mudd Tavern Road, in the vicinity of the proposed roundabout and near the entrance to the Dominion Raceway. Per the NEPA document, there is an apparent Virginia Outdoor Foundation (VOF) open space easement located on the property. If not managed properly, VOF easements can become a complex problem. Our team understands that certain protocols and processes must be followed to acquire these types of properties. It is also important to note that a VOF easement cannot be condemned and that the process to deal with this potential acquisition could take up to nine months.

Acquisition from the VDOT Smart Traffic Center – Although the Route 606 over I-95 project is a VDOT project, the process to acquire this property is not as simple as one would expect. The VDOT property is actually considered a Capital Outlay Facility and is owned/managed by the Virginia Department of General Services (DGS). In order to acquire the necessary right-of-way for the project, the acquisition will need to be coordinated with the DGS, and likely through VDOT's Administrative Services Division (ASD). Working through ASD and DGS will take time, and it will be important for our team to ensure that the needs of VDOT's design-build program are met.

Risk Impact

The primary impact associated with the above mentioned acquisition risks are associated with potential schedule delays. Delay in the relocations at the Shell Station, dealings with the Virginia Outdoor Foundation, and acquisition from the DGS on the VDOT property could affect the franchise utility relocation and construction schedule, which would potentially impact the construction completion date and also increase the project cost to the design-builder.

Mitigation Strategy

The following mitigation methods will be assessed and potentially employed by the i+iconSOUTHEAST team in order to help alleviate the potential for schedule delays associated with the required property and easement acquisitions and business relocations:

- Structure the project development to allow for simultaneous development of separate plan and work packages, which will allow the design-builder to develop the first package which includes the bridge and adjacent approach plans, while also developing the second package that includes the work contained on Mudd Tavern Road, the roundabout, and the new connection to Mallard Road, and the associated property acquisitions/high schedule risk items. This will allow the contractor to begin work on the bridge and approach work items while the design and acquisition team is preparing the ROW plans, seeking ROW authorization, and dealing with the property acquisitions.
- Seek to eliminate all acquisition requirements from the Sklar property and the associated VOF easement. Based on the review of the provided plans, it appears that some minor plan adjustments can be made in order to completely eliminate the required easement acquisition from the Sklar property. The adjustments include moving the proposed roundabout slightly to the south, potentially adjusting the elevation of the roundabout to bring in the construction limits at its location, and also constructing retaining walls at the roundabout and the northeast curb return to the Dominion Raceway entrance so as to completely eliminate the need for the easements at these locations.
- Look for opportunities to accelerate the negotiation process prior to VDOT giving the ROW NTP. The team will closely monitor the anticipated VDOT NTP date and begin title reports,

document preparation and the appraisal efforts to perform necessary research of similar lands sales for their valuation efforts. Appraisals would be prepared in a “Draft Mode” until the R/W plan sheets have been approved and NTP is provided by VDOT. Goodwill contacts with the displaced businesses will also be made. Once NTP has been provided, the approved R/W plan sheets will be provided to the appraiser to update. The appraisal will then be forwarded to the appraisal reviewer at VDOT.

The i+iconSOUTHEAST team understands that a major requirement for a successful property acquisition process is to provide enough time for the ROW acquisition team to perform their work in an efficient and accurate manner, while also meeting the requirements of the law. It will be critical to develop the project with a solid design that doesn’t require multiple reviews by VDOT and any other reviewing entities, and receives the ROW NTP as early as possible. Our team is prepared to manage the project development in order to meet the required schedule needs of the acquisition process.

VDOT’s Role in Mitigating Risk

We expect VDOT’s role in the risk mitigation process will be mostly limited to the timely review and approvals of appraisals and landowner offers. One specific item we have noted that VDOT could help mitigate the acquisition risk to the design-builder is related to the acquisition on the corner of the VDOT Smart Traffic Center property. It would seem reasonable that VDOT could start the acquisition process now for that property with the ASD and DGS. Should for whatever reason the project terminates and no longer moves forward, the Commonwealth would still own the property, thereby posing no risk to the owner.

Risk Summary: Right-of-Way Acquisition	
Risk Impact	Risk Mitigation
Potential delays	<ul style="list-style-type: none"> • Structured project development to begin bridge and embankment construction sooner to allow additional time for settlement • Seek to eliminate Sklar property and VOF easement acquisitions, if possible • Seek opportunities to speed up negotiation process prior to VDOT’s ROW NTP

APPENDIX A

ATTACHMENT 3.2.6
ATTACHMENT 3.2.7(a)
ATTACHMENT 3.2.7(b)

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.

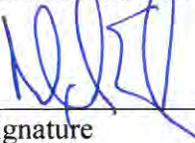
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

	February 4, 2016	President
_____ Signature	_____ Date	_____ Title

Infrastructure and Industrial Constructors Southeast, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

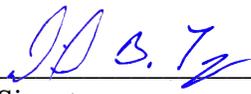
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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.

 2/4/2016 Principal
Signature Date Title

Clark Nexsen, 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.

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

Dale J. J... 1-21-2016
Signature Date

Branch Manager
Title

MBP
Name of Firm

ATTACHMENT NO. 3.2.7(b)

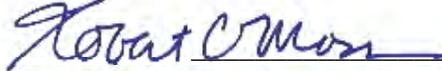
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-969-720

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.

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

 1/22/16 Vice President (Robert C. Moss, III, PE)
Signature Date 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

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

Edward G. Doherty January 20, 2016
Signature Date

Senior Vice President
Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

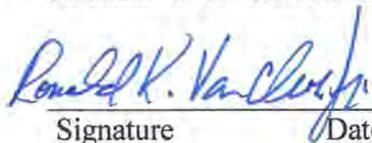
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LOWER TIER COVERED TRANSACTIONS**

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

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



Signature

1/21/2016

Date

Senior Project Manager

Title

Bowman Consulting Group, LTD

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

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

Gund Hassan 1/20/2016 President
Signature Date Title

Hassan Water Resources, PLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

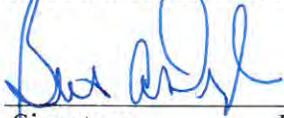
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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 1/21/2016 Senior Vice President
Signature Date Title

Michael Baker International, 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

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Sharon Ward Harbo 1-21-16
Signature Date

Senior Vice President
Title

EEE Consulting, Inc.
Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

INFRASTRUCTURE AND INDUSTRIAL CONSTRUCTORS SOUTHEAST, INC.

Vendor Number: **W140**

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

PREQUALIFIED

Your firm specializes in the noted Classification(s):

MAJOR STRUCTURES

Issue Date: October 31, 2015

This Rating and Classification will Expire: June 30, 2016

Suzanne FR Lucas, State Prequalification Officer

Don E. Silies, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.



January 27, 2016

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

**Re: Infrastructure and Industrial Constructors Southeast, Inc.
Contract ID No: C00105463DB89
Route 606 Bridge Replacement over I-95 with 606 Improvements,
Spotsylvania County, Virginia**

To Whom It May Concern:

As sureties for the above named Contractor, Liberty Mutual Insurance Company with an A.M. Best Rating of A and Financial Size Category XV and Travelers Casualty and Surety Company of America with an A.M. Best Rating of A⁺⁺ and Financial Size Category XV are capable of furnishing 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Sincerely,

A handwritten signature in blue ink that reads "Wendy A. Bright".

Wendy A. Bright
Attorney-in-Fact

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 6998997

American Fire and Casualty Company
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Cathy H. Ho; Elena Zunic; James M. Griffith; Leslie L. Rudat; Wendy A. Bright

all of the city of Pittsburgh state of PA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 28th day of May, 2015.



American Fire and Casualty Company
The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 28th day of May, 2015, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Plymouth Twp., Montgomery County
My Commission Expires March 28, 2017
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Gregory W. Davenport, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 29th day of JANUARY, 2014.



By: Gregory W. Davenport
Gregory W. Davenport, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 226054

Certificate No. 005868086

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Leslie L. Rudat, Elena Zunic, Wendy A. Bright, James M. Griffith, and Cathy H. Ho

of the City of Pittsburgh, State of Pennsylvania, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 16th day of April, 2014

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 16th day of April, 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 29TH day of JANUARY, 20 16.


Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

APPENDIX B
SCC AND DPOR REGISTRATION
DOCUMENTATION

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
i+iconSOUTHEAST	0235224-3	C Corp	Active	2809 Crusader Circle, Virginia Beach, VA 23453	Contractor	2701022985	3/31/16
Clark Nexsen, Inc.	0190175-0	Corp	Active	4525 Main Street, Suite 1400 Virginia Beach, VA 23462	Business Entity	0407006529	12/31/17
McDonough Bolyard Peck, Inc. (MBP)	03518008	Corp	Active	7400 Beaufont Spring Drive Boulders II Suite 403, Richmond, VA 23225	Business Entity Branch Office	0411000604	2/29/16
ECS Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	2119-D North Hamilton St. Richmond VA 23230	Business Entity Branch Office	0411000384	2/29/16
Schnabel Engineering Consultants, Inc.	07126741	Corp	Active	9800 Jeb Stuart Parkway, Suite 100 Glen Allen, VA 23059	Business Entity Branch Office	04011000700	2/29/16
Bowman Consulting Group, Ltd.	04481982	Corp	Active	3951 Westerre Parkway, Suite 150 Richmond, VA 23233	Business Entity Branch Office	0411000610	2/29/16
Hassan Water Resources, PLC	S2293282	Limited Liability Company	Active	2255 Parkers Hill Drive Maidens, VA 23102	Professional Limited Liability Company	0413000299	12/31/17
Michael Baker International	F0260747	Foreign Corporation	Active	1801 Bayberry Court Richmond, VA 23226	Business Entity Branch Office	0411000058	2/29/16
EEE Consulting, Inc.	05049416	Corp	Active	8525 Bell Creek Road Mechanicsville, VA 23116	Business Entity	0407003798	12/31/17

i+icon SOUTHEAST

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Infrastructure and Industrial Constructors Southeast, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 03, 1982;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:
August 27, 2015*



Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

03-31-2016

NUMBER

2701022985

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H HIC MCC



INFRASTRUCTURE AND INDUSTRIAL CONSTRUCTORS
2809 CRUSADER CIR
VIRGINIA BEACH, VA 23453-3133



Status can be verified at <http://www.dpor.virginia.gov>

July W. DeBoer
July W. DeBoer, Director

Commonwealth of Virginia
 Department of Professional and Occupational Regulation
 9960 Mayland Drive, Suite 400
 Richmond, Virginia 23233-1485
 (804) 367-8500
www.dpor.virginia.gov



NAME CHANGE FORM

1. What type of name change are you reporting?

- A. Individual - Individual name change request **must** be accompanied by a copy of a marriage certificate, divorce decree, court order, or other official documentation that verifies the name change.
- B. Business - Before submitting a Name Change Form for your business, you must read the regulations specific to your license certificate or registration to determine if a new application is required for a **new** business entity.
- All Real Estate Individuals/Firms must use the board specific Name/Address Change Form.

2. Complete the information below for each license, certification or registration you hold from DPOR.

A. Name Currently on License: (Individuals Only) _____

Individual's **New** Name: _____

Virginia License Number:

--	--	--	--	--	--	--	--	--	--

License Type:

Virginia License Number:

--	--	--	--	--	--	--	--	--	--

License Type:

Virginia License Number:

--	--	--	--	--	--	--	--	--	--

License Type:

 (Add or Delete additional license types.)

NOTE: Failure to list all licenses/certificates/registrations may result in you not receiving important notices and/or information from the board that issued your license/certificate/registration.

B. Name Currently on License: (Business Only) _____

WATERFRONT MARINE CONSTRUCTION, INC.

Current Trade, "Doing Business As" (DBA) or Fictitious Name _____New Business Name: _____

INFRASTRUCTURE AND INDUSTRIAL CONSTRUCTORS SOUTHEAST, INC.

New Trade, "Doing Business As" (DBA) or Fictitious Name _____

▲ Provide copy of certificate filed with the State Corporation Commission or locality pursuant to § 59.1-69 of the Code of Virginia.

Virginia License Number:

2	7	0	1	0	2	2	9	8	5
---	---	---	---	---	---	---	---	---	---

License Type:

Virginia License Number:

--	--	--	--	--	--	--	--	--	--

License Type:

Virginia License Number:

--	--	--	--	--	--	--	--	--	--

License Type:

 (Add or Delete additional license types.)

NOTE: Failure to list all licenses/certificates/registrations may result in you not receiving important notices and/or information from the board that issued your license/certificate/registration.

3. Contact Numbers

(757) 468-1500

Primary Telephone

Alternate Telephone

(757) 468-2100

Fax

4. Old E-mail Address

jdaniel@waterfrontmarine.net

New E-mail Address

jdaniel@iconsoutheast.com

Email address is considered a public record and will be disclosed upon request from a third party.

NOTE: This will not change your existing User ID (log-in) when using DPOR on-line services.

5. I certify that all the information provided on this form is true and accurate, and that I am authorized to request the changes herein.

Signature _____

Date

10/13/2015

Please sign and submit this form to the following address or fax:

Department of Professional and Occupational Regulation
 9960 Mayland Drive, Suite 400
 Richmond, VA 23233-1485
 Fax Number (866) 266-6818

IF YOU NEED TO REPORT AN ADDRESS CHANGE, PLEASE COMPLETE THE [ADDRESS CHANGE FORM](#)

CLARK NEXSEN 

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Clark Nexsen, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 27, 1978;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
September 25, 2015*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

12-31-2017

NUMBER

0407006529

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

PROFESSIONS: ENG, LA, ARC, CID



CLARK NEXSEN INC
4525 MAIN ST
STE. 1400
VIRGINIA BEACH, VA 23462



Status can be verified at <http://www.dpor.virginia.gov>

Jan W. DeBoer
Jan W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR LIC (06/2015)

MBP

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 9, 2015*

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000604

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

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC
7400 BEAUFONT SPRING DRIVE
BOULDERS II SUITE 403
RICHMOND, VA 23225



Nick A. Christner
Nick A. Christner, Interim Director

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



Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That ECS - Mid-Atlantic, LLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is April 16, 2004; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

January 4, 2016

A handwritten signature in cursive script that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000384

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

PROFESSIONS: ENG

ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230



Nick A. Christner
Nick A. Christner, Interim Director

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

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



Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

Schnabel Engineering Consultants, Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is August 12, 2009.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 17, 2009*

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



SCC eFile
Business Entity Details

[Help](#)

Schnabel Engineering Consultants, Inc.

- SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 07126741
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 8/12/2009
 Status: Active
 Shares Authorized: 10000

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

Principal Office

9800 JEB STUART PARKWAY, STE 200
 GLEN ALLEN VA23059

[New Search](#) [Home](#)

Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX ROAD, SUITE 285
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 10/4/2013

Screen ID: e1000

Need additional information? Contact scinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

- [PDF\(.pdf\) Reader](#)
- [Excel \(.xls\) Viewer](#)
- [PowerPoint \(.ppt\) Viewer](#)
- [Word \(.doc\) Viewer](#)

Build #: 1.0.0.18045

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000700

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
9800 JEB STUART PKWY
STE 100
GLEN ALLEN, VA 23059



Jay W. DeBoer
Jay W. DeBoer, Director

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

Bowman
CONSULTING

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, June 7, 1995

This is to Certify that the certificate of incorporation of

Bowman Consulting Group, P.C.

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

June 7, 1995



State Corporation Commission

William J. Bridg
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2016

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

NUMBER

0411000610

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

PROFESSIONS: ENG, LS

BOWMAN CONSULTING GROUP LTD
3951 WESTERRE PKWY
SUITE 150
RICHMOND, VA 23233



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

HWR
Water Resources Consultants

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 16, 2007

This is to certify that the certificate of organization of

Hassan Water Resources, PLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: July 16, 2007



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2017

NUMBER

0413000299

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

PROFESSIONS: ENG



HASSAN WATER RESOURCES PLC
HWR
2255 PARKERS HILL DRIVE
MAIDENS, VA 23102-2244



Status can be verified at <http://www.dpor.virginia.gov>

July W. DeBoer
July W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

Michael Baker
INTERNATIONAL

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 12, 2009

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

MICHAEL BAKER, JR., INC.

(Date of qualification – October 13, 1992)

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission



Commonwealth of Virginia
State Corporation Commission

**SCC
 Clerk's
 Information
 System**

CISM0180

CORPORATE DATA INQUIRY

01/14/16

10:35:21

[Help](#)

CORP ID: F026074 - 7 STATUS: 00 ACTIVE STATUS DATE: 01/22/01

[Print](#)

CORP NAME: Michael Baker International, Inc.

[Signoff](#)

DATE OF CERTIFICATE: 10/13/1992 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM



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STREET: 4701 COX ROAD, SUITE 285

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143

ACCEPTED AR#: 215 16 3357 DATE: 10/27/15 HENRICO COUNTY

CURRENT AR#: 215 16 3357 DATE: 10/27/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00					100

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000058

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

PROFESSIONS: ENG, LS

MICHAEL BAKER JR INC
HILLCREST BLDG STE 101
1801 BAYBERRY COURT
RICHMOND, VA 23226



Nick A. Christner
Nick A. Christner, Interim Director

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



Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That EEE Consulting, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is June 23, 1998;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 7, 2016*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



Department of Professional and Occupational Regulation

Home > License Lookup > License Lookup & Disciplinary Actions

License Lookup

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License Details

Related Licenses



Name	EEE CONSULTING INC
License Number	0407003798
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	8525 BELL CREEK RD, MECHANICSVILLE, VA 23116
Initial Certification Date	1998-08-24
Expiration Date	2017-12-31

The license information in this application was last updated at Wed Jan 06 02:50:19 EST

[License Lookup legal disclaimer](#)

ATTACHMENT 3.2.10

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

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Clark Nexsen, Inc.	Ian Johnston, PE	Virginia Beach, VA	111 Windham Rd. Norfolk, VA 23505	Professional Engineer	0402041863	5/31/2016
McDonough Bolyard Peck, Inc. (MBP)	Duncan Stewart, PE	Richmond	13318 Railey Hill Drive Midlothian, VA 32114	Professional Engineer	0402036991	6/30/2016

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

05-31-2016

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

NUMBER

0402041863

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

IAN D JOHNSTON
111 WINDHAM ROAD
NORFOLK, VA 23505



Jan W. DeBoer
Jan W DeBoer, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2016

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

NUMBER
0402036991

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

DUNCAN KENNETH STEWART
13318 RAILEY HILL DRIVE
MIDLOTHIAN, VA 32114



Jay W. DeBoer
Jay W. DeBoer, Director

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APPENDIX C
ATTACHMENTS 3.3.1
KEY PERSONNEL RESUME

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: A. Eric Kishel – i+iconSOUTHEAST President
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: i+iconSOUTHEAST
d. Employment History: With this Firm <u>13</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): 2015-Present: i+iconSOUTHEAST, Inc. – President – Eric provides oversight for all of i+iconSOUTHEAST’s projects while leading business and operations for the company. His experience here includes serving as a project executive, overseeing i+iconSOUTHEAST’s work on the recent VDOT Route 35 Design-Build Replacement Project as well as the ongoing VDOT Martin Luther King Expressway Extension Project (i+iconSOUTHEAST is a subcontractor) and the ongoing VDOT I-659 Bridge over Flat Swamp Replacement Project. 2012-2014: Interstate Highway Construction – President – Eric managed this \$200M heavy highway concrete paving construction services firm with more than 400 employees. 2005-2012: Johnson Bros. – President/Principal – Eric led this \$125M heavy highway construction firm with more than 300 employees. 2001-2005: Johnson Bros. – Vice President and Florida Area Structures Operations Manager – Eric managed all design-build, Florida Department of Transportation (FDOT), and structural work. During his time in this role, Eric oversaw the first ever design-build project for FDOT, District 1.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of South Florida (Tampa, FL) / MBA / 2004 / Business Administration University of North Dakota (Grand Forks, ND) / BS / 1987 / Mechanical Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDEQ Responsible Land Disturber Certification VDOT Erosion and Sediment Control Contractor Certification Work Zone Certification
g. Document the extent and depth of your experience and qualifications relevant to the Project. <i>a. Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> <i>b. Note whether experience is with current firm or with other firm.</i> <i>c. 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.)

VDOT Route 35 Bridge Design-Build Replacement, Southampton County, VA, for i+iconSOUTHEAST (formerly Waterfront Marine Construction) (October 2013 – November 2015) – Eric served as the Design-Build Project Executive for the replacement of the structurally-deficient Darden Memorial Bridge on Meherrin Road (Route 35) over the Nottoway River. The project includes demolition of the existing bridge as well as the design and construction of a new one. Protection of wetlands, the environment, and various species were a focal point of this project and i+iconSOUTHEAST utilized a temporary trestle to avoid environmental impacts. Eric’s role was to provide general oversight of the contract, coordinating with the project’s Design-Build Manager to ensure the budget and schedule are met. This project was completed ahead of schedule.

VDOT Martin Luther King Expressway Extension Construction, Portsmouth, VA, for i+iconSOUTHEAST (formerly Waterfront Marine Construction) (October 2015 – Ongoing) – Eric is currently serving as a Project Executive overseeing i+iconSOUTHEAST’s work (as a subcontractor) on this extension construction project. His responsibilities include providing oversight and coordinating with our internal on-site management staff to ensure the budget and schedule are met.

VDOT Route 659 Bridge over Flat Swamp Replacement, Southampton County, for i+iconSOUTHEAST (December 2015 – Ongoing) – Eric is currently serving as a Project Executive overseeing work on the replacement of the Route 659 Bridge over Flat Swamp. The project involves piling, concrete abutments, precast hollow core deck planks, four sheet pile retaining walls, underdrain piping, and guardrail, as well as miscellaneous related roadway work as necessary. Eric’s responsibilities include providing oversight as well as coordinating with the project manager to ensure the budget and schedule are met.

FDOT, District 5 – Design-Build SR951 Judge S.S. Jolley (Marco) Bridge over Big Marco Pass and Highway Replacement, for Johnson Bros. (January 2009 – November 2011) – Eric served as the Design-Build Project Executive overseeing work on the new 1,600 lf two-lane intracoastal bridge with shoulders, sidewalk, and overlooks adjacent to the existing two lane bridge along with associated roadway approach work. Eric’s responsibilities on this \$26M project included providing overall oversight to ensure the quality, budget and schedule were met.

FDOT, District 5 – Design-Build SR46 Lake Jesup Bridge and Highway Replacement, for Johnson Bros. (January 2008 – December 2009) – Eric served as the Design-Build Project Executive overseeing work on the \$39M replacement of the 3,800 lf SR 46 elevated Lake Jesup causeway bridge over Channel A, realignment of the intersection of Old Geneva Road and Osceola Road, and the incidental roadway construction along with re-establishment of the old St. Johns River channel. Eric’s responsibilities included providing overall oversight to ensure the quality, budget and schedule were met.

* 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.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Duncan Stewart, PE, CCM, PSP
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: MBP
d. Employment History: With this Firm <u>13</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Engineer, Project Manager and MBP's Richmond Branch Manager, MBP Inc., 1999-Present Duncan served multiple roles for clients and has been MBP's Richmond Branch Operations Manager since 2011 and Branch Manager since 2015. He has experience in quality assurance and project management for VDOT construction. He served VDOT as part of their consultant CEI staff on high-profile projects and as the Project Manager for MBP's Final Estimate review contract for over seven years. In these roles he gained expert knowledge of VDOT's inspection and record-keeping requirements, and is often called on by VDOT for support and training. Since 2008, Duncan has been a Quality Assurance Manager (QAM) on six VDOT design-build projects, totaling over \$75 million in construction value. He has supported VDOT in providing IA/IV oversight of design-build projects, as well as project controls support to the Ohio Dept. of Transportation for their design-build program. Field Engineer, VMS Inc.....1997-1999 Duncan maintained designated sections of I-95 and provided oversight management of construction and maintenance projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: 2002 Professional Engineer (Virginia, Number 036991) 2014 Certified Construction Manager (CCM) CMCI ID: 2423 2015 Planning & Scheduling Professional (PSP) 1490
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDEQ Responsible Land Disturber Certification VDOT Erosion and Sediment Control Contractor Certification Work Zone Certification
g. Document the extent and depth of your experience and qualifications relevant to the Project. a. Note your role, responsibility, and specific job duties for each project, not those of the firm. b. Note whether experience is with current firm or with other firm. c. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.

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

VDOT DB Route 35 Darden Bridge Replacement, Courtland, VA (2014-2015) – As Quality Assurance Manager provided oversight, planning, and quality assurance of the work. Responsibilities included updating the client as to the status of the project, regular coordination with the project team, and correcting issues as required. Provided oversight of all inspection services and project documentation as assigned to the QAM in VDOT's Minimum Requirements for QA/QC. This project was constructed under an extremely accelerated schedule due to environmental permit restrictions. Under Mr. Stewart's leadership, the quality program was proactively administered in a manner such that the project could be delivered by VDOT as promised, and with a high degree of quality. He also ensured that quality issues were dealt with on a timely, cooperative, open, and effective manner.

VDOT DB Richmond Airport Connector Road, Richmond, VA (2009-2010) – As Quality Assurance Manager, oversaw quality assurance processes for bridges, structures, roadways, and earth retaining structures on the project. Also, researched, identified, and implemented solutions to construction problems while managing a staff of inspectors and technicians. Mr. Stewart created the QA/QC Program, which was a first for the VDOT, FHWA, and the Owner (Transurban). Under his leadership, all parties were brought together to cooperatively create a high quality project. He did extensive work to make sure that the quality team was fully prepared for all upcoming work packages and conducted Preparatory Meetings and well as weekly coordination.

VDOT DB I-64 Active Traffic and Safety Management System, Afton, VA (2012-2014) – As Quality Assurance Manager, Duncan ensured all work and materials, testing, and sampling were performed in conformance with contract requirements and "approved for construction" plans/specifications. He regularly coordinated between VDOT and the contractor's QC staff, as well as notifying VDOT, tracking and resolving QC issues.

VDOT DB I-64/Route 15 (Zion Crossroads) Interchange Improvements, Zion Crossroads, VA. (2012-2014) – As Quality Assurance Manager, Duncan established/implemented the QA/QC Plan, supervised MBP and sub-consultant inspectors and technicians, oversaw QC construction inspection, materials testing, and sampling of work performed by the design-builder's quality control, verified quality compliance, seeing that there were minimal interruptions due to quality issues, and that the project was delivered to the contract requirements. He oversaw the quality assurance and quality control (QA/QC) program, materials testing, and IA/IV interactions with VDOT and FWHA. The project improves the I-64 Interchange on Route 15 at Zion Crossroads, reconstructs a stretch of Route 15, improving the Route 15 and Spring Creek Parkway intersection and realigning the standard diamond interchange into a Diverging Diamond Interchange (DDI) which is the first one in Virginia.

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.

CURRENT ASSIGNMENTS	ROLE	ANTICIPATED DURATION
VDOT Statewide Support	PM*	Present - March 2017
VDOT Region 3 Finals	PM*	Present - June 2018

**PM support is required on a limited basis.*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Ian Johnston, PE, Transportation Department Head/Project Manager
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Clark Nexsen
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>10</u> Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Clark Nexsen, Inc.: Department Head/Project Manager (2011-present): Responsible for management and design of transportation projects for state and local government clients. Responsibilities include oversight of project scope, schedules, and budgets, and ensuring that both in-house and sub-consultant design teams are providing project deliverables in accordance with established schedule and quality requirements. Primary point of contact with the client and responsible for ensuring that all activities and deliverables are to their satisfaction. Responsible for directing project design teams, quality assurance and quality control of design deliverables, and performing some senior engineering activities. Activities include running and facilitating project meetings, planning and implementing change management actions, and leading and motivating design and project staff. Responsible for marketing and business development in support of firm's business goals. VDOT Hampton Roads District PMO: Design Project Manager (2005-2011): Responsible for the management of preliminary engineering projects for the Hampton Roads District of VDOT. Responsible for the project scope, schedules, and budgets, and delivering projects in accordance with the VDOT Dashboard guidelines. Projects managed were primarily consultant designs, and therefore was responsible for scoping and negotiating the consultant contracts, overseeing the fiscal control of the contracts, and ensuring payment in accordance with the Prompt Payment Act. Some elements of design projects were in-house designs, and therefore was responsible for coordinating with internal staff and section managers for successful delivery. Responsible for maintaining and updating project information and budgets within VDOT's Integrated Project Manager (iPM), Six Year Improvement Program (SYIP), and Project Cost Estimating System (PCES) databases. As project leader, responsible for coordinating and communicating info related to assigned projects with representatives from the Federal Highway Administration, local governments and the Metropolitan Planning Organization, as well as the District and Central Offices. Responsible for making presentations to citizens, stakeholders, and local authorities. Upon successful delivery of design projects to construction, responsible for coordinating any design changes or revisions as a result of changed conditions or errors and omissions. Served as a District Project Manager on a Design-Build and PPTA project (see work history for further project information). Clark Nexsen: Senior Roadway/Civil Engineer (2002-2005): Roadway/Civil Engineer responsible for the design of state and local government transportation and public works improvement projects, as well as Federal/Department of Defense design projects. Responsible for design projects from preliminary design to final construction documents, including development of plans, estimates, and specifications. Performed designs using Microstation and AutoCad design software. Responsible for overseeing design work of junior staff, and providing quality control reviews. Activities also included coordinating designs with project manager, other internal design sections, sub-consultants, and client technical staff. Developed fee estimates in support of cost

proposal submissions to clients. Attended construction progress meetings and coordinated construction services on projects, including reviewing shop drawings, responding to RFI's, and performing plan revisions. Supported business development initiatives by firm's project managers. Worked primarily on the VDOT Route 1 widening in Richmond, and Elbow Road and Seaboard Road for the City of Virginia Beach. Was lead designer on a roadway relocation project for the DoD in Key West, Fla.

Hayes Seay Mattern & Mattern: Civil Engineer (2001-2002): Civil/Transportation engineer responsible for roadway and drainage design for VDOT and local government clients. Developed designs in Microstation, Geopak, and AutoCad. Projects included arterial road widening projects and site development projects. Worked primarily on the VDOT Warwick Boulevard widening project in Newport News, Virginia.

Earth Tech: Transportation Engineer (1998-2001): Transportation engineer responsible for developing design documents for VDOT and SCDOT projects. Developed designs in Microstation and iGRDS. Responsible for preparing design documents, performing quantity take-offs, and preparing estimates. Worked primarily on the Route 288 project in Richmond, Virginia, from the James River Bridge to Broad Street, a distance of approximately 6 miles.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Rochester Institute of Technology, NY/ B.S. /1998/Civil Engineering Technology

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Professional Engineer / Civil / 2004 / Virginia # 1863

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

- Note your role, responsibility, and specific job duties for each project, not those of the firm.*
- Note whether experience is with current firm or with other firm.*
- Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

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

[Wythe Creek Road \(0172-114-220\), Hampton/Poquoson , VA \(2012 thru current \)](#) – Mr. Johnston is the Design Project Manager for this urban arterial project which includes the widening of the existing two lane roadway to a three lane roadway with a center reversible lane. The project includes a 1600' bridge over the existing causeway between Hampton and Poquoson. The project includes a new signal at the Wythe Creek Road/Carys Chapel Intersection and signal modifications at the Wythe/Voyager Drive and Wythe Langley Boulevard intersections. The project was taken to Design Public Hearing in August of 2015, and the Field Inspection meeting is scheduled for February of 2016. Construction advertisement is scheduled for spring of 2019. The total combined PE, R/W, and CN cost for the project is \$51.1 mil

[I-264/Witchduck Interchange \(0264-134-102\), Virginia Beach, VA \(2006 thru 2011\)](#) – Mr. Johnston was the Project Manager for this project which is the downstream interstate improvements associated with the I-264/64 Ramp project (0264-121-705). The project includes interchange improvements at the Newtown and Witchduck interchanges, interstate widening and collector distributor roads, arterial street improvements on Greenwich, Newtown and Witchduck Roads, signal improvements at the interchange off-ramps, a bridge crossing over I-264 on new location, and a new roundabout at the Newtown Interchange/I-264 eastbound on-ramp. Approximately 70 parcels are impacted by the project, with 12 being total acquisitions/displacements. The project is following the same schedule as the I-264/64 Ramp project. The total combined PE, R/W, and CN cost for the project is \$174.5 mil. The project is consultant designed with survey support from the District.

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.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Matt Sutton – Project Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: i+iconSOUTHEAST
d. Employment History: With this Firm <u>13</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): 2002-Present: i+iconSOUTHEAST – Project Manager – Matt has nearly 17 years of construction experience and currently serves as a project manager for i+iconSOUTHEAST. His responsibilities include overall project oversight, construction management, quality control, estimating, and management of on-site personnel. Matt has significant experience working on bridge projects for VDOT and was a project manager on VDOT’s Route 35 Design-Build Replacement Project. 1998-2002: Speight, Marshall, and Francis – Structural Engineer – Matt performed field inspection, drawing compliance, and drafting for various projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University (Norfolk, VA) / BS / 1996 / Civil Engineering Old Dominion University (Norfolk, VA) / BS / 1994 / Geology
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDEQ Responsible Land Disturber Certification VDOT Erosion and Sediment Control Contractor Certification Work Zone Certification
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties 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.) VDOT Route 35 Bridge Design-Build Replacement, Southampton County, VA, for i+iconSOUTHEAST (formerly Waterfront Marine Construction) (October 2013 – November 2015) – Matt served as a Project Manager for the replacement of the structurally-deficient Darden Memorial Bridge on Meherrin Road (Route 35) over the Nottoway River. The project includes demolition of the existing bridge as well as the design and construction of a new one. Protection of wetlands, the environment, and various species were a focal point of this project and

i+iconSOUTHEAST utilized a temporary trestle to avoid environmental impacts. Matt worked on-site managing personnel, the schedule, and the budget on this project.

VDOT Route 659 Bridge over Flat Swamp Replacement, Southampton County, for i+iconSOUTHEAST (December 2015 – Ongoing) – Matt is currently serving as a Project Manager for the replacement of the Route 659 Bridge over Flat Swamp. The project involves piling, concrete abutments, precast hollow core deck planks, four sheet pile retaining walls, underdrain piping, and guardrail, as well as miscellaneous related roadway work as necessary. Matt’s responsibilities include managing the overall construction, quality control, on-site personnel, scheduling, budget, and safety.

VDOT Nimmo Parkway Construction, Virginia Beach, VA, for i+iconSOUTHEAST (formerly Waterfront Marine Construction) (January 2012 – September 2014) – Matt was the Project Engineer during the construction of 1.7 miles of four-lane divided asphalt highway including two concrete pile supported concrete bridges 1,620 lf and 120 lf long, respectively, and seven concrete sound walls. To avoid disturbance of a sensitive wetlands area, i+iconSOUTHEAST constructed a temporary 1,600’ trestle from which to perform work alongside the westbound lane of the proposed bridge. Various innovative materials were also used on this project. Self-consolidating concrete was utilized in many of the bridge elements while stainless steel and carbon fiber strands were used in some of the precast concrete piles. In addition, experimental mix designs for cement treated aggregates and Super Pave asphalt concrete were used. Matt’s responsibilities included assisting in the estimating and bidding processes, quality control, document technical specifications, and providing field support to construction superintendents to ensure the compliance of the contract.

I-264 London Bridge Interchange Construction, Virginia Beach, VA, for i+iconSOUTHEAST (formerly Waterfront Marine Construction) (September 2010 – February 2012) – Matt served as the Project Engineer on this project, which involved the construction of new entrance and exit ramps off of I-264 at the London Bridge Interchange as well as the widening of an existing bridge. **i+iconSOUTHEAST worked with teaming partner Clark Nexsen on this project.** His responsibilities included assisting in the estimating and bidding processes, quality control, document technical specifications, and providing field support to construction superintendents to ensure the compliance of the contract.

Constitution Drive City Street Improvements and Bridge Construction – Virginia Beach, VA, for i+iconSOUTHEAST (formerly Waterfront Marine Construction, Inc.) (December 2009 – August 2011) – Matt was the Project Engineer during the construction of a 2,300 lf of new 4-lane divided asphalt roadway including a 330 lf bridge founded on 24” concrete piles, steel girders and a CIP concrete bridge deck constructed across a wetlands area. His responsibilities included assisting in the estimating and bidding processes, quality control, document technical specifications, and providing field support to construction superintendents to ensure the compliance of the contract. Matt interacted via face-to-face meetings, telephone and email with the engineer of record on at least a weekly basis to ensure successful project delivery.

* 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.

ACU-4 Concrete Tarmac and Ramp Repair, Project Manager (approximate end date of 6/30/16)
VDOT I-51 Flat Swamp Bridge, Project Manager (approximate end date of 8/31/16)

APPENDIX D
WORK HISTORY FORM
ATTACHMENT 3.4.1 (A) - LEAD CONTRACTOR
ATTACHMENT 3.4.1 (B) - LEAD DESIGNER

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: Nimmo Parkway Construction Location: Virginia Beach, VA	Name: VDOT	Name of Client./ Owner: VDOT Phone: (804) 786-2700 Project Manager: Mitch Layton, CCM Phone: (757) 494-5481 Email: mitch.layton@vdot.virginia.gov	September 2014	September 2014	\$46,551	\$48,228 (project finished within the budget due to additional work)	\$48,228

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.

i+iconSOUTHEAST (formerly Waterfront Marine Construction) was contracted for this major new arterial connector, which was built across sensitive wetlands. The construction of Nimmo Parkway between Holland Road and General Booth includes approximately 1.7 miles of new roadway, including a 1,500-foot bridge over West Neck Creek and adjacent wetlands. The project has provided major congestion relief on the existing roadway network and is bicycle and pedestrian friendly, with widened outside travel lanes for on-street bicycle use and five-foot sidewalks.

i+iconSOUTHEAST's scope included the construction of 9,700 lf of a four-lane divided asphalt highway between Holland Road and General Booth Boulevard, including two (2) concrete pile supported concrete bridges 1,620 lf and 120 lf long, respectively; and seven (7) concrete sound walls. This project also included the installation of 13,500 lf of storm drainage pipe, 109 storm drainage structures, 30,000 lf of concrete curb and gutter, 719 tons of asphalt concrete sidewalk, 8,000 lf of 16" water line, 7,741 lf of 42" sanitary sewer force main, and 2,850 lf each of horizontally directionally drilled (HDD) water and HDD sanitary sewer lines.

To avoid disturbance of a sensitive wetlands area, i+iconSOUTHEAST constructed a temporary 1,600' trestle from which to perform work alongside the westbound lane of the proposed bridge. A 1,584' trestle was scheduled to be used but i+iconSOUTHEAST proposed constructing a slightly larger for two primary reasons. First, the larger trestle resulted in less of an environmental impact. In addition, the 1,584' trestle included a spur design and by constructing a non-spur design trestle, it also made the work site safer. The spur design would have required a crane making repeated 90-degree turns per bent (something it is not designed to do) and the non-spur design eliminated that need.

Various innovative materials were also used on this project. Self-consolidating concrete was utilized in many of the bridge elements while stainless steel and carbon fiber strands were used in some of the precast concrete piles. In addition, experimental mix designs for cement treated aggregates and Super Pave asphalt concrete were used.

A DBE requirement of 16% was successfully met by i+iconSOUTHEAST on this contract. Our firm also scored above 98% on the VDOT Contractor Performance Evaluation. Comments from VDOT representatives included:

- "The bridges on the project show good workmanship. Many positive comments have been made by the public and city officials on the ride and quality appearance of the bridges."
- "(The contractor) consistently reviewed project safety. No reportable accidents occurred during the project."
- "There was open communication at all times...very cooperative in conflict resolution at the lowest level"
- "Your staff acted professionally at all times and facilitated all necessary changes without issue. It would be our pleasure to work with your company again on another challenging project should the opportunity arise."
- "(The contractor) partnered in an exemplary fashion."



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: Route 35 Bridge Design-Build Replacement Location: Southampton County, VA	Name: URS Corporation	Name of Client/ Owner: VDOT Phone: (804) 786-2700 Project Manager: James Poff, PE Phone: (757) 925-2581 Email: james.poff@vdot.virginia.gov	October 2015	October 2015 (finished nearly a month ahead of schedule)	\$9,476	\$9,520 (project finished within the budget due to additional work)	\$9,520

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 design-build project was for the replacement of the structurally-deficient Darden Memorial Bridge on Meherrin Road (Route 35) over the Nottoway River. i+iconSOUTHEAST's (formerly Waterfront Marine Construction) project scope included the demolition of the existing bridge, the design and construction of a new two-lane 900' bridge with roadway approaches, grading, right of way acquisition, drainage features, permitting, storm water management, signing and pavement markings, and erosion and sediment control. i+iconSOUTHEAST also coordinated with utility companies to disconnect utilities found in the area prior to the demolition of the existing bridge.

An effective Transportation Management Plan and right-of-way support helped i+iconSOUTHEAST to finish this project ahead of schedule.

The new bridge addressed numerous issues. In addition to replacing the deteriorating structure which had restrictive weight limits, motorists are safer as the roadway was widened to accommodate 12' lanes and 8' shoulders. The larger structure also better supports a usage rate that is expected to grow from the current 3,400 vehicles per day previously traveling over it to just over 4,500 vehicles per day by 2036.

The project site was located in an area rich with natural resources and protecting adjacent wetlands became a main focus of the project. Utilizing barges to perform the demolition of the old bridge and construction of the new one would have severely impacted river flow. In order to minimize environmental impacts to the wetlands and river channel, i+iconSOUTHEAST determined that a temporary trestle was the best option. A temporary trestle was installed across the river, allowing i+iconSOUTHEAST to have site access in either direction. The trestle also minimized impacts to wetlands while still allowing two cranes to operate from it (both cranes were necessary to meet the project schedule). To provide access to the trestle, a temporary road was constructed in the path determined for the least amount of environmental impact. Following use and removal of the trestle, all disturbed areas were restored. Throughout this process to construct the trestle and access road, i+iconSOUTHEAST worked closely with the U.S. Army Corps of Engineers as well as the Department of Environmental Quality to ensure that our impact to the environment were minimal.

Environmental species in the area were also protected on this project. i+iconSOUTHEAST avoided habitat areas for the Red-Cockaded Woodpecker and utilizing the trestle, avoided significant disturbance to the Roanoke Logperch fish. In addition, in-stream work was avoided entirely from February 15 to June 15 to adhere to time-of-year restrictions so as not to disturb the Roanoke Logperch.

Proposed Design-Build Project Manager for the Route 606 project, Eric Kishel, served as the Project Executive on this project. In addition, our proposed Construction Manager Matt Sutton was a Project Manager for this work.

i+iconSOUTHEAST met a 12% DBE participation goal on this project.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Commander Shepard Boulevard Extension Construction, Phase I (VDOT Project No.: UPC 66846) Location: Hampton, VA	Name: City of Hampton / Kimley-Horn and Associates	Name of Client./ Owner: Branscome, Inc. Phone: (757) 229-2504 Project Manager: Steve Weagle Phone: (757) 229-2504 Email: weagles@branscome.com	December 2009	December 2009	\$2,914	\$3,022 (Included client-directed modifications)	\$14,000

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 part of a large federally-funded roadway extension project, i+iconSOUTHEAST (formerly Waterfront Marine Construction) was subcontracted to construct a new 240 lf, 118' wide four-lane concrete bridge over heavily-traveled Magruder Boulevard in Hampton, Virginia (VDOT Project No. UPC 66846). The Commander Shepard Boulevard Bridge involved large precast concrete bridge beams and the project helped extend the roadway from Magruder Boulevard to North Campus Parkway, helping to serve as a Gateway to nearby NASA, Langley Air Force Base, and the Hampton Roads Center North Campus.

This new superstructure is composed of:

- Two spans of 72" prestressed concrete bulb tees
- 1,300 cy of reinforced Class A4 concrete deck
- 300 cy of reinforced Class A3 concrete substructure supported on 5,600 lf of piles

To protect Magruder Boulevard running below as well as a force main during construction, i+iconSOUTHEAST also installed temporary steel sheeting around the proposed bridge pier locations.

In addition, i+iconSOUTHEAST proposed two key alterations from the original plans to save both time and money while also producing a safer atmosphere for workers. The use of metal stay-in-place forms instead of conventional wood-formed decking over Magruder Blvd. was proposed (and accepted by the City) in order to more safely complete the construction, help eliminate possible dropped objects onto the roadway below, and reduce the overall bridge construction time by approximately a full month without any additional cost to the client. In addition, i+iconSOUTHEAST proposed the use of standard VDOT 12" prestressed concrete piles in place of the steel piles in the original plans. After the City's approval, using the concrete piles translated into a savings of nearly \$60,000 and upon discussion with local engineers, the concrete piles offered more end bearing and friction values than the steel H piles.

The Commander Shepard extension now provides an east-west connection for Hampton's northwest area, giving motorists a better corridor and helping to reduce emergency response time. The new extension was also key for the area's growing infrastructure needs as more than 18,000 vehicles are expended to use it daily by 2026.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

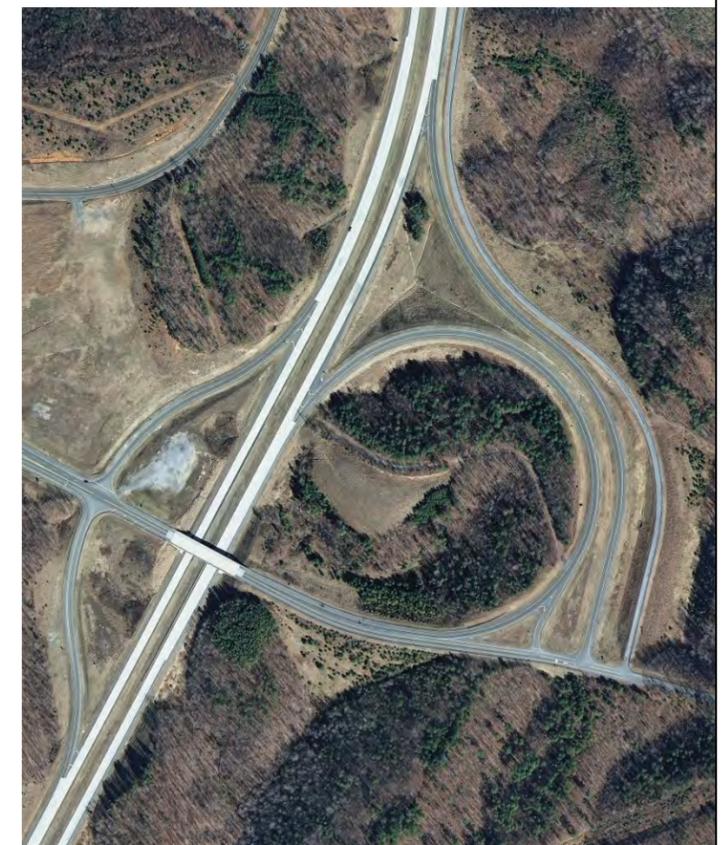
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 210 Bridge over Route 29 Location: Amherst County, Virginia	Name: W. C. English, Inc.	Name of Client.: Virginia Department of Transportation Project Manager: Milton Pritchett (Retired) Contact: David D. Nuckols, P.E. Phone: 804.786.4643 Email: David.Nuckols@VDOT.Virginia.gov	2003	2003	\$11,000	\$11,000	\$89 (Bridge Only)

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

This bridge is a part of the overall Route 210 / 29 Interchange (partial diamond / cloverleaf interchange) that provides access from Route 29, through the Old Town Connector, into Madison Heights. At the bridge crossing, Route 29 is a four-lane divided highway with wide grassy median. As a subconsultant to Site-Blauvelt under a Statewide Contract for New Bridge Design, Clark Nexsen was selected to provide all engineering services for this grade separation structure. Services included coordination with roadway design, preliminary and final bridge design, and shop drawing review. Clark Nexsen completed all of these services from our Norfolk, Virginia office.

The bridge design efforts included the complete design of 47' wide, 247' long, 2-span continuous (115'-128') steel plate girder superstructure supported on concrete abutments and a concrete multi-column frame bent pier. The west abutment is a shelf abutment supported by spread footing founded on rock; the pier columns are supported by spread footings founded on rock; the east abutment is a semi-tall abutment supported by steel piles driven into rock. To reduce overall maintenance costs and increase service life, the design provided a jointless structure utilizing integral backwall abutments and weathering steel girders. This structure was designed for Seismic Category B.



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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Volvo Parkway / Independence Parkway Roundabout Design Location: Chesapeake, Virginia	Name: Higgerson-Buchanan	Name of Client.: City of Chesapeake Phone: 757.382.6101 Project Manager: Mr. Scott Frechem Phone: 757.382.6319 Email: sfrechem@cityofchesapeake.net	05/2013	07/2013	\$1,073	\$915	\$167

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.

Prime Design Firm: Clark Nexsen Office Location: Norfolk, VA

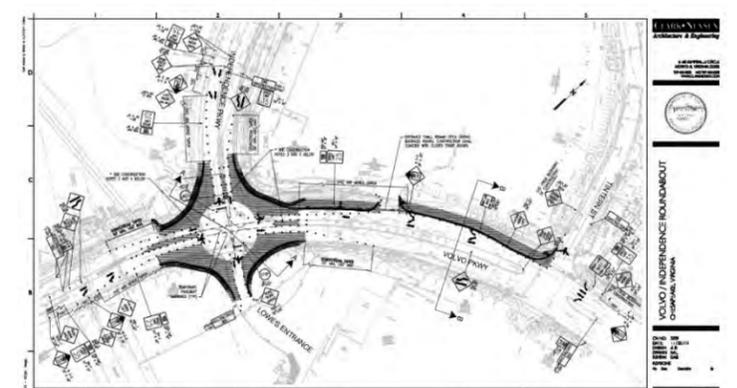
Description: In an effort to improve safety, Clark Nexsen (Norfolk, VA Office) was the prime designer for the City of Chesapeake's first roundabout and median improvements at intersections along Volvo Parkway in the City of Chesapeake, Virginia. Volvo Parkway is a four-lane divided roadway and had an existing signalized intersection at the intersection with Independence Parkway (also four-lane divided). Volvo Parkway, along with Independence Parkway and Tintern Street provide access to Commercial properties including a Lowe's and Home Depot as well as a large office park, residential neighborhoods, and light industrial including trucking centers and repair shops. With this large number of trucks utilizing this intersection, Sidra analysis was used to verify that a roundabout would work effectively at this intersection. Based on the analysis, it was recommended that the existing signalized intersection of Volvo Parkway and Independence Parkway be replaced with a "Turbo" roundabout designed to accommodate a high percentage of WB-67 trucks. A "Turbo" roundabout has a combination of single and dual-lane approaches and circulating lanes which spiral outwards. This spiral design eliminates the weaving maneuvers within the roundabout, increasing safety. Another benefit to a turbo roundabout design is that the roundabout can be converted to a full two lane roundabout with modifications to pavement markings rather than costly changes to the roundabouts infrastructure. In addition to the roundabout, a high crash intersection was located just east of the intersection with Independence Parkway at the existing intersection of Volvo Parkway at Tintern Street. This intersection was unsignalized with stop control on the minor streets and allowed full turning movements. To address the existing crash patterns, median modifications were designed to restrict left-turn movements from the minor approaches and thus, pushed more traffic, including large trucks, into the roundabout for improved and safer mobility.

Design challenges with this project included accommodating a large volume of pedestrian traffic as well as truck traffic within the roundabout and improving the existing drainage system. The entrance radii of the roundabout and the design of the splitter islands were closely examined with relation to the pedestrian crossings.

Maintenance of traffic was also a challenge given the large amount of diverse users and vehicles that use this intersection. A detailed MOT/ SOC plan was developed to keep all four lanes of traffic open during construction to accommodate the adjacent commercial, residential, and business users. The MOT plan was developed with key stakeholder input to ensure that all movements were being accommodated as well as access to the adjacent properties.

Public Involvement – since this project was the first roundabout constructed in the City of Chesapeake, an extensive public involvement campaign was conducted to not only make sure the users and property owners were aware of the proposed construction, but also to provide educational information on how to use roundabouts.

Public and Franchise Utility Coordination and Relocation: close coordination was required with the franchise utility companies including Verizon, Cox, Virginia Natural Gas, and Dominion Virginia Power to first determine prior rights and then to relocate their facilities to accommodate the roundabout design. Easements were obtained for the utilities that were in conflict and moved to outside of the proposed right-of-way. The project also included relocation of city water and sewer facilities including main lines and service connections..



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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Wesleyan Drive Improvements (U000-134-159) Location: Virginia Beach, Virginia	Name: E.V. Williams, Inc.	Name of Client.: City Of Virginia Beach Phone:757.385.4131 Project Manager: Annette Hare Phone:757.385.4836 Email: AHare@vbgov.com	07/2014	07/2014	\$7,073	\$8,117	\$1,269

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.

Prime Design Firm: Clark Nexsen Office Location: Norfolk, VA

Description: This project was a VDOT Funded (RSTP) Project located in both the City of Norfolk and the City of Virginia Beach adjacent to Interstate 64. Because the project spanned two municipalities, this project required extensive coordination between the two Cities. The existing road was an urban minor arterial, undivided, with two 12-ft lanes, curb and gutter, sidewalk on one side and no bicycle accommodations. The 2013 average daily traffic (ADT) volume along the project corridor (0.85 miles) extending from Northampton Boulevard to Baker Road was approximately 17,000 vehicles per day. The project included widening the road from two lanes to four lanes, adding a landscaped median, on-street bike accommodations, pedestrian walkways, a detailed transportation management plan, signalized intersections, street lighting, a new regional type storm water management facility, and extensive public and franchise utility relocations. Traffic engineering elements of this project included turning movement counts, signal warrant analyses and signal design to both City of Norfolk and City of Virginia Beach standards which differed greatly.

Schedule Challenge: Prior to the 60% design stage it was determined that based on the funding source (RSTP) that the both the Design and the Public Hearing processes had to be completed within a one year time frame so the funds could be encumbered to advertise for construction. This required an acceleration of the planned design efforts during the middle of the project. Clark Nexsen completed the remaining tasks including the design public hearing, field inspection plan submittal, right-of-way plan submittal, NEPA document, and final construction plans within an 8-month period, well within the one year requirement.

Maintenance of traffic: a detailed MOT/SOC plan and TMP were developed for this project. The plan provided for construction of the new lanes while keeping all lanes of traffic open, temporary signalization, continuous access to the schools, residents, and churches, and continuous pedestrian access along the corridor.

Public Involvement A key goal of this project was the engagement of stakeholders along the corridor early in the project development including Virginia Wesleyan College, Norfolk Academy (a private K-12 school), a large neighboring Civic League (L&J Gardens), and a Church. Over twenty (20) individual stakeholder meetings were held during the design process as well as a Citizens Information Meeting and a Design Public Hearing.

Public and Franchise Utility Coordination and Relocation close coordination was required with the franchise utility companies including Verizon, Cox, Charter, Virginia Natural Gas, and Dominion Virginia Power to first determine prior rights and then to relocate their facilities to accommodate the pavement widening. Easements were obtained for the utilities that were in conflict and moved to outside of the proposed right-of-way. The project also included relocation of city water and sewer facilities including main lines and service connections.



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