Statement of Qualifications

I-64 Widening and Route 623 Interchange Improvements

State Project No.: 0064-964-110, P101, C501, B610-B614, B617, B616, D601-D606
Federal Project No.: NH-064-2(150)
Contract ID No.: C00070542DB55

Submitted to: Virginia Department of Transportation
Submitted by: Curtis Contracting, Inc. in association with Parsons Brinckerhoff
November 15, 2012

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

RE: I-64 Widening and Route 623 Interchange Improvements  
State Project No.: 0064-964-110, P101, C501, B610-B614, B617, B616, D601-D606  
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Ms. Williams:

The Curtis Contracting, Inc./Parsons Brinckerhoff Team is pleased to submit our qualifications for the I-64 Widening and Route 623 Interchange Improvements Design-Build project. Our Team has proven with our experience that we can deliver challenging design-build projects on time and within budget. The strength that our Team can bring to this project comes from experience and proven performance.

The Curtis Contracting, Inc./Parsons Brinckerhoff Team has been delivering successful design-build projects together for the past three years. Over this time, the Team has established a genuine work relationship with the same core values of honesty, trust, respect, and accountability. This Team brings over 25 years of local knowledge of this area, where key personnel committed to this project have performed similar work for the Department, including the I-64 CSX ACCA Yard Bridge Widening and Superstructure Replacement, Widening and Rehabilitation of Pavement surrounding the Interstate 64/I-195/I-95 roadways, Staple Mills Roadway Interchange Improvements and the Interstate 64 and Route 288 connection.

The success of this Team was proven when the I-295/Meadowville Road Interchange Project was one of three projects selected to be presented at the 2011 Governors Transportation Conference. The successful completion of this complex project with an aggressive schedule demonstrates that the Team thoroughly understands how to deliver a successful design-build project.

The complexities of the I-64 Widening and Route 623 Interchange Improvements project are very similar to Meadowville Road. The requirements of this project will necessitate a phased design
approach similar to the approach that was used on Meadowville. Using phased submittals allowed construction to begin two months from award of contract.

Above all, our Team has proven exceptional in the delivery of its projects with specific focus on partnering and customer satisfaction. Our Team believes in a transparent relationship that fosters the true values of honesty, trust, respect, and accountability.

The Curtis Contracting Design-Build Team offers the following information in response to your Request for Proposals.

### 3.3.3 Point of Contact for the Offeror

**Andrew R. Curtis Jr.**, will serve as the Point of Contact for the Offeror, Curtis Contracting, Inc.

- **Title:** Executive Vice President
- **Address:** 7481 Theron Road, West Point, VA 23181
- **Phone:** (804) 843-4633
- **Fax:** (804) 843-2545
- **E-mail:** a.curtis@curtiscontracting.net

### 3.3.4 Principal Officer of the Offeror

**Andrew R. Curtis** will serve as the Principal Officer for the Offeror, Curtis Contracting, Inc.

- **Title:** President
- **Address:** 7481 Theron Road, West Point, VA 23181
- **Phone:** (804) 843-4633
- **Fax:** (804) 843-2545
- **E-mail:** m.curtis@curtiscontracting.net

### 3.3.5 Offeror Structure

Curtis Contracting, Inc. is the sole proposer/entity with whom VDOT would directly contract for this project. The corporate structure of Curtis Contracting Inc. is as follows:

- Mr. Andrew R. Curtis – President and sole owner
- Mr. Andrew R. Curtis Jr. – Executive Vice President
- Mr. Raymond Jarvis – Secretary
Curtis Contracting, Inc. will undertake the financial responsibility for this design-build project. Curtis Contracting, Inc. has no liability limitations.

### 3.3.6 Full Legal Name for the Lead Contractor / Lead Designer

**Lead Contractor:** Curtis Contracting, Inc.

**Lead Designer:** Parsons Brinckerhoff, Inc.

### 3.3.7 Affiliated and/or Subsidiary Companies of the Offeror

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

### 3.3.8 Certification Regarding Debarment Forms

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

### 3.3.9 VDOT Prequalification Information

Curtis Contracting Inc. is prequalified to bid on the project as outlined in VDOT’s Rules Governing Prequalification Privileges (prequalification number: C333 / status: active). A copy of the company’s VDOT prequalification certificate is included in the Appendix.

### 3.3.10 Letter from a Surety or Insurance Company

Curtis Contracting, Inc. is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in the RFP, Section 2.1. These bonds will cover the Project and any warranty periods. The company’s A.M. Best Financial Strength Rating is A+ and Financial Size Category is XIV. A letter from Travelers Casualty and Surety Company of America is included in the Appendix.

### 3.3.11 Licensing Information

Licensing information is provided in the Appendix on Attachment 3.2.10.

### 3.3.12 DBE Participation

Curtis Contracting, Inc. is committed to achieving a 10% DBE participation goal for the entire value of the contract.
The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal. The Curtis Contracting, Inc. Design-Build Team is enthusiastic about the opportunity to participate in the Design-Build process for this project, and we are confident that our Team will complete this project on time and within your budget. The Team offered by Curtis Contracting, Inc. brings the leadership, skills and shared core values that will help VDOT deliver projects to the citizens of the Commonwealth that set the standards for others to follow.

Sincerely,
CURTIS CONTRACTING, INC.

[Signature]

Andrew R. Curtis Jr.
Executive Vice President
3.3 Offeror’s Team Structure

Curtis Contracting, Inc. (CCI) has the experience and personnel to effectively manage all of the design-build elements of the Interstate 64 Widening and Route 623 Interchange Improvements. For this project, CCI is committing many of the same team members and key personnel that were responsible for delivering the I-295 Widening and Meadowville Road Interchange, a very similar design-build project. This Team’s local knowledge paired with the experience of our key personnel and proposed project staff will serve as a great benefit to the Department. Our Design-Build Project Manager (Steve Ordung), Construction Manager (Bill Richards), and General Superintendent (Herb Dowling) have all constructed significant parts of I-64 in this area and have vast knowledge of the traffic control sensitivity, present geology, local business, socioeconomics, and most importantly, the type of work involved. Steve and Herb constructed the $24 million Interstate 64 widening and CSX ACCA Yard bridge widening and superstructure replacement just to the east of this project. This project included the added complexity of working over the live CSX railroad switching yard and under DVP high voltage transmission line restrictions. The same team, including Bill Richards, also recently performed the $40 million roadway rehabilitation project that included Interstate 64 at the Staple Mills Road Interchange and all roadways connecting through the I-95, I-195 and I-64 mixing bowl. Because our proposed team members have worked together on this and other design-build projects, we have developed close working relationships with each other. Our thorough understanding of each member’s abilities and responsibilities allows us to more efficiently manage each discipline and reduces project risk.

Of key significance and value for the Department is the partnering approach that is experienced on every project constructed by CCI. The CCI/Parsons Brinckerhoff design-build Team exemplifies a positive, all inclusive team approach on every single project we undertake. Both companies are founded on the philosophy of partnership with our client, each other, and stakeholders. We are accustomed to an “open book” operating standard that fosters respect, honestly, trust and accountability. We enjoy the work we do, and we take great pride in customer satisfaction. We want to be your design-builder of choice, and we will commit all necessary personnel to ensure that you feel this way upon completion of our delivery.

3.3.1 Key Personnel

As instructed in the RFP, all Key Personnel Resumes Forms are included in the Appendices, and shall not be counted against the page limit.

3.3.1.1 Design-Build Project Manager, STEVE ORDUNG

Steve will be responsible for the success of the overall project, right-of-way acquisition, construction, quality management and contract administration for the project. Steve has been a Senior Project Manager for over 15 years and has managed numerous complex transportation projects involving earthwork, structures, concrete and asphalt paving, utilities and storm drainage. Steve maintains a very diverse background of large infrastructure improvement projects to include highways, bridges, airports, water/waste water treatment facilities, roads and parks. Clients have included the Virginia Department of Transportation, Maryland State Highway Administration, USACE, Department of the Navy, General Services Administration, York County, City of Hampton, James City County, City of Poquoson, and other private sector clients. Throughout his career, he has excelled at bringing quality transportation projects to completion on time and within budget. **His most recent projects include the I-295 /**
Meadowville Road Interchange Improvements project in Chesterfield County and the Virginia Capital Trail project in Charles City County—both of which he served as the Design-Build Project Manager for a Curtis Contracting/Parsons Brinckerhoff design-build Team.

3.3.1.2 Quality Assurance Manager (QAM), JULIE PERKOSKI, PE
Julie will be independent from and have no involvement in the construction operations for the project. Julie is responsible for the QA inspection and testing of all materials used and work performed on the project to include monitoring of CCI’s QC program. She will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the “approved for construction” plans and specifications. Julie has over 25 years of construction experience and has provided construction management and design services for numerous roadway, airport, military, governmental, recreational, and residential facilities. She is thoroughly familiar with project controls, including document control and scheduling. Julie understands better than most the critical role of QA in maintaining quality, safety, schedule and budget. Julie has served as the QA Manager as part of the Curtis Contracting/Parsons Brinckerhoff design-build Team for the I-295/Meadowville Road Interchange Improvements Project, and she is currently serving as the QA Manager as part of the Curtis Contracting/Parsons Brinckerhoff design-build Team for the Virginia Capital Trail project in Charles City County, VA. Julie is a registered, licensed Professional Engineer in the Commonwealth of Virginia.

3.3.1.3 Design Manager, DEREK PIPER, PE, AICP
Derek has over 26 years of experience with transportation projects with increasing responsibilities including project manager for numerous highway/bridge projects. His technical specialties include roadway and intersection design, utility design, stormwater management plan development, soil erosion and sediment pollution control plan preparation, permitting, environmental documentation, and program/project management. Derek recently served as the Project Manager for the Route 29 Design-Build Solicitation in Charlottesville. Parsons Brinckerhoff provided technical support in developing the design-build Request for Proposals for the Route 29 Bypass, a proposed 6.2-mile, four-lane limited access highway west of Charlottesville. The project features two new interchanges and at least fourteen bridge structures. The team worked with VDOT to develop the RFP Part 2 (Technical Requirements), preparing a traffic study, financial plan, public involvement strategy, and public meeting exhibits. Derek is currently serving as the Deputy Design Manager for the Midtown Tunnel project in Norfolk/Portsmouth, Virginia. In this role, he is responsible for oversight and management of the design for all of the roadway elements of the project, including the approaches to the new tunnel structure and the extension of the MLK Freeway and its connection to I-264. The conclusion of Derek’s involvement in the Midtown Tunnel project meshes perfectly with the I-64 Widening project. Final design for the roadway elements of the project will be complete in May, 2013, allowing Derek to focus his efforts on delivery of the I-64 project. Derek is a registered, licensed Professional Engineer in the Commonwealth of Virginia.

3.3.1.4 Construction Manager, BILL RICHARDS, PE
Bill will be on the project site for the duration of the construction operations and will be responsible for managing the construction process, including all construction quality control activities, and to ensure the materials used and work performed meet contract requirements and the “approved for construction”
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plans and specifications. He will also assist with constructability reviews. Bill has over 25 years of experience working on roadway construction projects in Virginia. **Bill most recently served as Construction Manager for I-295/Meadowville Road Interchange Improvements project in Chesterfield County and is currently serving as the Construction Manager for the Virginia Capital Trail project in Charles City County—both as part of the Curtis Contracting/Parsons Brinckerhoff design-build Team.** Bill is a registered, licensed Professional Engineer in the Commonwealth of Virginia. In addition, Bill is a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) and has VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

### 3.3.2 Organizational Chart

Please refer to the following page for our organization chart which illustrates the Team structure. The organizational chart illustrates the “chain of command” to include all key personnel. Our Team is organized to provide VDOT with a single source responsible for the delivery of a quality project. We have identified the participants who are responsible for major functions to be performed and illustrated their reporting relationships in managing, designing, QA/QC, and constructing the project. We will ensure that the chain of command is followed throughout design, quality assurance, and construction using a partnering style approach, where issues are resolved at the lowest possible level.

We have specifically designed our organization so there is a clear separation between quality assurance (“QA”) and construction quality control (“QC”). Our QA Manager (Julie Perkoski) reports directly to the Design-Build Project Manager (Steve Ordung) and works very closely with the VDOT Project Manager to ensure independent project quality. We have shown this indirect relationship with VDOT on our organization chart.
A Design-Build Project

I-64 Widening and Route 623 Interchange Improvements

From 0.99 Miles West of Route 623 to 0.38 Miles West of Route 271 in Short Pump
Goochland County and Henrico County, Virginia

State Project No.: 0064-964-110, P101, C501, B610-B614, B617, B616, D601-D606
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Contract ID Number: C00070542DB55

Design-Build Project Manager
Steve Ordung (CCI)

Third Party Stakeholders
FHWA
Goochland County
Henrico County

Quality Assurance Manager
Julie Perkoski, PE (PB)

Construction Manager
Bill Richards, PE (CCI)

Design Manager
Derek Piper, AICP, PE (PB)

Safety Manager
Lee Atkinson (SS)

Corporate Support
Andy Curtis (CCI)
Kevin Gregg (PB)
Scott Lovell, PE (PB)

Third Party Stakeholders
FHWA
Goochland County
Henrico County

Design QA
Jake Keller, LS (PB)

Design QC
Derek Piper, AICP, PE (PB)
Fred Parkinson, PE (PB)

QA Testing / QA Inspection
Frank Hyman (PB)
Camille Kattan, PE (GET)

Environmental Compliance Manager
Ian Frost, CEP, AICP, LEED-AP (EEE)

QC Testing Technicians
Mike Coffee, PE (ECS)
Mark Parker (ECS)

Design Team

Roadway
Michelle Martin, PE (PB)
Jeff Walker (PB)

Utility Design / Coordination
Tim Anderson, PE (PB)

Hydraulics
Melissa Pritchard, PE (PB)

Landscape Architecture
Dave Patterson (PB)

Traffic Control / Transportation Mgmt.
Robin Huelsbeck, PE (PB)

Geotechnical
Ian Chaney, PE (PB)

Structures
Todd Childress, PE (PB)

Environmental Permitting
Taylor Sprenkle, PWD, PWIT (EEE)

Survey
Les Byrnside, LS (H&B)

LEGEND

Curtis Contracting, Inc. (CCI)
Parsons Brinckerhoff (PB)
ECS Mid-Atlantic, LLC (ECS)
EEE Consulting, Inc. (EEE)
GET Solutions, Inc. (GET)
H&B Surveying & Mapping, LLC (H&B)
Safety Solutions (SS)

Key Personnel indicated in green
Communication
Direct reporting
The administration of a project of this magnitude will require the shared synergy that our Team has exhibited on the previous successful projects that we have completed together and individually. Each participant identified within our organization chart has a specific responsibility and will have a clear understanding of the requirements, details, deliverables and the lines of communication to enable them to support the project. All participants will understand that VDOT is the project owner and ultimately provides approval of the final design packages prior to construction. VDOT’s designated design project manager and construction manager will have an open invitation to participate in all project meetings to include the project “kick off”, initial design workshops, weekly design/permitting reviews and the weekly and monthly progress meetings held at the onsite project offices. The FHWA, Henrico and Goochland County representatives will also be invited to attend each meeting so that they are continually kept abreast of the status of project progress or any items of concern. FHWA will also receive design packages for review, comment and approval in parallel with copies issued to VDOT. The Design-Build Project Manager will be the central point of contact for the Design Builder. For efficiency, the Design-Build Project Manager will authorize direct communications between the Design Manager and VDOT’s Design Project Manager for issues relative to design and permitting; however, the Design-Build Project Manager will retain ultimate responsibility for the Design Builder and will be involved in any discussions or communication that would include matters of contract compliance. During the design and permitting phases, we will involve all third-party stakeholders as necessary to review and approve our plan or deliverables. Third-party stakeholders would include the Army Corps of Engineers, DEQ, DCR, utility owners and any others that will require input or approval of permitting, final design and/or the construction approach. As an added benefit of our Team, we provide and maintain a shared use website that contains links to the various project documents to include copies of permits, design submittals, project meeting minutes, QA and QC test reports, EEO documentation, project schedules, etc.

Within our organization, the branches of design and construction are joined by the Design-Build Project Manager relative to the chain of command; however, we encourage all participants from the Team to communicate their ideas and input in each meeting in order that we provide the maximum contribution of experience and talent from all Team members. For example, during the review of the geotechnical report, we will hold a specific meeting with all Team members to discuss the benefits of utilizing existing soils for the roadway fills if they require manipulation or lime stabilization vs. export of the surplus unsuitable material and their replacement with suitable borrow or embankment fill. In this case, it is beneficial for the Design-Build Construction Manager to provide input on the schedule and constructability issues involved; the QA Manager to provide input on the resourcing of inspection necessary to support the volumes of materials placed and testing of existing materials; the QC personnel to evaluate the resourcing for inspection and testing; the safety manager to consider the number of additional vehicles entering and exiting the work zone; the environmental compliance manager to review the impacts of excavation disturbance and erosion controls measures, etc. This type of scenario will be a reality on the I-64 Widening and Route 623 Interchange Improvement project. Outside of collaborative efforts described in this example, we will expect that all disciplines within the design work will report to the Design-Build Design Manager and that all construction personnel, to include the superintendents, traffic control supervisor, project engineers and field engineers, will report to the
Design-Build Construction Manager.

Quality Assurance will surround the entire project from the very beginning to the final document accounting. The QA Manager will be responsible for the Design QA and the Construction QA. The QA Manager will report to the Design-Build Project Manager and also provide assurance to VDOT relative to the project compliance. For example, the QA Manager will insure that all project documentation, delivery tickets, test reports, non-compliance resolution etc. are in place prior to offering her approval of the periodic pay estimates. The QA Manager will be responsible for the development of the QA Plan for the project and its implementation. The QA Manager will inform both VDOT and the Design-Build Project Manager of any deficiencies in the design or construction process that are being neglected by the Design and Construction Team members.

Quality Control will be independent of the Quality Assurance described above. The Design-Build Project Manager shall retain ultimate responsibility for the Quality Control and will establish the Quality Control Plan for the project specific needs and to insure compliance with the VDOT standards for Design-Build Quality Control and Inspection. Coordination of the QC Program support personnel for inspection, testing and documentation will be delegated to the Construction Manager and Design Manager for each member’s scope of work.

3.4 Experience of the Offeror’s Team

As instructed in the RFP, all Work History Forms are included in the Appendices, and shall not be counted against the page limit.

3.5 Project Risk

In reviewing the scope of this project, our Team has identified three critical risks which must be adequately mitigated in order to successfully deliver this project. Each risk is described below along with suggested strategies for mitigation.

Risk #1 – Safety

Safety is the number one priority for any project, but especially for a construction zone on the interstate system. This construction zone has to balance providing a safe travel way for vehicles that typically operate at a high speed with an adequate space to deliver a quality project.

Safety for the travelling public, worker safety, and accessibility in construction zones should be integral to every project from design through construction. It goes without saying that an incident, whether vehicular or construction related, is undesirable for any project and should be mitigated to every extent possible. An unsafe work environment has the potential to be damaging and bring significant financial risk to the project. Elements of the project that bring a higher level of risk to a safe work zone are discussed below:

Construction traffic entering and exiting the work area. The nature of this project will require a majority of the work area to be in the median of I-64 making ingress/egress into the construction zone a
safety concern. The first challenge will be to manage driver expectation when the work zone is adjacent to the left lane. Drivers that travel in the left lane are typically traveling at a higher speed and anticipate vehicles entering and exiting the freeway from the right. The construction area will be adjacent to the left lane with construction access points from the left. Conflict between drivers and construction traffic can be minimized by utilizing a median haul road with temporary ramps connecting the medians to cross routes (Route 623 or Pouncey Tract).

Additional mitigation strategies may include a thorough evaluation of the maintenance of traffic and public safety during construction as part of the initial design considerations. A conceptual constructability workshop/review will be performed to focus on the “lowest impact” approach to traffic control and work area protection. All temporary traffic control signage will be established to comply with MUTCD and the Virginia Work area Protection Plan. In addition, we will coordinate with all affected entities to determine which additional traffic control devices (signage, signals, lighting, etc.) may be necessary to ensure safe and suitable access is provided at all times during construction phases.

Consideration may be given to a temporary lighting of the work zone roadways to improve driver visibility. This would be in addition to the all temporary signage, reflective devices and proper pavement markings that will be necessary on this project.

Construction constraints due to the existing bridges. Whether widening existing bridges or widening under existing bridges, the span configurations are restrictive when trying to maintain traffic and provide an adequate work area. One option to mitigate this risk is to use a “one way in and out” construction traffic pattern where equipment and vehicles will access the construction area from one direction, minimizing the width needed for construction beneath the bridge.

Additional mitigation strategies may include constructing a temporary bridge east or west of the Route 623 (Ashland Road) area that would cross the Interstate 64 Westbound roadway and provide direct connection to the existing quarries. The structure type would be equivalent to an Acrow or Mabey bridge of sufficient design to carry loaded construction vehicles, while also meeting necessary safety factors and standards required preventing any danger to the existing I-64 traveling public. The ramp sections on/off the horizontal steel frame structure would include the use of an engineered mechanically stabilized earthen fill (geotextile fabric w/ wire woven cages containing fill material) that would allow traffic on/off the structure from the median, as well as, on the “at grade” tie in to the north side of I-64 Westbound. The structure would be removed upon completion of all work and fall within the existing right-of-way. This solution will eliminate thousands of truck trips with entry to/from the work and significant reduce the traffic hazards risk potential associated with same.
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Risk #2 – Schedule
The 28-month allowance from July 2013 to November 2015 for design and construction is reasonable for this project. However, there are certain aspects of the project that could impact the project schedule if not mitigated properly. These aspects are described below:

Environmental Permitting. The project will require permits from the US Army Corps of Engineers (USACE), the Virginia Department of Environmental Quality (DEQ), and Virginia Marine Resources Commission for impacts to natural resources around Tuckahoe Creek and Anderson Creek. According to the preliminary estimates provided by VDOT, the project may impact 2,944 feet of jurisdictional streams and 1.46 acres of wetlands. If that proves to be the case, the project will not qualify for a Nationwide Permit and may not qualify for a State Programmatic General Permit (SPGP) from the USACE or a Water Protection Permit (WPP) from the Virginia DEQ. If the project impacts exceed the impact thresholds for those permits, then an Individual Permit would be needed, which can take from 8-12 months to secure from the agencies. Given this situation, the acquisition of the permits may affect the project schedule and would be a critical milestone for the project, making it a potential risk for the Design-Build Team.

To mitigate this risk, the Team will delineate the jurisdictional areas and then secure a jurisdictional determination from the USACE of the waters of the US. **The Team will then work to minimize or avoid impacts to wetlands and streams to the extent practicable and reduce impacts below the requisite thresholds so that the project qualifies for a Nationwide Permit.** This would greatly accelerate the timeframe for the acquisition of permits and greatly reduce the risk associated with the water quality permits. The Team will **meet with the USACE and the DEQ early in the process** to discuss the avoidance and minimization strategies and the mitigation or compensation for wetland and stream impacts. By coordinating with the regulatory agencies early in the process and minimizing or avoiding impacts to jurisdictional waters to the extent practicable, the Team will mitigate the risk of project delays due to the environmental permits.

Stormwater Management. As a condition of VDOT’s 2010 Annual ESC and SWM Standards and Specifications, effective January 1, 2012, projects must consider the total post-construction impervious area within the project site. Detailed in Section 19 of VDOT’s Post Development Stormwater Management Instructional and Informational Memorandum (IIM-LD-195.7) there is a possibility that
the total impervious area would require stormwater management, and additional right-of-way may be required to accommodate stormwater.

To mitigate the risk of schedule delays due to the right-of-way acquisition process, the Team will **evaluate the post-construction stormwater management requirements to determine if the total post-construction impervious area criteria applies.** If it does, the Team will make every effort to fit the stormwater management requirements within the existing right-of-way.

**Third-Party Coordination.** Failure to coordinate effectively with third-party stakeholders on this project could adversely affect the schedule and cause unnecessary delays. In this case, third-party stakeholders will include FHWA, Henrico County, Goochland County, and public and private utility providers. This coordination will require a conscious effort to keep all parties engaged and to address their concerns early in the design process. To mitigate delays that may come from late comments or design changes during construction, **clear construction packages and design development workshops will be held to keep reviewing agencies informed.** Design development workshops will be held to brief VDOT and third-party stakeholders on the design concept and the breakdown of the construction submittal packages. Prior to each construction submittal, a workshop will be conducted to review the intent of the submittal.

Additional mitigation strategies include **ensuring the Team has a clear understanding of the scope of work and translating this to a responsible approach in the generation of the project baseline schedule.** Our Team will develop a baseline schedule that provides sufficient and necessary time periods for design, reviews, permitting, utility relocations and independent agency review and approvals. A comprehensive schedule will allow for all parties to understand early on the expectations and necessary times allowed for the performance of any item of work involved. This schedule will be updated regularly to adjust for changes, unforeseen conditions or occurrences that traditionally occur. Adjustments may include compressing future work activity durations, acceleration, performing work items concurrently, or any combination of options to allow us to maintain the schedule completion date.

**VDOT or Other Agency Efforts in Mitigation.** There will not be any additional demands on VDOT resources for the schedule risk. The efforts from the Department or other approving agencies will be to perform all necessary functions of review or input within the reasonable timeframes stipulated by contract or mutually established within the baseline schedule. Other agency efforts will include only the private utility providers and their representatives to support relocations, removals or improvements necessary to maintain the project schedule. Again, early communication within the initial project start up and regular meetings concerning schedule and progress will assist in mitigating any associated potential impacts.
Risk #3 – **Bridge Construction**

Whether widening the existing structures carrying I-64 over waterways within the project area or widening the roadway beneath existing bridges crossing over I-64, there are several elements that must be considered. In designing and constructing the widening of the Little Tuckahoe Creek Bridge, the Team will have to consider subsurface conditions, environmental impacts, the proximity to mainline traffic and access for construction vehicles. For widening I-64 beneath the bridges crossing over it within the project limits, issues to be considered include the integrity of the existing structures, construction access and construction activities adjacent to I-64 traffic.

While the widening of the Little Tuckahoe Creek Bridge will involve relatively straightforward and standard construction techniques, there are issues with this construction that could pose risks to the project schedule and budget. The scope of the project involves widening the existing substructure and replacing the existing superstructure with a new widened superstructure. Replacement of the superstructure will need to be conducted in stages with the existing travel lanes being shifted to the outside of the existing bridges to allow demolition of portions of the existing superstructures and construction of the substructure widening. However, these activities will have to be running concurrently with the roadway widening in the median to the east and west of this crossing in order to meet the project schedule. Therefore, in order for this crossing not to become a “pinch point” for construction vehicle access, a temporary stream crossing or trestle across Little Tuckahoe Creek may be necessary for a portion of the project duration. Once the inside portions of the new structure are constructed, construction vehicles could utilize the new structures to complete widening of the approach roadways and the temporary trestle could be removed. It is important to ensure that the temporary construction trestle does not create any additional environmental impacts to Little Tuckahoe Creek as environmental permitting is also a risk to the project (see Risk #2).

As the new superstructure for the Little Tuckahoe Creek Bridges will need be constructed in stages, this presents a risk to the project schedule as well. One way to mitigate this risk would be to utilize accelerated bridge construction techniques to shorten the duration of each phase. The Team will investigate the possibility of erecting the steel or precast concrete girders in pairs, with sections of the bridge deck already cast on top of the girder pairs. Closure pours could then be cast between segments, eliminating the need for traditional, costly and time consuming bridge deck construction. The transverse geometry of the structure lends itself to this approach; however, the extreme skew of the structure is something that would add some complexity and would have to be thoroughly evaluated.

For the widening of I-64 beneath the Route 623 and Route 288 bridges, some of the same issues exist; however, other issues must also be considered at these locations. As the Route 288 bridges are relatively new, it appears that there is sufficient width beneath these structures to accommodate the widening and allow for access of construction vehicles. However, the available space beneath the route 623 bridges may restrict some construction activities and some construction activities will be conducted very close to the existing structures. Route 623 over I-64 consists of two three span structures, each with piers located immediately adjacent to the existing roadway shoulders. In order to accommodate the widening of I-64 beneath these structures, a **portion of the existing concrete slab slope protection will have to be**
removed and a small retaining wall, incorporating a traffic barrier shape to protect the existing piers, must be constructed. In order to accommodate this work, while also allowing construction vehicle access to the work zone from the western end of the project, traffic will have to be shifted to the existing outside shoulders and double face temporary barrier service will have to be installed to separate construction activities from vehicular traffic along I-64. These activities occurring in a very tight space pose risks to the travelling public as well as to the integrity of the existing bridges. Care will need to be taken to avoid any damage to the existing structures while also allowing construction vehicles to continue their operations through this area unimpeded.

Because of the limited space at this location, an additional construction access point may need to be introduced in the temporary traffic barrier “downstream” of the structure so that construction vehicles and equipment can safely access the work. The risk to traffic is greater at the point where construction traffic would exit the work zone and into live traffic along I-64. In order to mitigate this risk our Team will investigate the use an advanced warning system to indicate to drivers when a construction vehicle is entering the highway. The warning system will be triggered by a beam detector placed across the construction exit ramp that will that will activate a flashing sign to warn drivers that a heavy slow moving vehicle is entering the travel way. This innovative approach was successfully incorporated into the Maintenance of Traffic plans developed for the Princess Anne Road Widening project by Parsons Brinckerhoff.

**VDOT or Other Agency Efforts in Mitigation.** No significant VDOT or other agency efforts will be needed to mitigate this risk other than potentially some flexibility in the lane widths that will be required along I-64 at the bridge locations. It is already acknowledged that a design exception will be required for the permanent condition at the Route 623 Bridge due to the limited width available. Some flexibility in the lane widths at this location during the construction operations may be desirable in order to accommodate construction access.
Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 15-page limit?</th>
<th>SOQ Page Reference</th>
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<td>Section 3.1.2</td>
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<td>Letter of Submittal (on Offeror’s letterhead)</td>
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### STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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## ATTACHMENT 3.1.2

### Addendum No. 1

Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00070542DB55
PROJECT NO.: 066-964-110, P101, C501, RW201

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 09/25/2012
   (Date)

2. Cover letter of Addendum #1 - 11/01/2012
   (Date)

3. Cover letter of
   (Date)

[Signature]

DATE 11.15.12
Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

- The Offeror does not have any affiliated or subsidiary companies.
- Affiliated and/or subsidiary companies of the Offeror are listed below.

### Relationship with Offeror (Affiliate or Subsidiary)
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<thead>
<tr>
<th>Full Legal Name</th>
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<td><strong>Affiliate (CCI)</strong></td>
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<tr>
<td><strong>Affiliate (PB)</strong></td>
<td>Parsons Brinckerhoff-FG, Inc.</td>
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<td><strong>Affiliate (PB)</strong></td>
<td>Parsons Brinckerhoff Constructors, Inc.</td>
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<td><strong>Affiliate (PB)</strong></td>
<td>Parsons Brinckerhoff Services, Inc.</td>
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<td><strong>Affiliate (PB)</strong></td>
<td>Parsons Brinckerhoff Advisory Services, Inc.</td>
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<td><strong>Affiliate (PB)</strong></td>
<td>Parsons Brinckerhoff Group Administration, Inc.</td>
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<td><strong>Affiliate (PB)</strong></td>
<td>Parsons Brinckerhoff Infrastructure Development Company, Inc.</td>
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<td><strong>Affiliate (PB)</strong></td>
<td>ALLTECH, Inc.</td>
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<td>Parsons Brinckerhoff Energy Storage Services, Inc.</td>
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<td>Parsons Brinckerhoff Facilities, Inc.</td>
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## Affiliated and Subsidiary Companies of the Offeror

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<th>Subsidiary (PB)</th>
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<tr>
<td>Subsidiary (PB)</td>
<td>Parsons Brinckerhoff Michigan, Inc.</td>
<td>500 Griswold Street, Detroit, MI 48226</td>
</tr>
<tr>
<td>Subsidiary (PB)</td>
<td>Parsons Brinckerhoff Ohio, Inc.</td>
<td>6235 Enterprise Court, Dublin, OH 43016</td>
</tr>
<tr>
<td>Subsidiary (PB)</td>
<td>Parsons Brinckerhoff Transit &amp; Rail Systems, Inc.</td>
<td>Two Gateway Plaza, Newark, NJ 07102</td>
</tr>
<tr>
<td>Subsidiary (PB)</td>
<td>Parsons Brinckerhoff Booker Associates, Inc.</td>
<td>One Penn Plaza, New York, NY 10119</td>
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<tr>
<td>Subsidiary (PB)</td>
<td>Parsons Brinckerhoff Architecture, Inc.</td>
<td>One Penn Plaza, New York, NY 10119</td>
</tr>
<tr>
<td>Subsidiary (PB)</td>
<td>Associated Engineers, Inc.</td>
<td>3311 E. Shelby Street, Ontario, CA 91764</td>
</tr>
<tr>
<td>Subsidiary (PB)</td>
<td>Parsons Brinckerhoff Halsall, Inc.</td>
<td>One Penn Plaza, New York, NY 10119</td>
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<td>Subsidiary (PB)</td>
<td>Keystone Environmental Planning, Inc.</td>
<td>One Penn Plaza, New York, NY 10119</td>
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<td>One Penn Plaza, New York, NY 10119</td>
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<td>Avid Engineering, Inc.</td>
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ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

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

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

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

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

[Signature] 11.15.12 [Vice President] [Name of Firm] [Date] [Title]
ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

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   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.

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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.

Lloyd Graham 11/2/2012  Senior Vice President
Signature Date Title

Parsons Brinckerhoff, Inc.
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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.

Michael [Signature]
Vice President

Date

ECS- MidAtlantic, LLC
Name of Firm

Title
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

\[Signature\] \hspace{1cm} October 30, 2012 \hspace{1cm} President

\[Date\] \hspace{1cm} \[Title\]

EEE Consulting, Inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

[Signature] 10/31/2012  Principal
[Date]  Title

GET Solutions, Inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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[Signature]  [Date]  [Title]

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

[Signature] [Date] [Title]

Name of Firm
CERTIFICATE OF QUALIFICATION

CURTIS CONTRACTING, INC.

Vendor Number: C333

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

PREQUALIFIED

Work Classes: GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; TEMPORARY TRAFFIC MANAGEMENT

Issue Date: 03/31/2012  This Rating and Classification will Expire: 03/31/2013

Suzanne FR Lucas  Prequalification Officer  Don E. Silles, State Contract Officer
November 5, 2012

Virginia Department of Transportation

RE: Curtis Contracting, Inc.
    Request for Qualifications – A Design-Build Project, I-64 Widening and Route
    623 Interchange Improvements
    (estimated contract value $31,000,000)

To Whom It May Concern:

Travelers Casualty and Surety Company of America has the privilege of providing surety bonds for Curtis Contracting, Inc. Our A.M. Best Financial Strength Rating is A+ and Financial Size Category is XIV.

Curtis Contracting, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods 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.

Curtis Contracting enjoys a well-deserved reputation for excellence. In our opinion, the company is properly equipped, capably staffed and well financed. I appreciate having the opportunity to share with you our experience with this fine firm and urge you to give them every consideration.

If you have any questions or need further information concerning this contractor, please contact me.

Sincerely,

[Signature]

Charles E. Salmon
ATTACHMENT 3.2.10
State Project No. 0064-964-110, P101, C501, RW201

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.

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<th>Business Name</th>
<th>SCC Number</th>
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<th>SCC Status</th>
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<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
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<td>Curtis Contracting, Inc.</td>
<td>02733335</td>
<td>Corporation</td>
<td>Active</td>
<td>PO Box 769 West Point, VA 23181</td>
<td>Class A Contractor</td>
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<td>Parsons Brinckerhoff, Inc.</td>
<td>F0501603</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>6161 Kempsville Circle, Suite 110 Norfolk, VA 23502</td>
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<td>ECS Mid-Atlantic, LLC</td>
<td>S1208216</td>
<td>Limited Liability Corporation</td>
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<td>2119-D North Hamilton Street Richmond, VA 23230</td>
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<td>H&amp;B Surveying &amp; Mapping, LLC</td>
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<td>Limited Liability Corporation</td>
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<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parsons Brinckerhoff, Inc.</td>
<td>Julie Perkoski</td>
<td>Norfolk, VA</td>
<td>6161 Kempsville Circle, Suite 110 Norfolk, VA 23502</td>
<td>Professional Engineer</td>
<td>0402026174</td>
<td>6-30-2013</td>
</tr>
<tr>
<td>Parsons Brinckerhoff, Inc.</td>
<td>Derek Piper</td>
<td>Norfolk, VA</td>
<td>6161 Kempsville Circle, Suite 110 Norfolk, VA 23502</td>
<td>Professional Engineer</td>
<td>0402046886</td>
<td>12-31-2013</td>
</tr>
<tr>
<td>Curtis Contracting, Inc.</td>
<td>William Richards</td>
<td>West Point, VA</td>
<td>PO Box 769 West Point, VA 23181</td>
<td>Professional Engineer</td>
<td>0402027950</td>
<td>1-31-2014</td>
</tr>
</tbody>
</table>
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, July 15, 1985

This is to Certify that the certificate of incorporation of CURTIS CONTRACTING, INC.

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

State Corporation Commission

Nancy W. McBay
Assistant Clerk of the Commission
CISNU130  CORPORATE DATA INQUIRY  08/05/10  12:21:57

CORP ID: 0273333  STATUS: 00  ACTIVe STATUS DATE: 07/12/05
CORP NAME: CURTIS CONTRACTING, INC

DATE OF CERTIFICATE: 07/15/1985 PERIOD OF DURATION: 00
STATE OF INCORPORATION: VA VIRGINIA  STOCK INDICATOR: S STOCK
MERGER IND: 0 CONVERSION/DOMESTICATION IND:
GOOD STANDING: Y MONITOR INDICATOR:
CHARTER FEE:  MON NO:  MON STATUS:  MONITOR DTE:
R/A NAME: JOSEPH H KASMER
KASMER & ANNINO PC
STREET: 7653 LEESBURG PIKE

CITY: FALLS CHURCH  STATE: VA  ZIP: 22043
R/A STATUS: 4 ATTORNEY  EFF: DATE: 10/12/07  LOC : 129
ACCEPTED AM#: 210 20 5765  DATE: 08/04/10  FAIRFAX COUNTY
CURRENT AM#: 210 20 5765  DATE: 08/04/10  STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
10 100.00

CIS has changed to enhance its navigation. Click on menu items or buttons to select and perform functions. You may also use function keys as labeled. Function key usage varies depending on the Application Screen. Please refer to Function Key Documentation for details.
(Screen Id: Cmp_Data_Inquiry)
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Parsons Brinckerhoff, Inc., a corporation incorporated under the law of New York, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on February 11, 1986; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
November 9, 2011

Joel H. Peck, Clerk of the Commission
Welcome to SCC eFile
Business Entity Details

Parsons Brinckerhoff, Inc.

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

Principal Office
ONE PENN PLAZA
NEW YORK NY 10119

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301

GLEN ALLEN VA 23060-6802
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

Users are encouraged to create an SCC eFile account to:
- Conveniently monitor business entities through the use of a "Favorites" list
- Perform easy step-by-step online transactions for certain types of filings, such as registered agent changes
- Quickly access online filing history

To view our Privacy Policy, click here

Order certificate of good standing  New Search  Back  Homepage

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov
We provide external links throughout our site.
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

Engineering Consulting Services - Mid-Atlantic, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 16, 2004

State Corporation Commission
Attest:

[Signature]

Clerk of the Commission

CIS0431
The State Corporation Commission has found the accompanying articles submitted on behalf of

ECS - Mid-Atlantic, LLC
(formerly known as Engineering Consulting Services - Mid-Atlantic, LLC)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective August 5, 2004.

STATE CORPORATION COMMISSION

By [Signature]

Commissioner
LLCM3220 LLC DATA INQUIRY 15:38:49

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04

LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

PRINCIPAL OFFICE ADDRESS

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

REGISTERED AGENT INFORMATION

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

11

(Screen Id:/LLC_Data_Inquiry)
CISMD180 CORPORATE DATA INQUIRY

11/08/12
09:53:54

CORP ID: 5504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 06/04/04

CORP NAME: EBE CONSULTING, INC.

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: 
INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COK RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/15/12 LOC: 143
ACCEPTED AR#: 212 52 4099 DATE: 06/27/12 HENRICO COUNTY
CURRENT AR#: 212 52 4099 DATE: 06/27/12 STATUS: 0 ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 100.00 8,000

CIS has changed to enhance its navigation. Click on menu items or buttons to select and perform functions. You may also use function keys as labeled. Function key usage varies depending on the Application Screen. Please refer to Function Key Documentation for details.
(ScreenId:Corp_Data_Inquiry)
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, June 16, 2000

This is to Certify that the certificate of incorporation of

GEO Design Consultants, Inc.

was this day issued and admitted to record in this office and that
the said corporation is authorized to transact its business subject
to all Virginia laws applicable to the corporation and its business.
Effective date: June 16, 2000

State Corporation Commission
Attest:

[Signature]
Clerk of the Commission
ARTICLES OF AMENDMENT
OF
GEO DESIGN CONSULTANTS, INC.

1. The name of the Corporation is GEO Design Consultants, Inc.

2. Article I of the Corporation's Articles of Incorporation shall be amended to read as follows:

   "The name of the Corporation is Geotechnical Environmental and Testing Solutions, Inc.

3. The amendment was adopted by written unanimous of the Corporation's sole shareholder on June 27, 2000.

GEO DESIGN CONSULTANTS, INC.

By Camille Kattan, President
COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

June 28, 2000

The State Corporation Commission has found the accompanying articles submitted on behalf of Geotechnical Environmental and Testing Solutions, Inc. (formerly GEO Design Consultants, Inc.) to comply with the requirements of law, and confirms payment of all related fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective June 28, 2000, at 11:23 AM.

The corporation is granted the authority conferred on it by law in accordance with the articles, subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By

[Signature]

Commissioner
**Commonwealth of Virginia**

**State Corporation Commission**

<table>
<thead>
<tr>
<th>WEB#</th>
<th>CIS</th>
<th>CORP ID</th>
<th>STATUS</th>
<th>STATUS DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>762</td>
<td>CISMO180</td>
<td>0541847</td>
<td>00</td>
<td>08/04/04</td>
</tr>
</tbody>
</table>

**CORP NAME:** Geotechnical Environmental and Testing Solutions, Inc.

**DATE OF CERTIFICATE:** 06/16/2000

**INDUSTRY CODE:** 00

**STATE OF INCORPORATION:** VA

**STOCK INDICATOR:** S

**MERGER IND:** CONVERSION/DOMESTICATION IND

**GOOD STANDING IND:** Y

**METER STATUS:**

**CHARTER FEE:** 50.00

**R/A NAME:** TERENCE MURPHY

**STREET:** 150 W MAIN ST STE 2100

**CITY:** NORFOLK

**STATE:** VA

**ZIP:** 23510

**R/A STATUS:** 4

**ATTORNEY:**

<table>
<thead>
<tr>
<th>Accepted R/A</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>209 43 2205</td>
<td>05/27/09</td>
<td>NORFOLK CITY</td>
</tr>
</tbody>
</table>

**CURRENT R/A:** 209 43 2205

**DATE:** 05/27/09

**STATUS:** A

**ASSESSMENT INDICATOR:** 0

**YEAR FEES:** 100.00

**PENALTY:** 0

**INTEREST:** 0

**TAXES:** 0

**BALANCE:** 5,000

**TOTAL SHARES:**

**COMMAND:**

---

**NOTE:** Function Key usage varies depending on the Application Screen. For specifics, refer to Function Key Documentation.
LLC DATA INQUIRY

LLC ID: S290560 - 4 STATUS: 00 ACTIVE

LLC NAME: H & B Surveying and Mapping, LLC

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: PRINCIPAL OFFICE ADDRESS

STREET: 612 HULL STREET STE 101B

CITY: RICHMOND STATE: VA ZIP: 23224-0000

REGISTERED AGENT INFORMATION

R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC

6802 PARAGON PL STE 100 RTN MAIL:

CITY: HENRICO STATE: VA ZIP: 23230-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

12 50.00

(Screen Id:/LLC_Data_Inquiry)
CORPORATE DATA INQUIRY

CORP ID: 04464885-5  STATUS: 00 ACTIVE  STATUS DATE: 06/17/10
CORP NAME: SAFETY SOLUTIONS, INC.

DATE OF CERTIFICATE: 05/04/1995 PERIOD OF DURATION: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO:
MON STATUS: MONITOR DTE:
R/A NAME: PATRICK C. DEVINE, JR.
R/A STATUS: 4 ATTORNEY EFF. DATE: 05/04/95 LOC : 212
ACCEPTED AR#: 212 07 1663 DATE: 04/04/12 NORFOLK CITY
CURRENT AR#: 212 07 1663 DATE: 04/04/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARS
12 100.00 5,000
BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
"CLASSIFICATIONS" ASB BLD H/H LSC

CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

PROFESSIONS: ENG, ARC

PARSONS BRINCKERHOFF INC
6161 KEMPSVILLE CIRCLE
SUITE 110
NORFOLK, VA 23502

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

PROFESSIONS: ENG

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

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.

Gordon N. Dixon, Director

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116
COMMONWEALTH OF VIRGINIA
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

GEOTECHNICAL ENVIRONMENTAL & TESTING
204-B GRAYSON ROAD
VIRGINIA BEACH, VA 23462

ALTERATION OF THE DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: LS

H & B SURVEYING & MAPPING LLC
612 HULL ST
SUITE 101B
RICHMOND, VA 23224

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2013

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

JULIANNE PERKOSKI
4000 MONITOR DRIVE
HAMPTON, VA 23669

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
Norfolk, VA 23520
STE 110
619 Kemperville Circle
PB Americas, Inc.
Derek John Piper

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

0402046886
Telephone: (804) 670-8500
9960 Meadow Dr., Suite 400, Richmond, VA 23233

12-31-2013
Expires on
APELSCIDLA Individual License

APELSCIDLA Individual License

NAME: RICHARDS, WILLIAM EVANS
CITY, STATE: RICHMOND, VA
OCCUPATION: PROFESSIONAL ENGINEER 0402
LICENSE: 027950
INITIAL CERTIFICATION DATE: JANUARY 27, 1998
EXPIRATION DATE: JANUARY 31, 2014

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

"Closed Complaints" reflect complaints closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional
### Attachments

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title:</td>
</tr>
<tr>
<td>b. Project Assignment:</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated:</td>
</tr>
<tr>
<td>d. Years experience: With this Firm <em>7</em> Years With Other Firms <em>16</em> Years</td>
</tr>
<tr>
<td>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</td>
</tr>
<tr>
<td>Steve has over 20 years of experience on major infrastructure projects located throughout the Eastern United States, including several projects in the Commonwealth of Virginia. His experience includes design-build, highway and bridge, athletic facilities, major airport facilities, water/wastewater treatment plants, and other site development projects. His clients have included VDOT, James City County, NCDOT, MDSHA, USACE, US Navy, AAFES, and GSA.</td>
</tr>
<tr>
<td>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</td>
</tr>
<tr>
<td>Wentworth Institute of Technology, Boston, Massachusetts / B.S. / 1990 / Construction Management</td>
</tr>
<tr>
<td>US Army Corps of Engineers – CQM Certification CENAO-08-0387</td>
</tr>
<tr>
<td>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</td>
</tr>
<tr>
<td>Virginia DCR Responsible Land Disturber Certification / #32306 (Exp. 7/13/2012)</td>
</tr>
<tr>
<td>g. Document the extent and depth of your experience and qualifications relevant to the Project.</td>
</tr>
<tr>
<td>a. Note your specific responsibilities and authorities for each assignment, not those of the firm.</td>
</tr>
<tr>
<td>b. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>c. Provide beginning and end dates for each assignment.</td>
</tr>
<tr>
<td>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</td>
</tr>
</tbody>
</table>

June 2011-Present. **Virginia Capital Trail Design-Build Project**, Current Firm. Steve is serving as the Design Build Project Manager responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, right-of-way acquisition, quality assurance / quality control, environmental protection, safety, schedule and construction for this $8.8 million project. The project elements include the construction of 12.5 miles of asphalt paved trail and structures. Steve is the main point of contact for the CCI/Parsons Brinckerhoff Team and is responsible for the communication and coordination with VDOT, Charles City County, permitting agencies, impacted property owners and other stakeholders on the project. Utilizing his experience combined with innovative flexibility, Steve led the Design-Build process to reduce project costs by eliminating the need for 11 bridge structures, which resulted in an owner savings of more than $1.1 million. Steve was also instrumental in establishing the design criteria that allowed for an environmentally positive use of recycled asphalt pavement millings in the pavement base material. He developed the original contract proposal, CPM Schedule, QA/QC Plan and continues to monitor progress of the project.
September 2010-November 2011. **I-295/Meadowville Road Interchange Design-Build Project**, Current Firm. Steve served as the Design Build Project Manager responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance / quality control, environmental protection, safety, schedule and construction for this $11.7 million project. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included two signalized intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Steve was the main point of contact for the CCI/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. Steve was instrumental in expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. Using the unique flexibility allowed only with the Design-Build process he steered the phased design submissions to allow for work to begin within two months of project Award and then obtain all approvals in order to complete all work on time and within budget. Steve’s focus on safety and accident prevention resulted in over 100,000 man hours without a single recordable injury for the entire project. Steve was instrumental in the decision to salvage the existing concrete material within the I-295 pavement shoulders and recycle the material in an environmentally positive way to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. He developed the original contract proposal, CPM Schedule, QA/QC Plan, maintained all project controls, and completed all significant contract negotiations for this project.

April 2006-August 2008. **Warhill Infrastructure and Roadways Design-Build Project**, Current Firm. Steve served as the Design Build Project Manager responsible for managing the CCI/Timmons Group/CHA LLP Team for this $37.4 million James City County project. As the Design Build Project Manager for the CCI/Timmons Group/CHA Team, Steve was responsible for the management of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this $37.4 million project. The project elements included the roadway widening of US Route 60 and widening of Centerville Road to provide increased traffic capacity and access to James City County’s new 588 acre education, recreation and emergency response center development. Design and construction details also included major roadways, utilities and storm water management for the entire 588 acre. This project was a Turn-Key effort that supported the new 1,450 student high school for Williamsburg-James City County Schools, a 350,000 square foot campus site for Thomas Nelson Community College, 3,000-seat stadium and multi-use synthetic grass athletic fields venue. Work also included the reconstruction of two earthen dams. CCI’s continuous emphasis on environmental compliance throughout the project earned them the award by James City County Board of Supervisors for Environmental Stewardship in 2008. Steve was the main point of contact for the CCI/Timmons Group/CHA Team and was responsible for the communication and coordination with James City County, VDOT, and all third party stakeholders on the project. As this project was multi-phased, Steve was instrumental in the coordination of design and construction for all phases in order to expedite the schedule to meet the contract completion date for all phases ahead of schedule. Steve’s focus on safety and accident prevention resulted in over 200,000 man hours without a single recordable injury for the entire project.
### Brief Resume of Key Personnel anticipated for the Project.

#### a. Name & Title:

**JULIE PERKOSKI, PE, Lead Construction Engineer**

#### b. Project Assignment:

**Quality Assurance Manager**

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

**Parsons Brinckerhoff**

#### d. Years experience: With this Firm _19_ Years With Other Firms _8_ Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

**June 1993-present. Parsons Brinkerhoff.**

Julie serves as Project Lead Construction Engineer, providing construction management and design services for numerous highway, airport, military, governmental, recreational, and residential facilities.

#### e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

**Pennsylvania State University, PA / B.A.E. / 1985 / Architectural Engineering**

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

**1998 / Professional Engineer / VA #0402 027950**

**Virginia DCR Erosion & Sediment Control Contractor Certification / #2752 (Exp. 11/30/2012)**

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

1. **Note your specific responsibilities and authorities for each assignment, not those of the firm.**
2. **Note whether experience is with current firm or with other firm.**
3. **Provide beginning and end dates for each assignment.**

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

- **2011 – Ongoing. Virginia Capital Trail (Sherwood Phase), Current Firm.** Julie is the Quality Assurance Manager (QAM) for the Virginia Capital Trail project, which includes the design and construction of 12.5 miles of asphalt trail and eight timber bridges along Route 5 in Charles City County. As the QAM, Julie’s role is to be in responsible charge of the Team’s quality procedures and to ensure that the Department is provided a quality product through design and construction. The first step in this role is to develop the Design-Build QA/QC Manual for the project, followed by quarterly project audits to ensure that the contractors and engineers are adhering to the quality procedures. Other responsibilities include: managing daily quality assurance operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues.

- **September 2010 –November 2011. I-295/Meadowville Road Interchange, Current Firm.** Julie was the Quality Assurance Manager (QAM) for the Meadowville Road Interchange Project which included the design and construction of the new diamond interchange at Interstate 295 and Meadowville Road in Chesterfield County. Project elements included two signalized intersections on Meadowville Road, the widening of Interstate 295, the widening of Meadowville Road, signage, placement of asphalt and concrete pavement, stormwater management, and utility relocation. Julie’s responsibilities included: the development of the QA/QC Manual; managing daily quality assurance operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues.

- **2009 – Ongoing. Gilmerton Bridge Replacement, Current Firm.** Julie is responsible for overseeing the project records and ensuring that they are maintained in accordance with VDOT standards. The Gilmerton Bridge Replacement Project includes the replacement of the existing double leaf low level bascule bridge with a medium level vertical bridge and
approaches. The new bridge will provide a minimum clearance of 35 feet above mean high water to allow the many vessels that require an opening today to pass unrestricted through the bridge. The total length of the project is approximately three quarters of a mile including approximately 1,908 feet of the bridge. Parsons Brinckerhoff is providing complete construction management services for this project.

2009. **I-295/I-64 Interchange Construction Management**, Current Firm. Julie was the QA/QC Manager responsible for the final audit of VDOT project records, finalizing the project records and assisting VDOT’s consultant in the review of the final project estimate. Parsons Brinckerhoff provided construction management services for this project which included adding auxiliary lanes to Interstates 64 and 295. The improvements included asphalt patching and overlay on I-295, replacing the existing single lane ramps with dual lane ramps, and construction of three bridges, two soundwalls, and two box culverts. The project also replaced the existing two-lane Pouncey Tract with a four-lane section.

2003 - 2007. **Pinner’s Point ITS**, Current Firm. Julie served as the Resident Engineer responsible for managing the CE&I services provided to VDOT for the traffic management system portion of the project. Her duties included reviewing contractor’s shop drawing submittals, resolution of conflicts, assisting VDOT with management of the project, coordination between the hardware and software contracts and tabulation of the contractor’s pay quantities.
ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

DEREK PIPER, PE, AICP, Senior Supervising Engineer

b. Project Assignment:

Design Manager

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

Parsons Brinckerhoff

d. Years experience: With this Firm 15 Years With Other Firms 11 Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

1997-present. Parsons Brinckerhoff.

Derek has over 26 years of experience with a variety of civil/transportation projects, including more than 18 years managing teams on complex transportation projects. He has held positions with increasing responsibilities for numerous highway/bridge projects, site development, and utility engineering projects. Derek’s technical specialties include roadway and intersection design, utility design, site design, stormwater management plan development, permitting, environmental documentation, and program/project management.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

Pennsylvania State University, PA / B.A.E. / 1985 / Architectural Engineering

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

2009 / Professional Engineer / VA #0402 46886

2001 / Certified Planner

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

   a. Note your specific responsibilities and authorities for each assignment, 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 assignment.

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

2010 – May 2013. Downtown Tunnel – Midtown Tunnel – MLK Expressway Design-Build PPTA, Current Firm: Derek is serving as the Deputy Design Manager for the design of a new Midtown Tunnel and the associated roadways. Derek is also the Civil Task Lead responsible for MLK Expressway and Midtown Tunnel responsible for design elements to include roadway, drainage, stormwater management, traffic, lighting, utilities, and landscape architecture. Derek is also tasked with third party coordination and design liaison to the City of Norfolk and Portsmouth. Parsons Brinckerhoff is responsible for the design of a new Midtown Tunnel and the associated roadways. The project consists of modifications to the existing tunnel and construction of a new immersed tube tunnel under the Elizabeth River, running parallel to the existing Midtown Tunnel. This will provide for additional capacity to the east-west connection between the City of Portsmouth and the City of Norfolk.

September 2010 – May 2011. Route 29 Design-Build Solicitation, Current Firm: Derek provided technical support in developing the design-build Request for Proposals for the Route 29 Bypass, a proposed 6.2-mile, four-lane limited access highway west of Charlottesville. The project features two new interchanges and at least fourteen bridge structures. The project was initiated to relieve traffic congestion along the section of U.S. Route 29 North from the U.S. Route 29/250 Bypass to north of the South Fork Rivanna River. Derek led the Parsons Brinckerhoff teams assisting VDOT with
developing the RFP Part 2 (Technical Requirements), preparing a traffic study, financial plan, public involvement strategy, and public meeting exhibits. In response to revised design criteria and VDOT desires to reduce the cost of the overall project, Parsons Brinckerhoff evaluated alternative interchange layouts from those previously developed over a decade ago for presentation to public stakeholder groups.

September 2010 –November 2011. **I-295/Meadowville Road Interchange**, Current Firm: Derek served in a senior advisory and quality assurance role for the project. Parsons Brinckerhoff served as the lead designer providing design and construction engineering inspection services for this design-build project to construct a new interchange at Meadowville Road and Interstate 295 in Chesterfield. This high profile project provides interstate access to the Meadowville Technology Park and was delivered on a fast track basis using design-build delivery. The total contract timeline for this project was 15 months, with design completed five months from Notice to Proceed and construction scheduled for a 12-month operation.

2004-2008. **Rehabilitation of the Ben Sawyer Bridge (SC 703) over the Intracoastal Waterway**, Current Firm: Derek served as Deputy Project Manager for planning and design services associated with this nearly 1,200-foot structure with a 240-foot swing-span. The project involved complete superstructure replacement including all mechanical/electrical components, new operators’ tender house, and new fendering system. The project was converted to design-build with Parsons Brinckerhoff responsible for preparing technical specifications.
<table>
<thead>
<tr>
<th><strong>Brief Resume of Key Personnel anticipated for the Project.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Name &amp; Title:</strong> \n</td>
</tr>
<tr>
<td><strong>b. Project Assignment:</strong> \n</td>
</tr>
<tr>
<td><strong>c. Name of Firm with which you are now associated:</strong> \n</td>
</tr>
<tr>
<td><strong>d. Years experience:</strong> With this Firm <strong>12</strong> Years With Other Firms <strong>15</strong> Years</td>
</tr>
<tr>
<td>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</td>
</tr>
<tr>
<td><strong>2000-present. Curtis Contracting, Inc.</strong></td>
</tr>
<tr>
<td>1998-1999. Frederick R. Harris. Associate Vice President.</td>
</tr>
<tr>
<td>1990-1997. VRTBA. Engineer Director.</td>
</tr>
<tr>
<td>1987-1990. VDOT. Assistant Resident Engineer, Chesterfield.</td>
</tr>
<tr>
<td>Bill has over 25 years of experience on major infrastructure projects located throughout Virginia. His experience includes highway and bridge, environmental, airport facilities, athletic facilities, and other site development projects. Bill has worked for a variety of clients including VDOT, local municipalities, DoD, GSA, and FHWA.</td>
</tr>
<tr>
<td><strong>e. Education:</strong> Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</td>
</tr>
<tr>
<td>Virginia Polytechnic Institute and State University, Blacksburg, Virginia / B.S. / 1984 / Civil Engineering</td>
</tr>
<tr>
<td><strong>f. Active Registration:</strong> Year First Registered / Discipline/VA Registration #:</td>
</tr>
<tr>
<td>1998 / Professional Engineer / VA #0402 027950</td>
</tr>
<tr>
<td>Virginia DCR Responsible Land Disturber Certification / #21759 (Exp. 1-31-2014)</td>
</tr>
<tr>
<td>VDOT Erosion and Sediment Control Contractor Certification / #1053C (Exp. 12/12/2013)</td>
</tr>
<tr>
<td><strong>g. Document the extent and depth of your experience and qualifications relevant to the Project.</strong></td>
</tr>
<tr>
<td>a. Note your specific responsibilities and authorities for each assignment, not those of the firm.</td>
</tr>
<tr>
<td>b. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>c. Provide beginning and end dates for each assignment.</td>
</tr>
<tr>
<td>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</td>
</tr>
</tbody>
</table>

June 2011 – Present (The project completion date of his current assignment is scheduled to occur prior to the start date of construction for the proposed project.). Virginia Capital Trail Design-Build Project, Current Firm. Bill is serving as the Construction Manager responsible for the management of construction for this $8.8 million project. The project elements include the construction of 12.5 miles of asphalt paved trail and structures. Bill is responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Bill’s duties include daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicates daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill is the on-site point of contact for the CCI/Parsons Brinckerhoff Team and is responsible for the communication and coordination with VDOT’s Project Representative, Charles City County, visiting permitting agencies and impacted property owners. Bill maintains a Professional Engineering license in the Commonwealth of Virginia and has extensive roadway design and construction experience. Using this experience, Bill is able to efficiently communicate field issues with our design team members and help to expedite the resolution of any conflicts or improvements as they are revealed thru the normal course of construction. Most
importantly, Bill’s credentials make him uniquely qualified to ensure that the project is constructed in accordance with the current approved design plans and contract requirements. Bill coordinates the daily and weekly progress meetings where the immediate on-site staff participates in a “micro” level scheduling of all activities, traffic control measures and to insure that all open action items are addressed to support construction and contract compliance.

September 2010- November 2011. **I-295/Meadowville Road Interchange Design-Build Project**, Current Firm. Bill served as the construction manager responsible for the management of construction for this $11.7 million Fast Track/Design-Build project. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included significant traffic control, construction of two signalized intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. Bill was responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Bill’s duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the CCI/Parsons Brinckerhoff Team and was responsible for the communication and coordination with VDOT’s Project Representative, Chesterfield County, visiting permitting agencies and adjacent property owners. Bill coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a “micro” level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.

May 2004-April 2006. **US Route 199 Widening Design Build (PPTA) Project**, Current Firm. Bill served as the Construction Manager responsible for the construction management on the Jamestown 2007 Constructors, LLC/Wilbur Smith & Associates Team for this $32.4 million project. Elements of this project included Design-Build construction to complete expansion of the Route 199 corridor from 2 lanes to 4 lanes for approximately three miles. The project included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorptive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements and the relocation of Route 359 into the Colonial National Parkway at Jamestown. Bill was responsible for the day to day construction operations, quality control oversight, environmental compliance, public and worker safety, subcontractor coordination and monitoring of the CPM schedule. Bill’s duties included daily coordination of labor and equipment resourcing, material deliveries, subcontractor activities and construction means and methods. He communicated daily with the QA/QC inspection staff to schedule timely inspections, discuss work operations and to coordinate all preparatory documentation for the start of any new major work activity. Bill was the on-site point of contact for the Curtis/Wilbur Smith & Associates Team and was responsible for the communication and coordination with VDOT’s Project Representative, James City County, visiting permitting agencies and impacted property owners. Bill coordinated the daily and weekly progress meetings where the immediate on-site staff participated in a “micro” level scheduling of all activities, traffic control measures and to insure that all open action items were addressed to support construction and contract compliance.
In 2004, Curtis Contracting Inc, as a lead equity member of the Jamestown 2007 Corridor Constructors, LLC, was awarded a Design-Build (PPTA) contract by the Virginia Department of Transportation to expand the US Route 199 corridor from two (2) lanes to four (4) lanes with a divided median for approximately three (3) miles. The Design Build project included all environmental permitting, right-of-way acquisition, utility coordination, public outreach/relations and major traffic control to construct the new lanes of roadway while maintaining uninterrupted vehicular traffic on the existing corridor. Project scope also included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorbive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements at Route 31/Jamestown Road, and the relocation of Route 359 into the Colonial N at Jamestown.

Challenges to the constructability of this project included the soils surrounding College Creek and the tributary basin areas. The Design-Build Team worked together to develop a design for reinforced fills that would support the traffic loading from two (2) lanes to four (4) lanes with a divided median for approximately three (3) miles. The Design Build project included all environmental permitting, right-of-way acquisition, utility coordination, public outreach/relations and major traffic control to construct the new lanes of roadway while maintaining uninterrupted vehicular traffic on the existing corridor. Project scope also included the construction of a 1,200 lf parallel bridge crossing over College Creek, 1,500 lf of sound absorbive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, interchange improvements at Route 31/Jamestown Road, and the relocation of Route 359 into the Colonial National Parkway at Jamestown. This time sensitive improvement was necessary to support the increased tourism and commercial traffic associated with the celebration of our country's 400th Anniversary at Jamestown.

The US Route 199 corridor expansion is very similar to the requirements of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway under traffic will be expanded while also accommodating the existing roadway cross slope, profile, and drainage features. Our experience brings forth many valuable lessons for consideration in order to accomplish this challenge. One example would be the emphasis of as-built data prior to establishing the baseline profiles for roadway and drainage design. We have found that the increments of topographic and baseline survey need to be sufficient to identify precisely the existing pavement profiles and cross sections so that the design for the widened roadway does not reach the point of final surface course and find the variables in pavement settlements or prior construction do not allow minimum, or will exceed maximum, allowable tolerance for the final roadway sections.

Historical and cultural resources were a significant concern on this project. In addition, the Department of Interior was an integral partner on the Team due to the sensitivity of work on the property of the National Park Service. CCI's Team considered this risk during the development of our proposal to include hold points in the schedule and time for the necessary surveys and phased clearances of impacted properties along the corridor. All sites were cleared for construction and then monitored throughout as required by the permitting. CCI maintained great relationships with the stakeholders from the Historical and Cultural Resources and received high praise from the National Park Service for our attention to their concerns and the quality of our performance.

CCI's focus on safety enabled us to complete all work, to include over 150,000 man hours, without a single recordable injury.
Name: Warhill Infrastructure & Roadways (PPEA)
Location: James City County, VA

Name: Timmons Group

Name of Client/Owner:
James City County
Phone: (757) 253-6728
Project Manager: Sanford Wanner
Phone: (757) 253-6728
Email: swanner@williamsburgpottery.com

2007
2007
35,041

37,382

37,382

In 2004 James City County Virginia passed a $40 million bond referendum to finance the development of a 588 acre property known as the Warhill site. Curtis Contracting Inc. was subsequently awarded a Design-Build (PPEA) in 2005 for the turn-key design, permitting, right-of-way acquisition, and utility improvements necessary to deliver this massive investment by the municipality. Project elements included the roadway widening of US Route 60 and widening of Centerville Road to provide increased traffic capacity and access to James City County’s new 588 acre education, recreation and emergency response center development. Design and construction details also included major roadways, utilities and storm water management for the entire 588 acre site. This project was a turn-key effort that supported the new 1,450 student high school for Williamsburg-James City County Schools, a 350,000 square foot campus site for Thomas Nelson Community College, a 3,000-seat stadium and multi-use synthetic grass athletic fields venue. Work also included the reconstruction of two (2) earthen dams. CCI’s continuous emphasis on environmental compliance through the project earned them the award by James City County Board of Supervisors for Environmental Stewardship in 2008. Curtis Contracting led the Team of Curtis/Timmons Group and was responsible for the communication and coordination with James City County, VDOT, and all third party stakeholders on the project.

The requirements of the US Route 60 and Centerville Road expansion were very similar to those of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway was expanded under traffic while also accommodating the existing roadway cross slope, profile, and drainage features. CCI coordinated the MOT plans and the construction sequencing with great detail to enable work to be completed without interruption to traffic flow or pedestrian access throughout the project. In fact, CCI eliminated the need for any detour and designed only a single shift of the traffic pattern in order to complete all work.

Construction sequencing was also a significant challenge on this project due to the significant amount of utilities that were installed or modified in advance of the mass grading roadway construction. CCI installed over 2,100 LF of 72" Dia. RCP for the main storm drainage being carried across the site to the storm water management ponds. Design and construction accommodated a crossing of this massive culvert and other new utility installations with the existing Dominion Virginia Power high voltage transmission main, Virginia Natural Gas high pressured transmission main and a Newport News Waterworks 60” Dia. water force main.

CCI’s focus on safety enabled us to complete all work, to include over 200,000 man hours, without a single recordable injury.
## Lead Contractor - Work History Form

### (Limit 1 Page Per Project)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chesterfield County, VA</td>
<td>Parsons Brinckerhoff</td>
<td>VDOT Phone: (804) 674-2800 Project Manager: Ian Millikan Phone: (804) 674-2800 Email: <a href="mailto:ian.millikan@vdot.virginia.gov">ian.millikan@vdot.virginia.gov</a></td>
<td>12/31/2011</td>
<td>12/15/2011</td>
<td>11,715</td>
<td>11,820</td>
</tr>
</tbody>
</table>

### 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.

CCI was responsible for the overall design-build process including public relations, design, permitting, utility coordination, quality assurance & quality control, environmental protection, safety, schedule and construction for this $11.7 million project. The project elements included the construction widening of Interstate 295, Meadowville Road and on ramps and off ramps for Phase I of the I-295/Meadowville Road Interchange development. Project details included two signalized intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing and mass grading. CCI was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies and other stakeholders on the project. CCI met the challenge of expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. CCI’s talent was key to supporting the phased design submissions to allow for work to begin within 2 months of project Award and then obtain all approvals in order to complete all work on time and within budget.

CCI’s Team salvaged the existing concrete material within the I-295 pavement shoulders and recycled the material in an environmentally positive way to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. The Interstate 295 and Meadowville Road Interchange Design Build construction is very similar to the requirements of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway under traffic will be expanded while also accommodating the existing roadway cross slope, profile, and drainage features. Our experience brings forth many valuable lessons for consideration in order to accomplish this challenge. One example would be the emphasis of as-built data prior to establishing the baseline profiles for roadway and drainage design. We have found that the increments of topographic and baseline survey need to be sufficient to identify precisely the existing pavement profiles and cross sections so that the design for the widened roadway does not reach the point of final surface course and find the variables in pavement settlements or prior construction do not allow minimum, or will exceed maximum, allowable tolerance for the final roadway sections.

During the design and construction of this project, CCI worked seamlessly with our Design Team to establish a pavement section and construction method that allowed us to eliminate the traffic limitation of a single lane on the bridge and approaches during the phase of pavement reconstruction at the existing fixed bridge location. The approach expedited the completion of work in this critical area and allowed for minimal impact of traffic during construction. CCI received high praise from the County emergency response officials and the neighboring Northrop Grumman State data storage center officials for our innovative approach and for the fact that we considered their concerned, adapted, and improved any original conceptual plan for this work.

CCI was able to control the project schedule with its unique ability to self perform all project management, mass excavation, roadway sub base, storm drainage/basin construction, pavement demolition, traffic control and guardrail installation. Major items of work include approx 120,000 cubic yards of mass excavation, 20,000 Cubic Yards of borrow excavation, 26,000 SY of concrete pavement, 23,000 Tons of asphalt and 27,000 Tons of aggregate base material. CCI has added the resources internally to also perform all asphalt milling and paving operations which allows for us to control all these elements on the Interstate 64 Widening and Route 623 Interchange Improvements project.

CCI’s focus on safety enabled us to complete all work, to include over 100,000 man hours, without a single recordable injury.
<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Construction Contract Completion Date (Estimated)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Tunnel – Midtown Tunnel – MLK Expressway Design-Build PPTA</td>
<td>Skanska/Kiewit/Weeks (SKW), an unincorporated Joint Venture</td>
<td>Skanska/Kiewit/Weeks (SKW)</td>
<td>2017 Estimated 2017</td>
<td>1,400,000 Estimated 1,400,000</td>
<td>45,730</td>
<td></td>
</tr>
</tbody>
</table>

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.

Parsons Brinckerhoff is serving as lead designer to the design-build team responsible for construction of a new two-lane, 4,600-foot (1,400-meter) immersed tube tunnel under the Elizabeth River parallel to the existing Midtown Tunnel; maintenance and safety improvements to the existing Midtown Tunnel; minor modifications to the interchange at Brambleton Avenue/Hampton Boulevard in Norfolk; maintenance and safety improvements to the existing Downtown Tunnel; and extension of the MLK from London Boulevard to I-264, with an interchange at High Street.

The project calls for:

- Doubling the capacity of the Midtown Tunnel by building an additional two-lane tunnel near the existing one under the Elizabeth River
- Rehabilitating the existing Midtown Tunnel and both of the Downtown Tunnels to conform with current national fire safety standards
- Extending the MLK Freeway from London Boulevard to I-264, with an interchange at High Street
- Modifying the interchange at Brambleton Avenue/Hampton Boulevard in Norfolk

Midtown Tunnel
The Midtown Tunnel connects the cities of Norfolk and Portsmouth under the Elizabeth River. The need for additional capacity has been recognized for decades; however, funding has not been available. A toll feasibility study concluded that the development and enhancement of the Midtown Tunnel and the MLK Freeway Extension could be financially feasible if tolls were collected to supplement public funds. This would include tolling the parallel Downtown Tunnel to prevent the diversion of potential Midtown Tunnel traffic to a competing free facility. The project consists of modifications to the existing tunnel and construction of a new immersed tube tunnel under the Elizabeth River, running parallel to the existing Midtown Tunnel. The immersed tube crossing, with a curvilinear alignment, will require dredging the main stem of the Elizabeth River.

MLK Freeway Extension
The MLK Freeway is a north-south, four-lane facility that provides access to the City of Norfolk via the Midtown Tunnel. I-264, via the Downtown Tunnel, is the only other direct highway link between Portsmouth and Norfolk. I-264 and Route 58 link the area’s commercial port and distribution facilities to outside markets. These highways serve as part of the regional highway network and, as such, are important commercial and commuter routes. In the city of Portsmouth, a direct, limited-access connection does not currently exist between the MLK Freeway and I-264, forcing drivers to use winding routes through local city streets and neighborhoods. The MLK Freeway extension consists of extending the freeway south from London Boulevard, with a new interchange at I-264 to provide a direct connection from I-264 to the Midtown Tunnel.

Downtown Tunnel
The Downtown Tunnel on I-264 crosses the southern branch of the Elizabeth River in the South Hampton Roads area, linking the City of Portsmouth with Norfolk. Along with the Berkeley Bridge, the Downtown Tunnel connects to I-464 to Chesapeake and a continuation on I-264 to the downtown and Waterside areas of Norfolk, and on to Virginia Beach. Downtown Tunnel improvements consist of fire, life and safety modifications and upgrades to the existing tunnel.

Work is being managed and performed primarily from Parsons Brinckerhoff’s office in Norfolk, Virginia.
**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
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<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-295 / Meadowville Road Interchange Improvements Location: Chesterfield, VA</td>
<td>Curtis Contracting, Inc.</td>
<td>Curtis Contracting, Inc. Phone: (804) 843-4633 Project Manager: Steve Ordung Phone: (804) 843-4633 Email: <a href="mailto:s.ordung@curtiscontracting.net">s.ordung@curtiscontracting.net</a></td>
<td>2011</td>
<td>2011</td>
<td>11,715</td>
<td>11,820</td>
</tr>
</tbody>
</table>

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.

Parsons Brinckerhoff served as the lead designer and provided the QA Manager for this design-build project to design and construct a new diamond interchange along I-295 at Meadowville Road. Elements of the project include widening I-295 to accommodate the ramps associated with the new interchange, widening Meadowville Road to a four-lane divided roadway, extending a five chamber box culvert, and relocating public and private utilities.

There are several aspects of the Meadowville Road project that are similar to the widening of I-64 at Route 623, including: widening of an interstate roadway; environmental impacts associated with roadway widening over an active stream; utility relocations; and third-party coordination. These similar challenges and innovative solutions developed to address the issues on the Meadowville Road project can be used to successfully move this project forward.

A live stream crosses under Meadowville Road through a large culvert, similar to Anderson Creek on widening of I-64. The design team designed a culvert extension to accommodate the widening of Meadowville Road instead of replacing the existing elliptical culvert with a box culvert as shown in the preliminary design. This approach allowed the profile grade of the road to match existing, improved the construction sequencing, and reduced wetland impacts.

One challenging aspect of widening I-295 was maintaining two lanes of traffic while providing a safe and adequate work zone. The design team worked with VDOT’s traffic group to reduce the posted speed limit in the work zone allowed for reduced lane widths and shoulders to safely accommodate the width of the work zone.

A lesson learned that can be an added value to VDOT on the widening of I-64 is the use of aerial surveying for matching existing concrete pavement grades. The design for the widening of I-295 used aerial mapping to establish existing grades for the project. The mapping was not accurate to truly represent the existing pavement grades, and the grades shown in the design had to be field adjusted to adequately tie into the existing pavement. In the future, the team will field survey existing concrete paved areas to verify the elevations and pavement slopes.

This fast track design-build project was designed and constructed in 14-months. To achieve the aggressive schedule, plan packages were developed to be sequential to construction activities. This allowed the contractor to advance construction while the plans were being finalized. The first plan package included rough grading, drainage, and erosion control features to allow mass grading actives to advance. The success of this project was featured at the 2011 Governors’ Transportation Conference.

Work was managed and performed from Parsons Brinckerhoff’s office in Norfolk, Virginia.
### ATTACHMENT 3.4.1(b)

#### LEAD DESIGNER - WORK HISTORY FORM

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Contract Value (Original)</th>
<th>h. Contract Value (Actual or Estimated)</th>
<th>i. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia Capital Trail - Sherwood Forest Phase</td>
<td>Curtis Contracting, Inc.</td>
<td>Curtis Contracting, Inc.</td>
<td>2012</td>
<td>Estimated 2012</td>
<td>8,800,000</td>
<td>Estimated 8,800,000</td>
<td>1,150,000</td>
<td></td>
</tr>
</tbody>
</table>

Name: Curtis Contracting, Inc.
Phone: (804) 843-4633
Project Manager: Steve Ordung
Phone: (804) 843-4633
Email: s.ordung@curtiscontracting.net

Parsons Brinckerhoff served as the lead designer and provided the QA Manager for this design-build project to design and construct a paved pedestrian facility that extends from Jamestown to Richmond along the Route 5 corridor. The Sherwood Phase is a 12.5 mile section of the trail through Charles City County. Elements of the project include asphalt trail, timber pedestrian bridges, retaining walls, environmental permitting, right of way acquisition, public involvement, utility coordination and relocation.

The design of eight timber bridges over active streams and wetlands required coordination across several disciplines and agencies. Elements of this design include hydraulic analysis, structural design, geotechnical analysis, environmental permitting, and coordination with DEQ and the Corps of Engineers. The development of the bridge designs incorporated top down construction methods to allow all construction equipment to operate from the bridge deck, minimizing environmental impacts.

Public involvement was a critical factor for the success of this project. The citizens in the corridor were passionate about preserving the tree canopy along Route 5. The project team worked with VDOT to develop a design concept to meet the expectations of the public while staying within the parameters of the environmentally-sensitive area. The project team engaged the Commonwealth’s Attorney to relay the design to the citizens in the corridor to help manage public perception.

The design concept for the pavement section introduced to VDOT the utilization of Recycled Asphalt Pavement (RAP) as pavement subbase. The aggregate subbase in the pavement section was replaced with asphalt millings, resulting in a stronger base material because of the asphalt binder. The application of this innovative design is an opportunity for VDOT to monitor the performance of the material for use in future applications.

Work is being managed and performed from Parsons Brinckerhoff’s office in Norfolk, Virginia.