Response to Request for Qualifications

State Project No.:
0060-047-627, P101, R201, C501, B619, B620

Federal Project No.:
STP-5A03(455)

Contract ID No.:
C00100200DB104

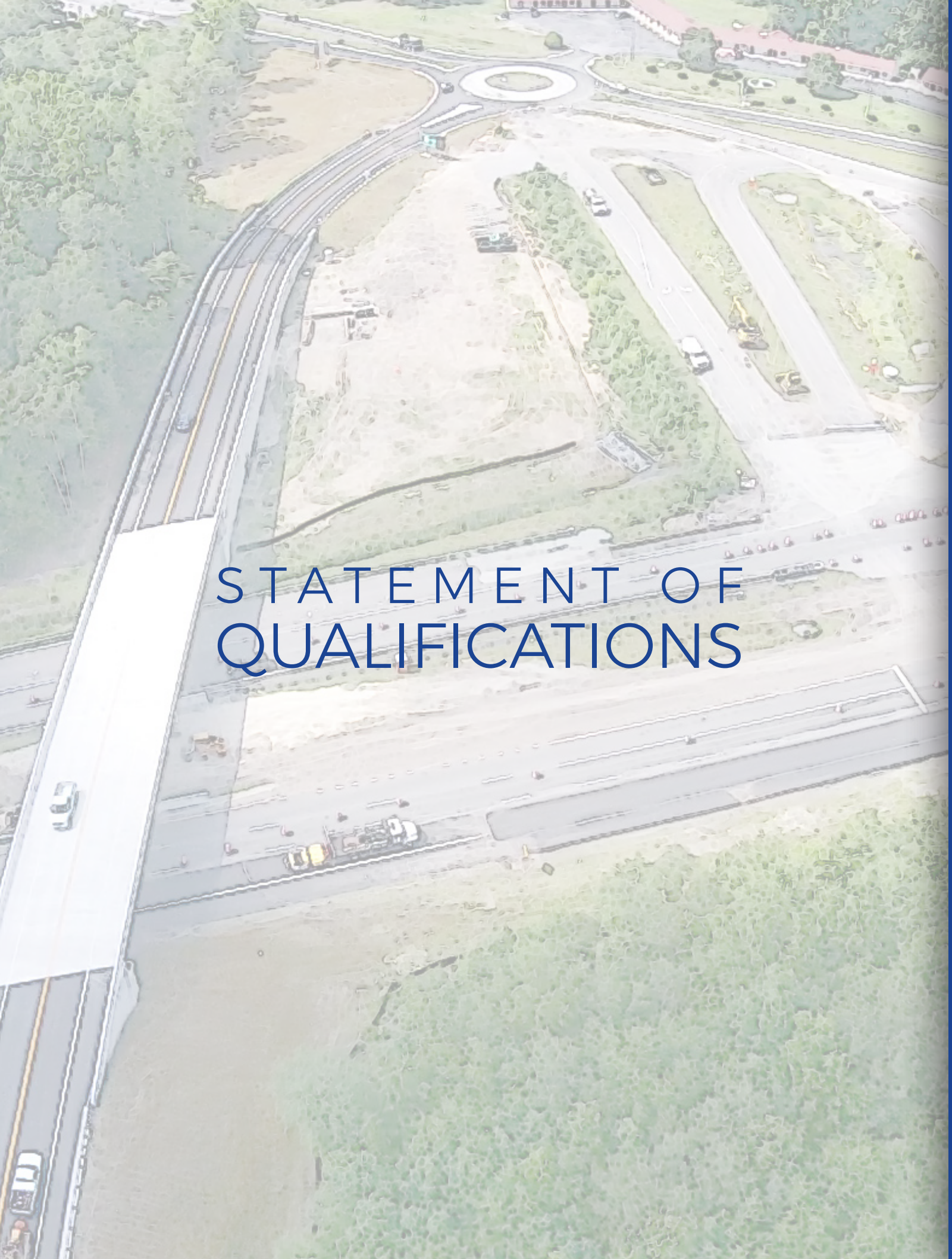
Skiffes Creek Connector

James City County, VA

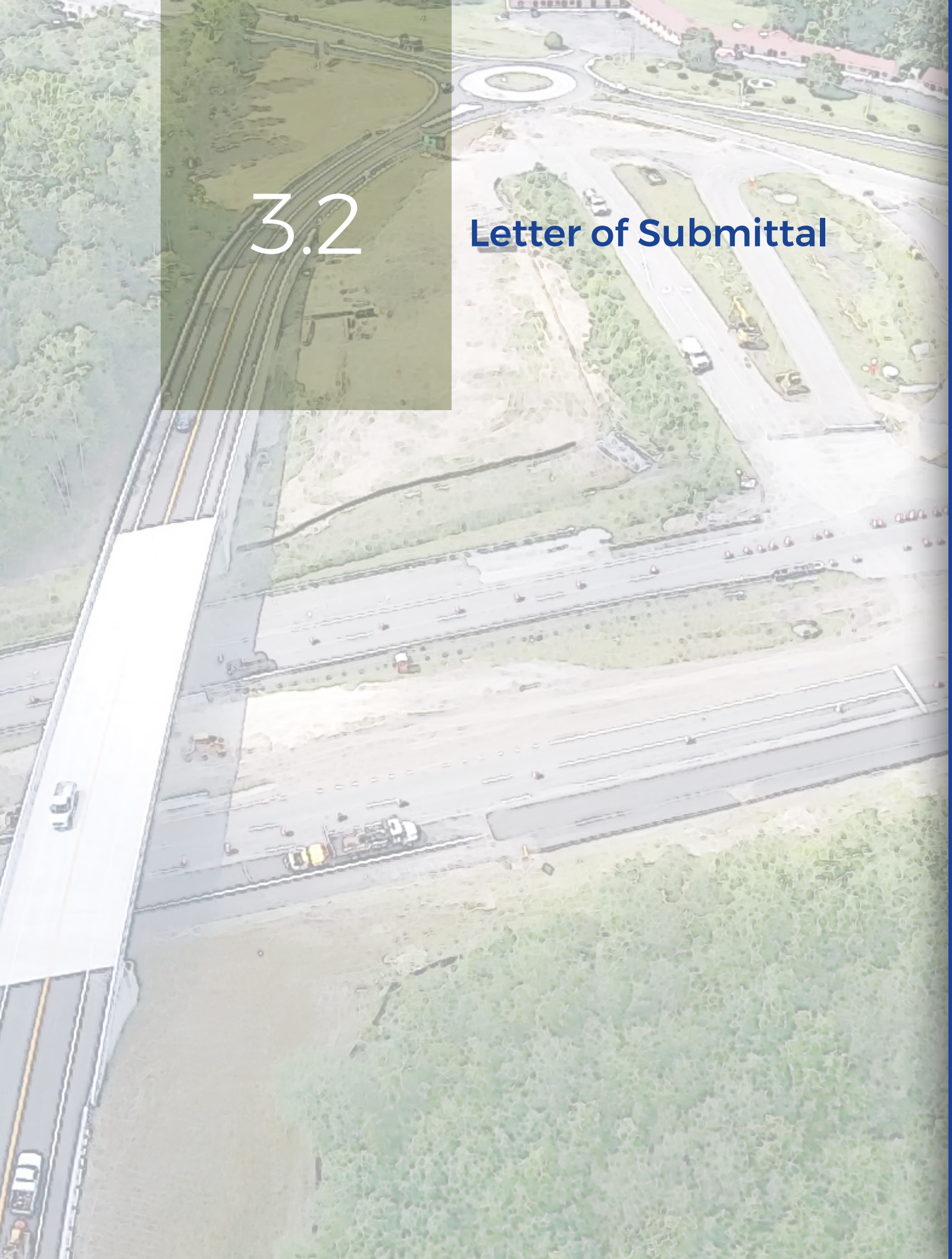
Curtis Contracting Inc.

Submitted by:
Curtis Contracting, Inc.

In association with:
WSP USA Inc.



STATEMENT OF QUALIFICATIONS



3.2 Letter of Submittal

Curtis Contracting, Inc.

"Proud of Our Past, Excited About Our Future"

May 30, 2019

Ms. Sudha Mudgade, PE, PMP, DBIA
Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219

Re: **Request for Qualifications Design-Build Project for Skiffes Creek Connector from Route 60 (Pocahontas Trail) to Route 143 (Merrimac Trail),** State Project No. 0060-047-627, P101, R201, C501, B619, B620; Federal Project No. STP-5A03(455), Contract ID No. C00100200DB104

Dear Ms. Mudgade:

Curtis Contracting, Inc. (CCI) understands the purpose of the Skiffes Creek Connector is to create efficient local connectivity between Route 60 and Route 143, in the area between Route 199 and Route 238, in a manner that improves safety, emergency evacuation, and the movement of goods along the two primary roadways. Having in-depth knowledge of this project, we present our qualifications for your consideration. Our partner WSP USA Inc. (WSP), with more than 50 years of experience working in the area with VDOT, is our lead design firm.

CCI and WSP in collaboration with strategically selected specialty firms, are experienced with VDOT processes and procedures, and will provide outstanding design and construction for the Skiffes Creek Connector project. We are confident in our team structure and experience and have elaborated on our distinctive qualifications in subsequent sections. The CCI/WSP Team includes committed personnel, with proven ability to deliver VDOT's requirements to meet the quality, safety, and schedule demands of this project.

On November 1, 2006, Curtis Contracting, Inc., as the Lead Contractor of the Skiffes Creek Transportation Group, LLC, submitted to James City County an unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143*. Through the process of generating this proposal, which included numerous meetings with VDOT, FHWA, James City County, local business leaders, property owners, utility providers, CSX, and various permitting agencies, **we studied nearly every aspect regarding feasibility and constructability of this transportation solution.** The risks and challenges, as well as the general alignment and construction characteristics associated with the current Skiffes Creek Connector project, remain largely unchanged since 2006. **The CCI/WSP Team's in-depth knowledge of this project (dating back to 2006)**, coupled with our local presence and relationships within the community, provides the Department a team with **exceptional experience and resources** to ensure the successful delivery of this project.*

3.2.1 Offeror: The full legal name and address of the offeror is Curtis Contracting, Inc., 7481 Theron Road, West Point, VA 23181.

3.2.2 Point of Contact:
Steve Ordung, Vice President
Curtis Contracting, Inc.
7481 Theron Road, West Point, Virginia 23181
T 804-843-4633/ F 804-843-2545
s.ordung@curtiscontracting.net

3.2.3 Principal Officer:
Andrew R. Curtis, Jr., President
Curtis Contracting, Inc.
7481 Theron Road, West Point, Virginia 23181
T 804-843-4633/ F 804-843-2545
a.curtis@curtiscontracting.net

3.2.4 Offeror's Corporate Structure: Curtis Contracting, Inc. was incorporated in the State of Virginia on July 15, 1985. Curtis Contracting, Inc. will undertake the financial responsibility for the project and has no known liability limitations. A single 100% performance bond and a single 100% payment bond will be provided by our surety.

3.2.5 Identity of Lead Contractor and Lead Designer: Curtis Contracting, Inc. is the Lead Contractor that will serve as the prime/general contractor responsible for the overall construction of the project, and will serve as the legal entity that will execute the Contract with VDOT. WSP USA Inc. is the Lead Designer responsible for the overall design of the project.

3.2.6 Affiliated/Subsidiary Companies: Please refer to the Attachment 3.2.6 in the Appendix to review the list of Curtis Contracting Inc.'s Affiliated/Subsidiary Companies.

3.2.7 Debarment Forms: Curtis Contracting Inc. and Subcontractors have provided in the Appendix executed Certification Regarding Debarment Forms in Attachment 3.2.7(a) - Primary Covered Transactions, and Attachment 3.2.7(b) - Lower Tier Covered Transactions.

3.2.8 Offeror VDOT Prequalification Certificate: Curtis Contracting Inc.'s prequalification number C333 is active and in good standing to bid on the project. The prequalification certificate for Curtis Contracting Inc. is in Attachment 3.2.8 of the Appendix.

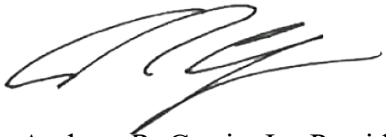
3.2.9 Surety Letter: Curtis Contracting Inc.'s surety letter (located in Attachment 3.2.9 of the Appendix) attests to our ability to obtain Performance and Payment Bonds.

3.2.10 State Corporation Commission (SCC)/Department of Professional and Occupational Regulations (DPOR) Requirements: Attachment 3.2.10 in the Appendix provides evidence and certifies that Curtis Contracting Inc. complies with the requirements set forth in RFQ Section 3.2.10, Subsections .1 through .4.

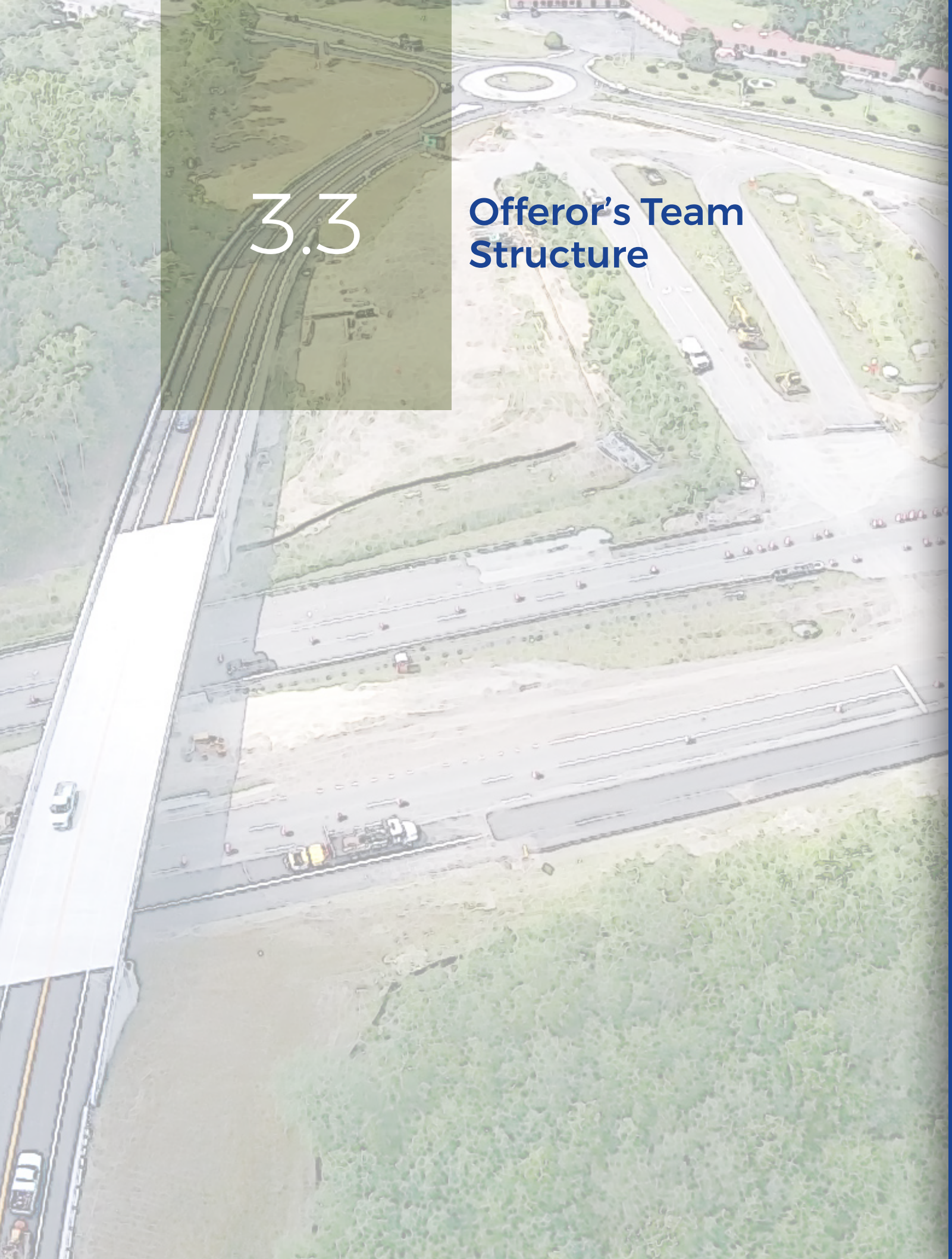
3.2.11 Disadvantaged Business Enterprise (DBE) Commitment: Our team is committed to meeting or exceeding the thirteen percent (13%) DBE participation goal for the project. Additionally, our team's formal subcontracting program will ensure maximum use of SWaM firms.

Through our proven performance and in-depth knowledge of this project dating back to 2006, the CCI/WSP Team will deliver this project safely, on time and within budget. We appreciate the opportunity to present our qualifications, and look forward to working with VDOT on this important project.

Sincerely,



Andrew R. Curtis, Jr., President
Curtis Contracting, Inc.



3.3 Offeror's Team Structure

3.3 Offeror's Team Structure

Curtis Contracting, Inc. (CCI) will serve as the Lead Contractor of the design-build team for the Skiffes Creek Connector project and will be responsible for managing the project, supervising construction, and self-performing most of the construction activities. CCI focuses on design-build construction and general contracting for highway, heavy civil, building, and infrastructure improvements for federal, state, and local jurisdictions. CCI has continuously worked with the Department as quality roadbuilders for the past 33 years. ***In 2013, as the Design-Build Contractor for the I-295/Meadowville Road Interchange project, CCI and WSP were awarded the National Merit Award in Transportation from the Design-Build Institute of America (DBIA).*** This was one of the first national awards from the DBIA for VDOT design-build projects. CCI was also chosen to present this project at the Governor's Transportation Conference to showcase the successes in design-build contracting. In James City County, where the Skiffes Creek Connector project is located, ***CCI received the Environmental Development Award for Outstanding Dedication to Environmental Protection from the County Board of Supervisors for the $37 million design-build of the Warhill Roadways and Infrastructure Improvements project***.

WSP USA Inc. (WSP), an industry leader in infrastructure development and transportation engineering, will serve as Lead Designer for this project. For over 50 years in the Commonwealth of Virginia, WSP has successfully completed roadway designs, bridge designs, and all types of civil-related support for VDOT and other transportation agencies. Under various contracts, the firm provided VDOT with design and engineering services for a wide range of roadway and bridge projects for new and existing facilities. ***WSP was ranked #1 on Engineering News-Record (ENR) Top 100 Pure Design Firms for 2019.***

CCI/WSP have been collaborating to successfully complete award-winning design-build projects for nearly a decade. Our team's working relationship fosters continual partnering on design and construction activities.

Steve Ordung (CCI), our Design-Build Project Manager, David Barnes, PE (WSP), our Design Manager, and Bill Richards, PE (CCI), our Construction Manager teamed together in 2006 to prepare the unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143.

CCI/WSP completed design and construction for the new diamond interchange on I-295 at Meadowville Technology Parkway in Richmond, Virginia in just 15 months.

Subconsultants

Table 3.3.1 - Subconsultants

Firm	Role on Project
CES CONSULTING	**CES Consulting, LLC** (CES) will provide Quality Assurance Services. CES provides construction management and inspection and project controls services. They have experience in a wide range of projects, from roads, bridges, bridge coatings, utilities to intelligent traffic systems, traffic signals, tunnel, and service authority infrastructure. In addition, their staff is fully certified for VDOT, DEQ, and stormwater management requirements. ***DBE #690040***
DMY	**DMY Engineering Consultants, Inc.** (DMY) will provide Quality Assurance Lab Support. DMY specializes in geotechnical site investigation, geotechnical drilling, geotechnical instrumentation, laboratory testing, construction materials testing/inspection, and design and analysis of various geotechnical features. DMY has the distinct advantage of possessing all resources in-house, and are VDOT Certified Inspectors. ***DBE/SWaM # DB20259665/684372***

Firm (cont'd)	Role on Project
	Engineering Consulting Services - Mid-Atlantic, LLC (ECS) will provide Environmental Design and Testing Services. ECS is a premier provider of geotechnical engineering, construction materials testing, environmental consulting, and facilities engineering services. With more than 600 employees and over 30 years of experience, ECS is equipped to help clients through the entire project cycle for both private and public sector clients.
	Engineering and Testing Solutions, Inc. (ETS) will provide Geotechnical Design Services. ETS is certified as a woman-owned, disadvantaged business enterprise. Their professional staff of engineers and certified technicians provides subsurface exploration, geotechnical engineering, construction materials testing and inspection services for public agencies and private clients throughout the Hampton Roads area. All their technicians are ACI and/or VDOT-certified to conduct soils and concrete testing. ***DBE #650066***
	Precision Measurements, Inc. (PMI) will provide Survey Services. PMI is a small, woman-owned, full-service land surveying firm certified as a DBE by VDOT. They are serving as a subconsultant on all three of VDOT's Annual Land Surveying Contracts and have completed numerous surveying services projects for VDOT. PMI is CSX-certified through the "On-Track Worker Safety Program" to perform surveying services within the railroad right-of-way. ***DBE/SWaM #5346***
	Stantec Consulting Services, Inc. (Stantec) will provide Right-of-Way Services. Stantec has been providing services to federal, state, and local government, as well as private sector clients since 1954. They have been a VDOT pre-qualified right-of-way consultant since 1999. Stantec has teamed on some of the largest and most successful design-build projects in Virginia including I-495 HOT Lanes, Dulles Corridor Metrorail, Midtown Tunnel/MLK Connector, Virginia Capital Trail, I-564 Intermodal Connector, Military Highway Continuous Flow Intersection, and most recently the High-Rise Bridge.
	Seventh Point Transportation PR (SP) will provide Public Involvement Services. SP is a SWaM-certified public relations and marketing agency specializing in public involvement and communications for infrastructure, transit, and transportation construction. Collaborating with the project owner, SP develops and manages results-driven public affairs strategies including community outreach, citizen information meetings, public hearings, education programs, surveys, news media relations, media spokesperson training, and key stakeholder engagements for high-profile transportation projects. ***SWaM #673380***

3.3.1. Qualifications of Key Personnel

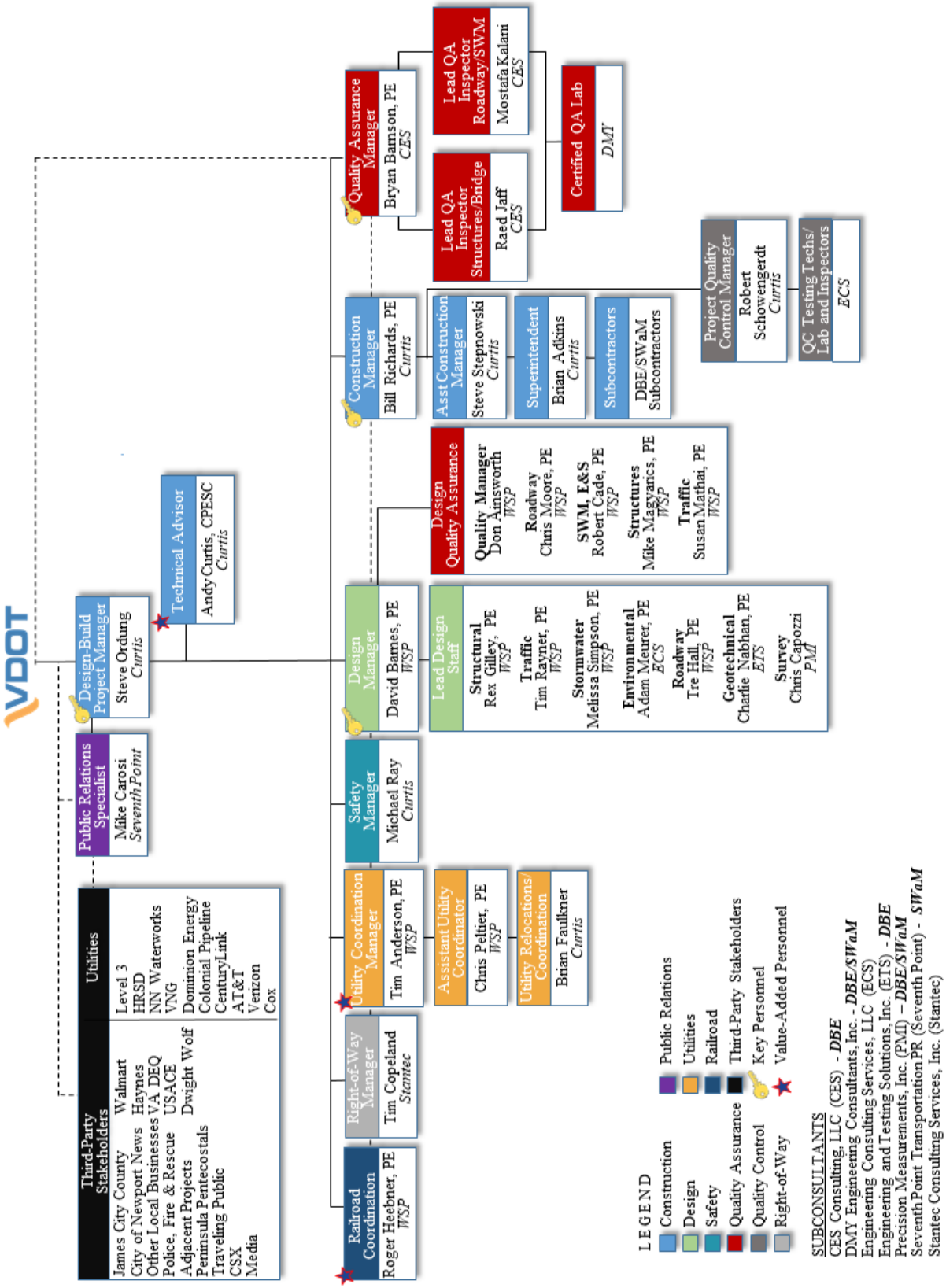
Why did we select Steve Ordung, David Barnes and Bill Richards to be our Project, Design, and Construction Managers? It is simple. They have a unique history with this project going back 14 years when CCI led a team including David (working with another firm) that developed an unsolicited proposal for the Skiffes Creek Connector. They identified a transportation need in the community and provided a viable solution that led back to this project being moved forward by VDOT from an idea to a funded reality. CCI even copyrighted the term "fishhook" that describes the design alternative chosen by VDOT. In that development process, Steve, David, and Bill gained intimate, first-hand knowledge of local site conditions, access constraints, utilities, and risks associated with this project. This unparalleled experience makes them clear choices to lead our team in the successful delivery of the Skiffes Creek Connector.

Why did we select Bryan Barnson as Quality Assurance Manager? Bryan's extensive bridge and design-build experience and knowledge of the area having been integrally involved in the nearby I-64 Segment 2 project were the key reasons he was chosen to serve as the QAM on the Skiffes Creek Connector project. As a Design Project Manager for the District Structure and Bridge office in Hampton Roads, he designed the construction of bridge repair and full reconstruction projects, and served as the technical representative through the construction phases of those respective projects. This experience coupled with his design-build quality management were key factors in choosing Bryan as the QAM, given the large scope of bridge-related work on the Skiffes Creek Connector.

The Key Personnel listed will remain on the CCI/WSP Team throughout the duration of procurement and construction. Key Personnel resumes are included as Attachment 3.3.1 in the Appendix.

3.3.2. Organizational Chart

The CCI/WSP Team organization has a straightforward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. The following organizational chart depicts VDOT, third-party stakeholders, key personnel, support personnel, and their respective relationships and functions.



Reporting Relationships of Key Personnel

CCI/WSP have worked together successfully on other projects. In addition, Key Personnel Steve Ordung, David Barnes and Bill Richards have worked together on several projects including the Skiffes Creek PPTA, I-295/Meadowville Road Interchange Improvements D-B project in Chesterfield County, US Route 199 Widening D-B in James City County, and Virginia Capital Trail in Chesterfield County.

Design-Build Project Manager (DBPM) Steve Ordung (CCI) *will report to VDOT and serves as VDOT's main point of contact.* He will facilitate communication among team partners and monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and allocate resources to deliver the project on time. It will be his responsibility to work with the team to ensure that the design complies with the owner's specifications. Steve's management from design through construction will include weekly design and construction meetings to implement the project delivery plan. Additionally, he is responsible for construction quality management and contract administration. Steve will coordinate any required public outreach and public meetings.

Added Value: Steve collaborated to develop an unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143 in 2006. He has been a Design-Build Project Manager and Senior Project Manager for over 17 years, and has managed numerous complex transportation projects involving earthwork, structures, concrete and asphalt paving, utilities and storm drainage. His most recent projects include the I-264 Roadway Rehabilitation D-B in Virginia Beach, VA, the Route 60 Widening (Midlothian Turnpike) D-B in Chesterfield County, VA, the I-264 Widening/MLK Extension D-B in Portsmouth, VA, and the I-295/Meadowville Road Interchange Improvements D-B project in Chesterfield County, VA (all with WSP as lead designer).

Quality Assurance Manager (QAM) Bryan Barnson, PE (CES) *will report directly to the DBPM on all quality issues.* Any item of work failing to meet minimum standards will be rejected and corrected immediately. Construction personnel have no authority over QA inspection staff, and issues raised by construction personnel will be resolved by Bryan and the DBPM. Bryan will keep VDOT informed on the status of quality of construction and issues/resolutions/solutions through weekly reports and progress meetings. As QAM, Bryan has the authority to shut down the job if quality issues warrant. Quality Assurance Inspectors Raed Jaff (CES) - Structures/Bridge, and Mostafa Kalani (CES) - Roadway/Stormwater, will report directly to the QAM and will be assigned to the project on a full-time basis for the duration of the project. Bryan will ensure that all his staff enforce all aspects of the design-build minimum requirements for QA/QC on design-build projects.

Added Value: With eight years of experience, Bryan has acquired extensive experience managing key aspects of VDOT design-bid-build and design-build projects from the preliminary engineering stage through construction. He can solve complex issues through each phase of construction because of his experience managing both the design and construction of VDOT projects.

Design Manager (DM) David Barnes, PE (WSP) *will report directly to the DBPM* and will maintain close communication with the DBPM and CM. He is responsible for coordinating all design disciplines and ensuring the overall project design is in conformance with the contract documents. All design disciplines report directly to David. He will provide VDOT with design plans for review and approval to confirm that the design work is constructable and complies with the requirements of the contract documents. David is also responsible for establishing and overseeing the design QA/QC program for each design discipline of the project.

Added Value: David collaborated to develop an unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143 in 2006 with CCI. With over 22 years of experience in the transportation industry and over 14 years of experience delivering design-build projects, David has the specialized experience to deliver complex and fast-tracked design-build projects. David's most recent projects include the I-440 D-B in Nashville, TN, the I-95 Express Lanes Phase 3B-1 D-B in Broward and Palm Beach Counties, FL, the I-295/Meadowville Road Interchange Imp. D-B in Chesterfield County, VA (with CCI as Lead Contractor), and US Route 199 Widening D-B in James City County, VA (with CCI as Lead Contractor).

Construction Manager (CM) Bill Richards, PE (CCI) *will report directly to the DBPM and will be on the project site for the duration of construction operations.* His daily duties include safety, coordination of all project personnel including subcontractors, and execution of the construction QC program. He will coordinate daily meetings with the QAM, QC Manager, and QA Lead Inspectors to discuss all ongoing construction activities, preparatory meeting schedules, hold points and environmental concerns. He will also review all QC reports and laboratory test results. If something does not meet standards, it will be addressed immediately with corrective actions mandated that same day.

Added Value: Bill collaborated to develop an unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143 in 2006. He has over 25 years of experience working on roadway construction projects in Virginia. Bill has served as the Construction Manager for the I-264 Roadway Rehabilitation D-B in Virginia Beach, VA; and the Route 60 Widening (Midlothian Turnpike) D-B in Chesterfield County, VA, the I-295/Meadowville Road Interchange Imp. D-B project in Chesterfield County, VA, and the Virginia Capital Trail D-B project in Charles City County, VA (all with WSP as lead designer).

Other Functional Relationships

The CCI/WSP Team also includes the following personnel whom we deem critical to this project; although non-key personnel as defined by the RFQ, their relevant qualifications are summarized below.

Table 3.3.3 – Other Functional Relationships

Name/Role	D-B	Utilities	Projects with Environmentally Sensitive Areas	Projects Involving Railroad	Worked in Hampton Roads District	Worked with VDOT	Bridge over CSX Railroad	Bridge over Existing Roadway
Other disciplines who will report directly to Steve Ordung (DBPM) include:								
Mike Carosi Public Relations Specialist	✓	✓	✓	✓	✓	✓		
Andy Curtis Technical Specialist	✓	✓	✓	✓	✓	✓	✓	✓
Tim Copeland Right-of-Way Manager	✓	✓	✓	✓	✓	✓	✓	✓
Tim Anderson, PE Utility Coordination Manager	✓	✓	✓	✓	✓	✓	✓	✓
Michael Ray Safety Manager	✓	✓	✓	✓	✓	✓	✓	✓
Roger Heebner, PE Railroad Coordination	✓	✓	✓	✓		✓	✓	✓
Other pertinent design disciplines who will report directly to David Barnes, PE (DM) include:								
Rex Gilley, PE Structures	✓	✓	✓	✓	✓	✓	✓	✓
Timothy Rayner, PE Traffic	✓	✓	✓	✓	✓	✓	✓	✓
Melissa Simpson, PE Stormwater	✓	✓	✓	✓	✓	✓		✓
Adam Meurer, PE Environmental	✓		✓	✓	✓	✓		✓
Tre Hall, PE Roadway	✓	✓	✓	✓	✓	✓	✓	✓
Charlie Nabhan, PE Geotechnical	✓	✓		✓	✓	✓	✓	✓
Chris Capozzi Survey		✓	✓	✓	✓	✓	✓	✓
Don Ainsworth Design Quality Assur. Mgr.	✓	✓	✓	✓	✓	✓	✓	✓
Other pertinent construction disciplines who will report directly to Bill Richards, PE (CM) include:								
Steve Stepnowski Project Manager	✓	✓	✓	✓	✓	✓	✓	✓
Brian Adkins Superintendent	✓	✓	✓	✓	✓	✓	✓	✓
Robert Schowengerdt Project QC Manager	✓	✓	✓	✓	✓	✓	✓	

Design and Construction Team Integration

Integrated teams and the development of a cohesive environment are key factors for delivering a successful project. The DBPM will be involved in all project development and construction processes to ensure overall quality management, contract adherence, and to allocate appropriate resources to meet the project schedule. Furthermore, the DBPM will guide the team in important public outreach efforts that will be critical in mitigating citizen concerns on a project of this magnitude.

The CCI/WSP Team's extensive D-B experience has clearly demonstrated that regularly scheduled discipline coordination meetings throughout project execution are critical to ensuring a successful project. These discipline-focused meetings (led by the DBPM) serve as a conduit for disseminating project-critical information and are the central point of decision-making and communication among all involved in the project. These regular, open forums of discussion among team members (both design and construction) and VDOT to address respective project elements clearly define project criteria, ensure VDOT's intentions are being met, address corridor-wide safety and constructability issues, and provide consistency in design before issues become schedule-critical.

Through this approach, our team creates strong relationships that set the foundation to interact and partner with VDOT and third-party stakeholders, streamline reviews, eliminate potential construction field issues, and deliver the project safely, as early as possible.

Construction Support During Design. *Construction staff is engaged to ensure designs are constructable and tailored to support the most efficient execution strategy.*

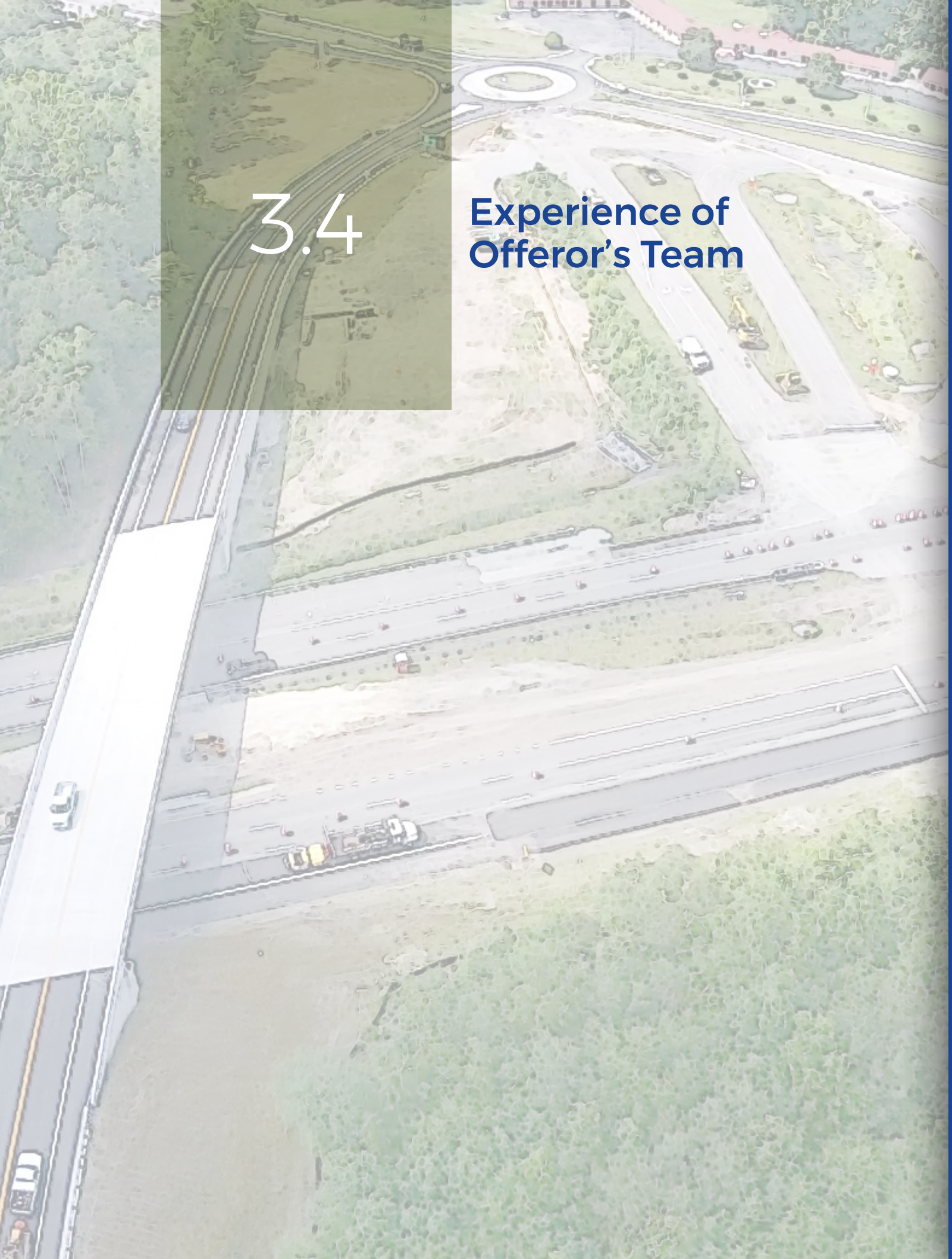
Table 3.3.4 – Construction Support During Design

Construction Support During Design	Benefit
Critical input in the development of work packaging and D-B strategy	Incorporates construction expertise to develop the most efficient construction sequence and schedule logic
Advise design team on self-performance vs. subcontracting of specific construction elements	Enables tailoring of design/construction documentation to construction delivery
Provide input on construction means and methods to design packages	Ensures practical designs that support planned construction approaches
Constructability, operability, and pricing reviews of design documents	Ensures design documents are implementable and will achieve the intended purpose

Design Support During Construction. *Engineering staff continues to support construction to ensure design intent is achieved.*

Table 3.3.5 – Design Support During Construction

Design Support During Construction	Benefit
Prepare subcontractor scope of work	Ensures translation of design requirements into subcontractor scope of work
Assign design engineer(s) on-site, as required	Aids in the interpretation of design requirements and responding to field changes
Provide support due to field changes requiring design changes	Ensures consistency of design changes with the intent of the original design
Provide and verify final as-built drawings	Provides correlation between original design, design changes, and as-built construction



3.4 Experience of Offeror's Team

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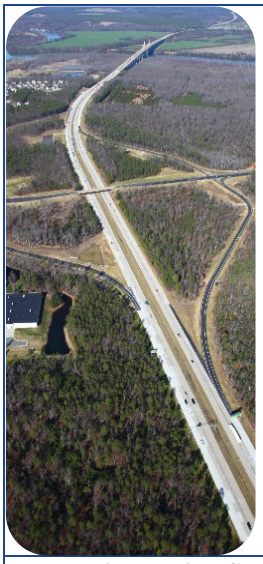
CCI and WSP have in-depth knowledge of this project. Team members collaborated to develop an unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143 in 2006. We studied nearly every aspect regarding feasibility and constructability of this transportation solution. Additionally, we have experience working together successfully on the following projects: I-295/Meadowville Road Interchange Improvements D-B, Chesterfield County, VA; Virginia Capital Trail D-B, Charles City County, VA; Route 60 Widening (Midlothian Turnpike) D-B, Chesterfield County, VA, and I-264 Widening/MLK Extension D-B, Norfolk and Portsmouth, VA.

The table below illustrates additional team experience on several projects with key features similar to the Skiffes Creek Connector project.

Table 3.4.1 – Team Experience with Similar Key Features



	Route 207 WB over CSXT, Carolina County	I-295 Meadowville Interchange	Kempsville/Indian River Road Intersection	Virginia Capital Trail	Route 630 (Courthouse Road) over CSX	Route 207 New Bridge over CSX	6 Bridges over CSX	Third Track; Arkendale to Powells Creek	Dominion Boulevard North Improvements	MDOT-SHA Total Maximum Daily Load D-B	MDOT-SHA WPD On-Call Design Services	Intercounty Connector GEC Services, MD	Powells Creek Stream Restoration, VA	I-485 (I-5507), Charlotte, NC	I-40/I-77 Interchange, Statesville, NC	NC 540, Raleigh, NC	Route 301 Bridge over CSX, VDOT	Rte 460 Bridge Replacement over NSRR VDOT	Bridge over NSRR – Zuni VDOT
Innovative Design Solutions	✓	✓	✓	✓						✓					✓	✓			
Environmental Compliance	✓	✓	✓	✓		✓				✓							✓	✓	✓
Effective QA/QC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bridge over railroad	✓				✓	✓	✓	✓						✓		✓	✓	✓	✓
Bridge over existing roadway		✓							✓			✓		✓	✓	✓			
Bridge over environmentally sensitive area				✓				✓	✓			✓			✓	✓			
Design-Build	✓	✓		✓				✓		✓				✓	✓	✓			
Right-of-way acquisitions	✓		✓	✓		✓			✓	✓	✓	✓	✓	✓	✓	✓			
Shared-use path				✓					✓										
Dominion Energy transmission lines			✓										✓						
Large water transmission lines			✓						✓										
Stream restoration									✓	✓	✓	✓	✓						
Stormwater management facilities that outfall into an environmentally sensitive area				✓		✓		✓	✓	✓	✓	✓							
Retaining walls	✓			✓	✓	✓		✓	✓					✓	✓		✓	✓	✓
Underground springs											✓	✓							
Reduced maintenance costs	✓		✓	✓	✓	✓	✓												

3.4.1 Work History Forms

Work History Forms as required for CCI (Lead Contractor) and WSP (Lead Designer) are included as Attachments 3.4.1(a) and 3.41(b) in the Appendix.

3.5 Project Risks

3.5 Project Risks

PPTA Proposal

On November 1, 2006, Curtis Contracting, as Lead Contractor of the Skiffes Creek Transportation Group, LLC, submitted to James City County an unsolicited PPTA proposal to design and construct "The Skiffes Creek Connector" between Route 60 and Route 143. Through the process of generating this proposal, which included numerous meetings with VDOT, FHWA, James City County, local business leaders, property owners, utility providers, CSX, and various permitting agencies, **we studied nearly every aspect regarding feasibility and constructability of this transportation solution.** The risks and challenges, as well as the general alignment and construction characteristics associated with the current Skiffes Creek Connector project, remain largely unchanged since 2006.

The CCI/WSP Team has carefully considered the critical elements of work for the Skiffes Creek Connector project to determine the three risks that are most relevant and critical to the project's success. We concluded that **Railroad Coordination, Utilities,** and **Construction Access** are the three most unique risks that must be properly mitigated to ensure the success of the project. Our value-added personnel will play an important role in mitigating risk.

Risk 1 – Railroad Coordination

Why the Risk is Critical

CSX rail operations have priority over any construction undertaken over, under, or adjacent to CSX rail corridors. CSX's Public Projects team is involved in a wide variety of projects initiated by government agencies, local businesses, and others. Based upon our experience with the design and construction of several projects involving railroads, we know that firm committals in support of fixed date completions will not be obtained. This lack of commitment to fixed dates presents risks to the project schedule in several stages, including:

1. CSX, VDOT, Design-Builder development and execution of a comprehensive railroad agreement to construct this project over the CSX right-of-way
2. CSX duration of review of structure design submittal
3. CSX duration of review of construction work and lifting plans
4. CSX flagger coordination w/potential of union labor agreements clauses concerning strikes/work stoppages

Additionally, the number of trains over this high traffic rail corridor will impact the progress of construction due to work stoppages prior to and during each passage.

Impact the Risk will have on the Project

The design and construction of the bridge over the CSX railroad lies on the critical path of the project schedule. While generally a new overhead highway structure over the railroad has minimal impacts to railroad operations, CSX will need to approve proposed horizontal and vertical clearances, disposition of highway drainage, protective fencing on the new structure, and erection procedures. Again, communication with CSX early in the design for approvals will eliminate stops and starts in the design process. Listed below are CSX activities in the schedule that may affect project completion.

Railroad Agreement

- CSX review of conceptual design and plan of operations
- CSX review and comments on draft agreement
- CSX execution of the final agreement

Design Phase

- CSX review and comments on 60% documents
- CSX review and comments on 90% documents
- CSX review and approval of RFC documents

Preliminary Construction Engineering

- Provide lifting and erection, track protection, pile driving, and shielding plans to CSX
- CSX review and comments on above-listed plan submittals
- CSX review of revisions and approval of plan submittals

Construction Phase

- Provide advanced notification (30 days) of flagger requirements
- CSX to provide flagger as requested
- Coordination of work stoppages based upon train activity

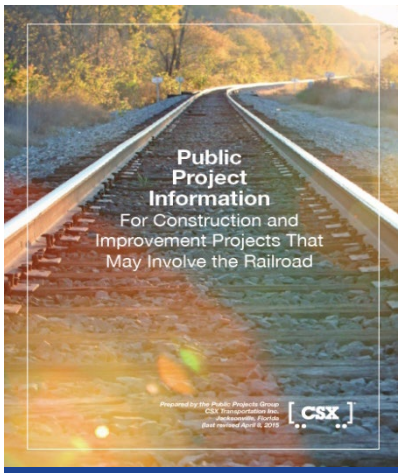
Following are specific details of construction concerns that must be considered due to CSX's requirements. The potential to foul the track while performing work or impacting CSXT property or operations is defined as one or more of the following:

- Any activity where access onto CSX property is required.
- Any activity where work is being performed on CSX right-of-way.
- Any excavation work adjacent to CSX tracks or facilities, within the Theoretical Railroad Live Load Influence Zone, or where the active earth pressure zone extends within the CSX property limits.
- The use of any equipment where, if tipped and laid flat in any direction (360 degrees) about its center pin, can encroach within twenty-five feet (25'-0") of the nearest track centerline. This is based on the proposed location of the equipment during use, and may be a function of the equipment boom length. It should also be noted that hoisting equipment with the potential to foul must satisfy the 150% factor of safety requirement for lifting capacities.
- Any work where the scatter of debris or other materials has the potential to encroach within twenty-five feet (25'-0") of the nearest track centerline.
- Any work where significant vibration forces may be induced upon the track structure or existing structures located under, over, or adjacent to the track structure.
- Any other work that poses the potential to disrupt rail operations, threaten the safety of railroad employees, or otherwise negatively impact railroad property, as determined by CSX.

Risk Mitigation Strategy

Accurate and timely communication of information between CSX and our team improves planning, relationships and successful completion of projects. The tools in the CSX Public Projects Manual explain important steps project sponsors must follow, including information required about any public project proposal. Because of our extensive experience with design and construction of facilities impacting the railroad, and specifically with CSXT, we will:

1. Partner with and engage the proper personnel at CSX in the early stages of project planning.
2. Provide CSX with a baseline schedule that highlights their activities and responsibilities in both the design and construction phases.
3. Develop and submit comprehensive and familiar documents.
4. Expeditiously address specific concerns of CSX throughout the review and approval process.
5. Include CSX personnel in regularly scheduled progress meetings.
6. Communicate daily activities with the appropriate CSX personnel/flagger.



CSX Manual for Public Projects That May Involve the Railroad

Proper coordination with CSX during the design and construction phases allows projects to proceed on schedule, on budget, and in a safe manner. Early and frequent communication with the railroad makes for a successful project. The CSX Project Managers for Public Projects are the initial contact for CSXT and are assigned territories by state. Our team will contact the CSX Project Manager directly about the Skiffes Creek Connector project and provide all necessary information.

Another strategy to mitigate schedule risk is to advance plan submissions with an exclusion area around the CSX railroad crossing. This makes it possible to obtain plan approvals and NTP for all works outside of the railroad right-of-way prior to receiving CSXT certifications and approval of Temporary Construction and Permanent Aerial Easements that will be required for the bridge over the railroad.

Our team's staff has been involved in helping CSX develop their Public Project Manual and is thoroughly familiar with its contents.

Role of VDOT and Other Agencies

VDOT has many projects impacting railroads throughout the Commonwealth. Interacting with the railroad is commonplace for VDOT staff. We anticipate that the primary role of VDOT throughout this project will be to reassure CSX of the Department's support of the project completion and any interim goals.

Risk 2 – Utilities

Why the Risk is Critical

Utility coordination and relocations are a significant risk to the project schedule because of the sheer number of crossings within the limits of both project termini intersections and the bridge over the railroad and Route 143. Not only are there multiple crossings, but the age and condition of the underground lines combined with the types of utility crossings in close proximity pose a challenge for the design team to mitigate and avoid. Mitigation measures must consider these circumstances, and a coordinated design and construction effort will be required to successfully address the utility coordination and relocation effort and keep the project on schedule.

Impact the Risk will have on the Project

Utility coordination is crucial to maintaining the design and construction schedule because mitigation and relocations included in the design plans must be reviewed and approved by each utility company prior to being released for construction. The coordination effort must continue through construction as existing conditions or locations of underground utilities may be different than anticipated during the design, which could delay the construction schedule while alternative designs are developed and approved.

Gas, overhead electrical, and communication relocations are performed by third-party contractors and their schedules are subject to change, especially for overhead power work if natural disasters hit and forces are deployed to assist with recovery efforts. Not meeting the agreed upon relocation schedules or encountering unforeseen utilities will delay the project, and these conditions must be accounted for in the project schedule.

Risk Mitigation Strategy

Our team's strategy for mitigation includes the implementation of a robust subsurface utility engineering (SUE) program that begins by identifying and locating all utilities in the field. Using SUE Level "B" and "A" procedures, we will obtain information allowing the design team to create a 3D model using readily available software. This model will help designers identify conflicts, develop mitigation or avoidance measures that translate to construction, and work collaboratively with the utility representatives to deliver a well-coordinated, successful project.

Our Utility Coordinator, Tim Anderson, will lead this effort. He has extensive experience working on design-build projects including the MLK expressway extension, where his team coordinated the relocation of 6,000' of 36" raw water, 8,000' of 12" to 16" water lines, and over 1,000' of sanitary sewer. During these relocations, he and his team identified potential utility conflicts and worked to avoid or mitigate whenever feasible. Assisting Tim during the design phase will be Chris Peltier who will work directly with the designers to ensure the plans reflect agreed upon mitigation measures. Brian Faulkner will also assist Tim and will be responsible for the implementation of mitigation measures during construction. This team will bring both design and construction experience to the project when working with utility representatives from the initial design work all the way through the completion of construction. This strategy maintains constant communication between the office and the field and allows design intents and background to be clearly understood as they are constructed.

The CCI/WSP Team has begun the process of identifying known utility crossings and determining if there are potential conflicts, while applying lessons learned to propose feasible mitigation measures that can be fully vetted through the design process. The utility coordination effort begins with NTP by meeting with utility representatives to brainstorm ideas and methods to avoid or mitigate conflicts. These regularly scheduled sessions and meetings will allow for information to be shared so that our designs can be easily approved by the utility companies.

Because our utility coordination team is composed of a designer and field staff, we can ensure a seamless transition from the design through construction in meeting our commitments to the utility companies.

Additionally, our QC efforts will ensure that VDOT minimum clearance requirements are met and that a maintenance-friendly design is provided to the Department and utility companies. This often includes installing carrier pipes for roadway crossings, and would be ideal at the new intersections to avoid the need for future pavement cuts and traffic disruptions after the project is complete. Understanding future betterments and planned utility upgrades is vital to prevent utility work from impacting the newly constructed lanes and infrastructure that leads to trenches and bumps in the road.

Table 3.5.1 – Known Utility Crossings

Owner	Utility	Size	Location	In Conflict	Type of Conflict	Resolution
VDOT	Traffic Signal Equipment/Cabinet		US 60 Intersection	Yes	Turn lane	Relocate
DE	Overhead Power Poles and UGE		US 60 Intersection	Yes	Turn lane	Relocate
DE	Overhead Transmission Lines and Poles		Sta 32+00 to 34+00	Yes	Vertical clearance	Relocate
DE	Overhead Power		Sta 32+00	Yes	Vertical clearance	Relocate
NNWW	Water	30-in DI	Under US 60	No	N/A	N/A
VNG	Gas	16-in	Under US 60	No	N/A	N/A
Century Link	Fiber Optic		Sta 36+50	No	N/A	N/A
AT&T	Fiber Optic		CSX R/W	No	N/A	N/A
VNG	Gas	4-in STL	Sta 38+00 to 39+00	No	N/A	N/A
NNWW	Water	42-in	Sta 38+00 to 39+00	No	N/A	N/A
DE	Overhead Power		Rte 143 Intersection	No	N/A	N/A
NNWW	Water	39-in	Rte 143 Intersection	No	N/A	N/A
Level 3	Fiber optic		US 60 Intersection	TBD	Storm drain	Avoid
HRSD	Sanitary Force Main	24-in PCC	US 60 Intersection	TBD	Storm drain	Avoid
HRSD	Sanitary Force Main	4-in	US 60 Intersection	TBD	Storm drain	Avoid
N/A	Direct Bury Communications		US 60 Intersection	TBD	Storm drain and turn lane	Relocate
Colonial Pipeline	Gas		Sta 32+00	TBD	Fill	Mitigate
VNG	Gas	16-in STL	Sta 36+50	TBD	Fill/bridge abutment	Mitigate
VNG	UGE Cathodic Protection		Sta 36+50	TBD	Fill/bridge abutment	Mitigate
Verizon	Fiber Optic		Sta 38+00 to 39+00	TBD	Fill/bridge abutment	Mitigate
Cox	Fiber Optic		Sta 38+00 to 39+00	TBD	N/A	N/A
NNWW	Water	12-in	Sta 38+00 to 39+00	TBD	Fill/bridge abutment	Mitigate
DE	UGE		Sta 38+00 to 39+00	TBD	Fill/bridge abutment	Mitigate
NNWW	Water	42-in	Rte 143 Intersection	TBD	Turn lane	N/A

Owner	Utility	Size	Location	In Conflict	Type of Conflict	Resolution
Verizon	Fiber Optic		Rte 143 Intersection	TBD	Turn lane	N/A
Cox	Fiber Optic		Rte 143 Intersection	TBD	Turn lane	N/A
VNG	Gas	4-in STL	Rte 143 Intersection	TBD	Turn lane	N/A

Role of VDOT and Other Agencies

VDOT's role in mitigating this risk will be limited to plan reviews and approvals of utility relocation and adjustments, in addition to reviewing the roadway and bridge plans that include such mitigation measures as lightweight fill, protective concrete slabs, or pipe casings.

Risk 3 – Construction Access

Why the Risk is Critical

Based upon our involvement in the Skiffes Creek Connector project since 2006, the CCI/WSP Team realizes that construction access will be a major risk to meeting the project's scheduled completion. A significant portion of the roadway construction, to include the two major bridge abutments, is restricted from access by way of the CSX railroad on the north boundary and by Skiffes Creek on the south boundary. The challenge of access is a risk to the project as right-of-entry agreements must be in place prior to beginning major construction activities.

Impact the Risk will have on the Project

On the north boundary, the schedule is driven by the design, permitting and construction of the bridge over CSX railroad. When considering the timeline associated with these elements and the negotiation of a railroad agreement, as well as the extended duration of construction of a bridge over a track that experiences approximately 11 CSX and 4 Amtrak trains per day, we anticipate the overall duration of the bridge construction to conclude near final project completion. Therefore, it is not feasible to anticipate any access across the CSX railroad to support construction on the south bridge approach.

Construction access between the CSX railroad and Route 143 shoulder further complicates the construction of the bridge. We anticipate that access for the pier construction between the railroad and the roadway will be limited, and will not allow for any temporary pavement widening on the EB right shoulder to accommodate four lanes of traffic on Route 143. When considering the necessary clearances as dictated by CSX railroad, a striped median, minimal shoulders, and the aging (World War II era) raw water main on the north side of Route 143, the width necessary to support foundation construction equipment is not available without temporary widening. The alternative to allowing for construction access would require temporary widening directly over the existing 42" raw water main on the WB right shoulder. The obvious risk with this scenario is maintaining the stability of the water main in its current condition.

Moving south, the property between the structure over Skiffes Creek and the CSX/Route 143 structure, in the area with the most significant portion of the roadway construction (to include borrow needs) does not have direct access from public roadways without a right-of-entry granted by the owner. Having experience with the landowner from our previous development of the Skiffes Creek Connector proposal, we anticipate that this owner will limit all property access to the area of right-of-way that is to be acquired for the project. Accordingly, all access for a significant portion of the roadway construction must come from the southern boundary and across the Skiffes Creek Watershed.

Lastly, on the south boundary, the schedule is driven by the design, permitting and construction of the bridge over Skiffes Creek. When considering the timeline associated with these elements and the process of obtaining the wetland permitting, as well as the extended duration of construction of a bridge over a waterway/wetland, and the necessity of a causeway/trestle, we anticipate the overall construction of this bridge to be critical for access to the roadway and south approach of the CSX/Route 143 bridge.

Risk Mitigation Strategy

To mitigate this risk, our team will develop a construction sequencing plan and schedule for each of the three locations that are critical to construction access. This will be the first design and planning task our team will focus on since it will drive the packaging of design submittals, right-of-way acquisition, permitting process, and construction schedule.

The bridge over the CSX and Route 143 will be packaged separately and tied directly to the right-of-entry agreement. Time is money, and the start schedule for work in this location will be later than other locations. Using precast elements is an innovative method to speed up construction, and installing temporary widening and working on the bridge approaches outside the CSX right-of-way will allow work to progress. Temporary widening with protective measures over the waterline can be an early construction package, and embankment on the bridge approaches can begin with minimal risk in advance of the railroad agreement.

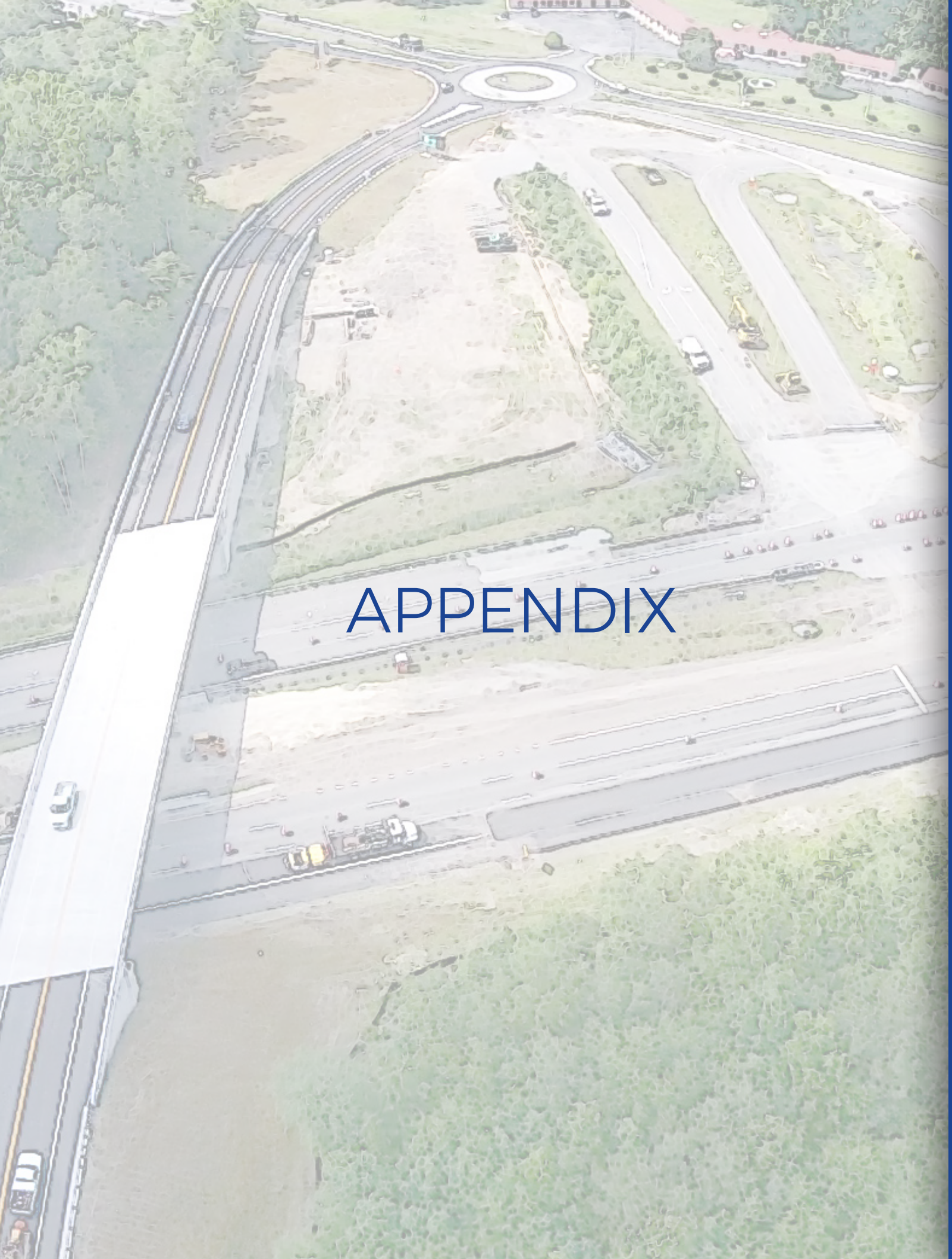
Image from Environmental Assessment with Surrounding Stakeholders Shown

The southern access and construction of the bridge over Skiffes Creek are critical to meeting the schedule and must be the first construction package released. A trestle combined with added wetland mitigation for the impacted areas will speed up construction and allow access to the south approach to the CSX/143 bridge. Packaging the design submittals to focus on the right-of-way acquisition and permitting for the stream and wetland impacts is key to keeping on schedule. David and our design team have proven experience in accelerating design submittals to begin the permitting process early in the schedule. Once approved, Bill and his work crews will take advantage of working on a new alignment and the corresponding high production rates to make good progress from the south towards the CSX/143 bridge approach. However, we know that this approach hinges on obtaining right-of-way and an entry agreement from the property owner, Dwight Wolf. We can control the design schedule and can reasonably anticipate the time for permit approvals from USACE and DEQ, but we have limited ability to control the right-of-way acquisition schedule.

Understanding this critical constraint, we will meet with the property owner upon receiving NTP and begin the acquisition process immediately to mitigate the construction access risk. Knowing this from the beginning is important because we can build float into the project schedule and plan accordingly.

Role of VDOT and Other Agencies

VDOT's role addressing the risk will be limited to plan reviews and approvals that would include the right-of-way plans. VDOT will also be involved in the right-of-way acquisition process. The other agencies' (including USCAE and DEQ) involvement would be for review and approval of permits for wetlands, streams, and stormwater management.



APPENDIX

3.1.2 SOQ Checklist

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				Pages 1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	Page 2
Offeror's point of contact information	NA	Section 3.2.2	yes	Page 2
Principal officer information	NA	Section 3.2.3	yes	Page 2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	Page 2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	Page 2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 2
Offeror's Team Structure				Pages 3 - 8
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	Page 5
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 5-8

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				Page 9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				Pages 10-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 10-15

2.1.1 Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00100200DB104
PROJECT NO.: 0060-047-627

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:

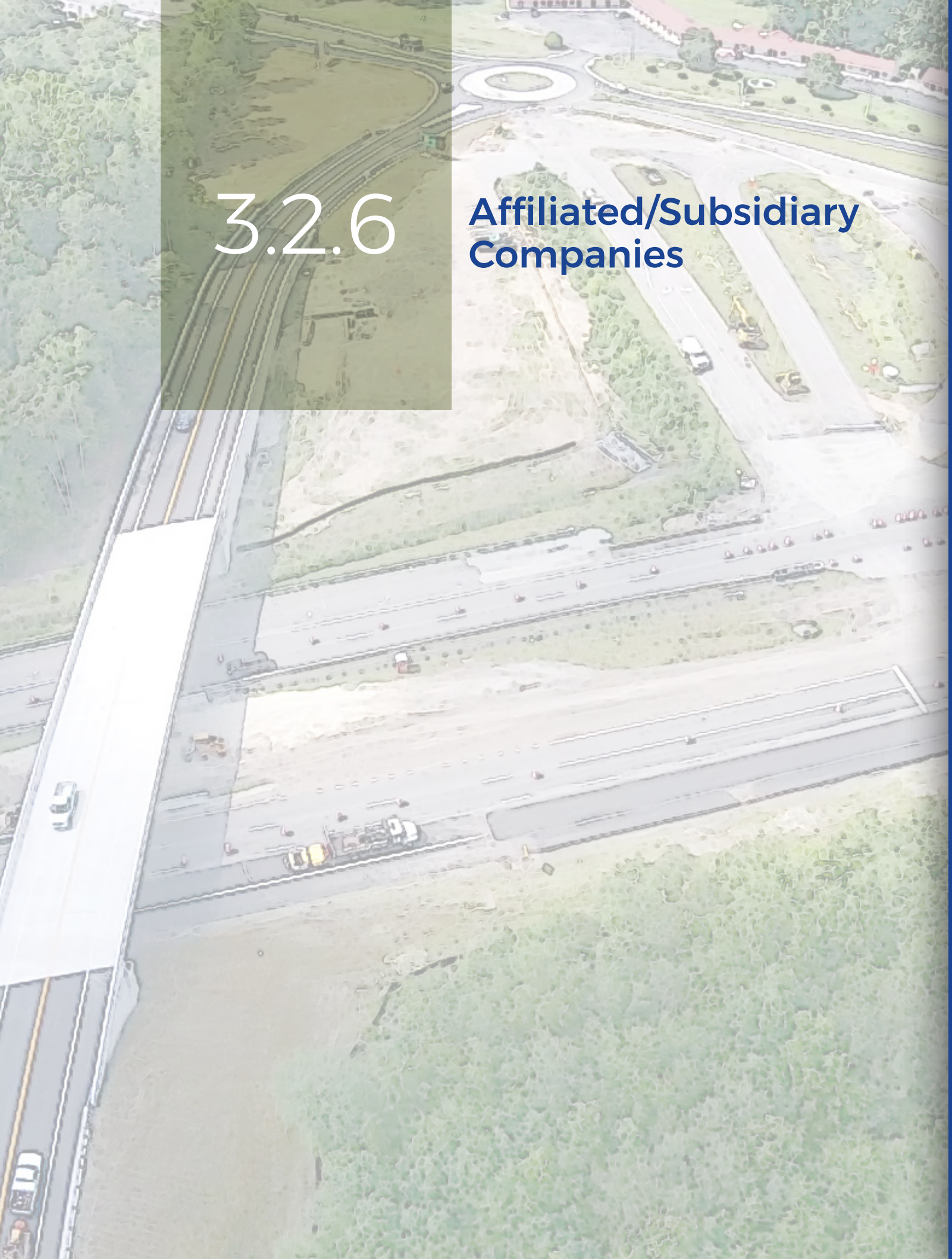
1. Cover letter of RFQ – February 27, 2019
   (Date)
2. Cover letter of RFQ Addendum #1 – April 2, 2019
   (Date)
3. Cover letter of RFQ Addendum #2 – April 19, 2019
   (Date)

SIGNATURE

5/1/2019
DATE

Andrew R Curtis Jr.
PRINTED NAME

PRESIDENT
TITLE



3.2.6 Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

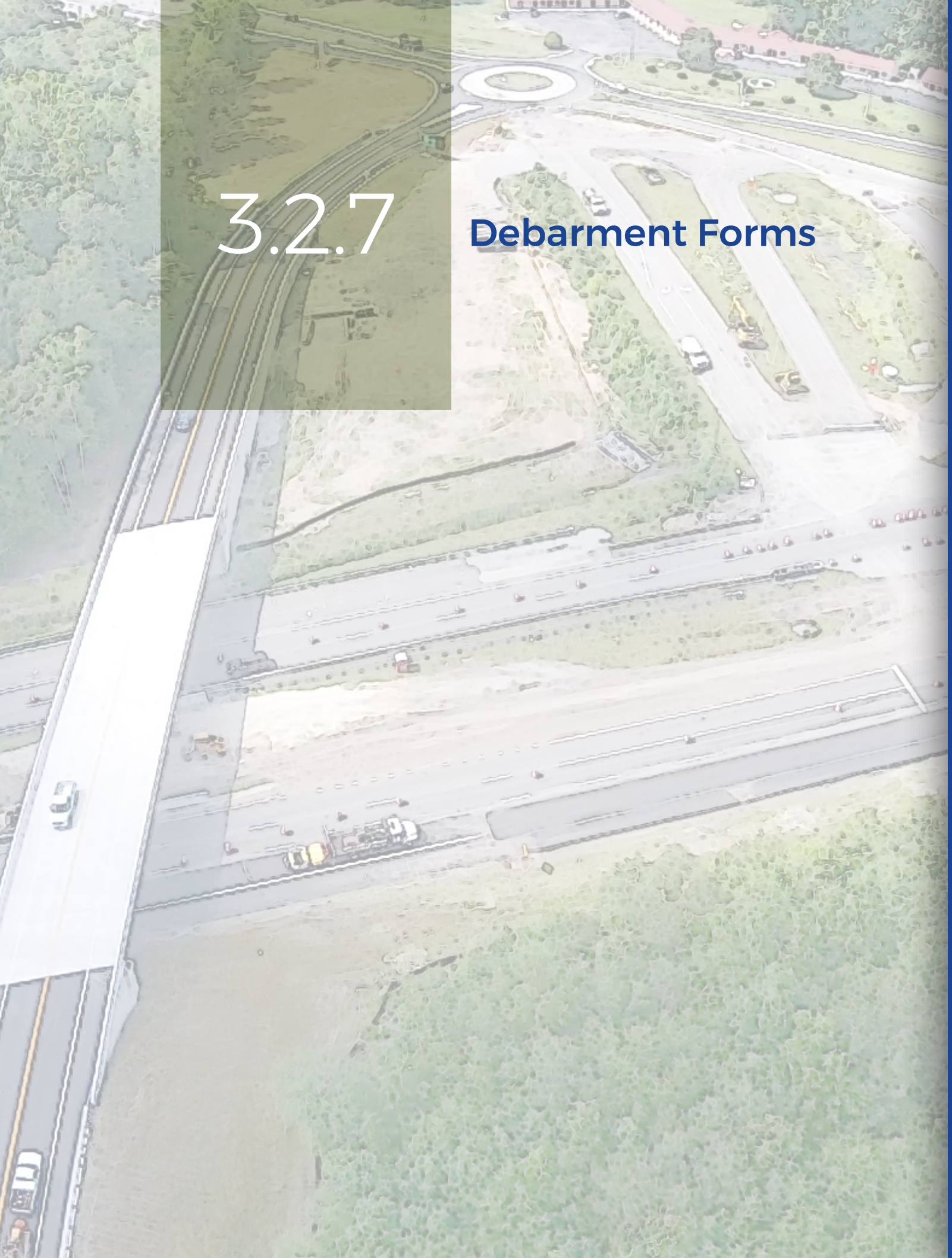
State Project No. 0060-047-627

Affiliated and Subsidiary Companies of the Offeror

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

☐ **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)	Full Legal Name	Address
Affiliate	The Curtis Group, Inc.	P.O. Box 769, West Point, VA 23181
Affiliate	Theron Leasing, LLC	P.O. Box 769, West Point, VA 23181
Affiliate	AMAC Leasing, LLC	P.O. Box 769, West Point, VA 23181



3.2.7 Debarment Forms

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

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

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

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

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

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

Signature	Date	Title
	3.15.19	VICE PRESIDENT

CURTIS CONTRACTING INC.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

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

Signature	Date	Title
Scott A. Lovell	4/1/19	Vice President/Area Manager

WSP USA Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

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

Signature	Date	Title
	4/1/19	Regional Director

CES Consulting, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

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

	April 1, 2019	Vice President
Signature	Date	Title

DMY Engineering Consultants Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

Signature	3/21/2019 Date	Principal Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

	March 18, 2019	President
Signature	Date	Title

Engineering & Testing Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

Signature	03/12/2019	President
	Date	Title

Precision Measurements, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

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

	3.7.19	President
Signature	Date	Title

Seventh Point Transportation PR
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

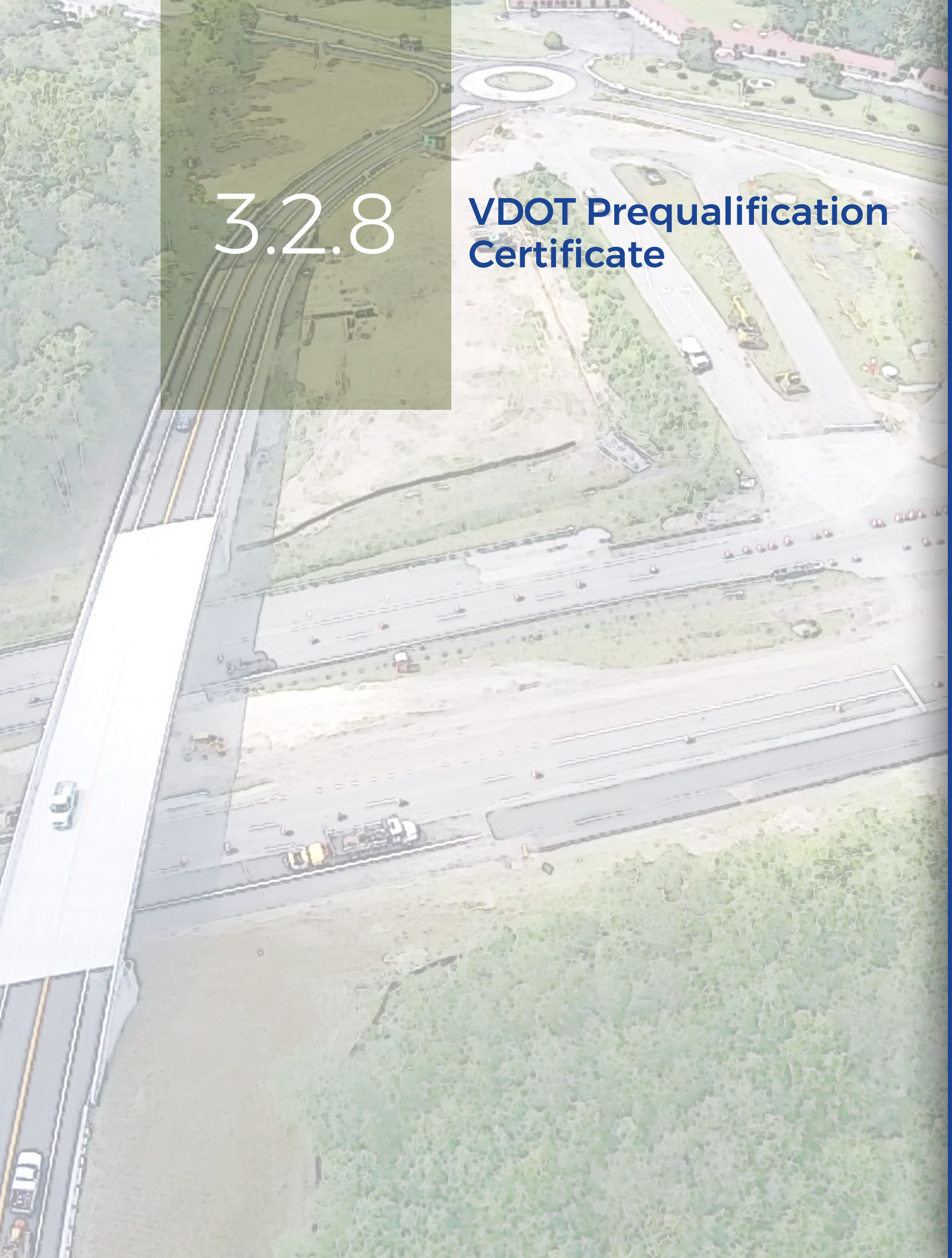
1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

Signature	March 12, 2109	Senior Principal
	Date	Title

Stantec Consulting Services Inc.
Name of Firm



3.2.8 VDOT Prequalification Certificate

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 3/20/2019
- C -

Vendor ID: C333
Vendor Name: CURTIS CONTRACTING, INC.
Prequal Level: Prequalified
Prequal Exp: 03/31/2020

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

Work Classes (Listed But Not Limited To)
002 - GRADING
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
007 - MINOR STRUCTURES
179 - H.C.C. PAVEMENT

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

-- DBE Information --

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

Vendor ID: C1561
Vendor Name: CUSTOM ASPHALT INC.
Prequal Level: Subcontractor only
Prequal Exp: 03/31/2019

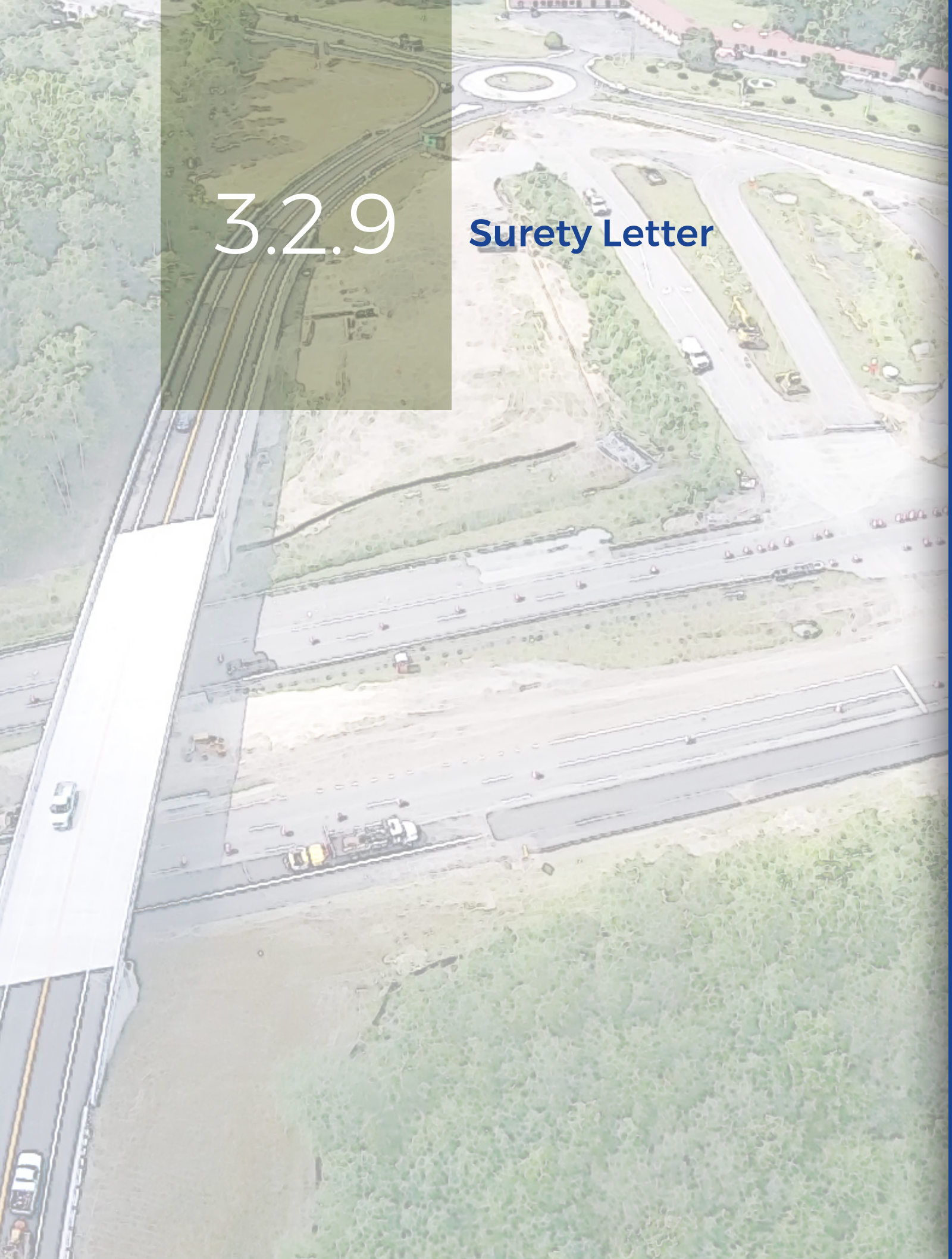
-- PREQ Address --
5678 KINGS HWY
COLONIAL BEACH, VA 22443
Phone: (804)410-2293
Fax:

Work Classes (Listed But Not Limited To)
004 - ASPHALT CONCRETE PAVING
183 - ASPHALT REPAIRS
186 - SUBCONTRACTOR ONLY

Bus. Contact: MCINTOSH, JAMES GRIFFIN
Email: CUSTOMASPHALT@VA.METROCAST.NET

-- DBE Information --

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



3.2.9 Surety Letter

HRB
HAMPTON ROADS BONDING
A Marsh & McLennan Agency LLC Company

Hampton Roads Bonding
1080 Laskin Road, Suite 204
Virginia Beach, VA 23451
+1 757 491 1100
Fax +1 757 491 3134
www.hrbonding.com

March 15, 2019

Sudha Mudgade, P.E., PMP, DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Curtis Contracting, Inc.
Request for Qualifications – A Design-Build Project
Skiffes Creek Connector – James City County, VA
From: Route 60 (Pocahontas Trail) To: Route 143 (Merrimac Trail)
State Project No.: 0060-047-627, P101, R201, C501, B619, B620
Federal Project No.: STP-5A03(455)
Contract ID Number: C00100200DB104
Current Estimated Contract Value: $28,000,000

Dear Ms. Mudgade:

Hampton Roads Bonding has the privilege of providing surety bonds for Curtis Contracting, Inc. This account is written through Travelers Casualty and Surety Company of America (Travelers), a Connecticut corporation. Travelers has an AM Best Rating of A++ with a financial strength category of XV, is licensed to transact surety business in the Commonwealth of Virginia and is listed on the United States Department of Treasury list of acceptable surety companies.

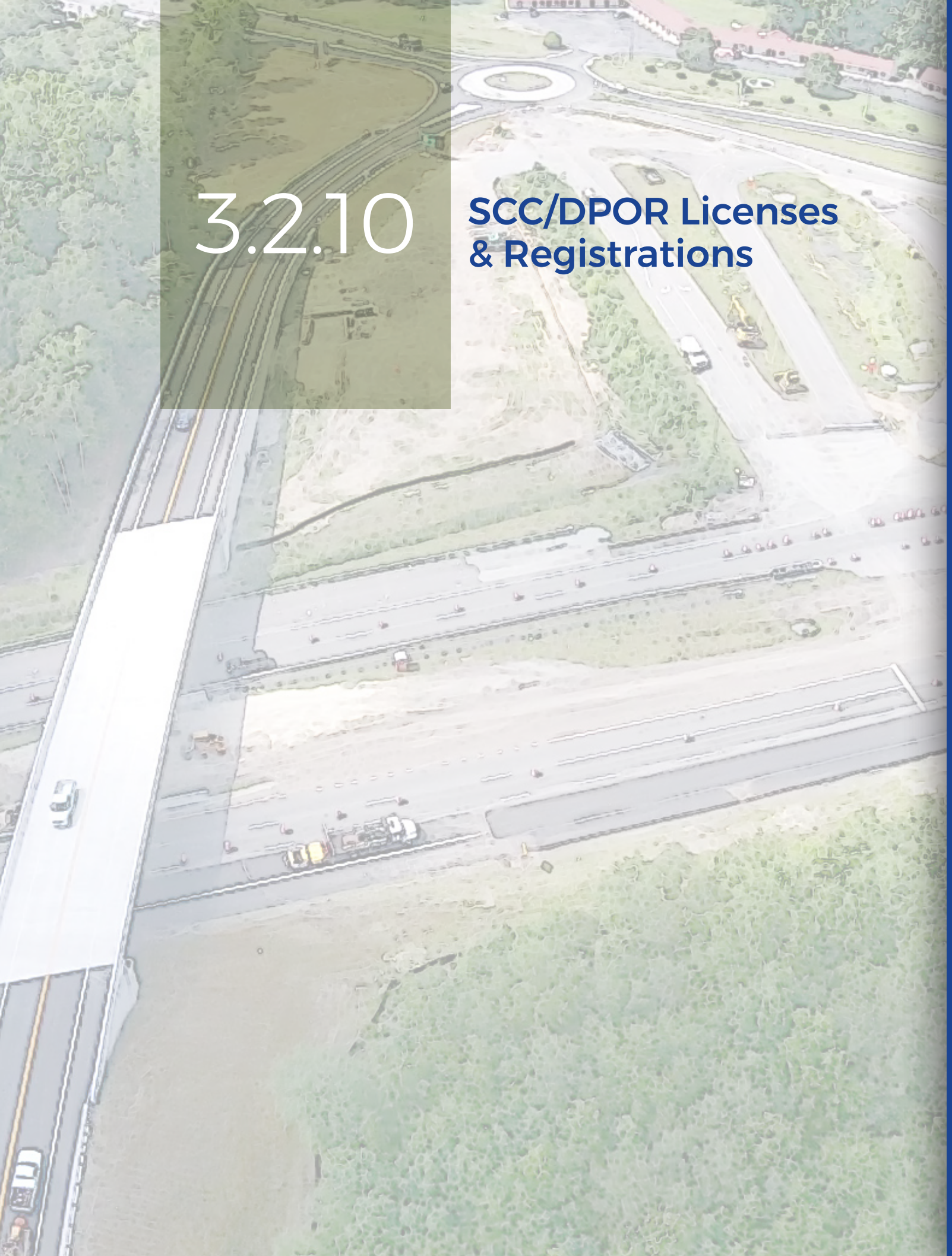
During our relationship, we have observed Curtis Contracting, Inc.'s outstanding performance and consider them to be among our most valued surety clients. We have in place a bonding program for single projects in excess of $75,000,000 with an aggregate bonding program of $125,000,000. It should be understood if this fine customer needed bonds that exceed these limits the bonding company would certainly consider such a request based on their past experience.

Accordingly, Curtis Contracting, Inc. is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond from Travelers 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 Curtis Contracting, Inc. is the successful bidder and enter into a contract for this project.

If you have any questions or need further information concerning this contractor, please contact me at 757-491-1100.

Regards,

Daniel J. Grygo



3.2.10 SCC/DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Curtis Contracting, Inc.	02733335	Corporation	Active	PO Box 769 West Point, VA 23181	Contractor	2701031525	03/31/2020
The Curtis Group	03311818	Corporation	Active	N/A			
Theron Leasing	S0365116	Limited Liability Company	Active	N/A			
AMAC Leasing	S0962458	Limited Liability Company	Active	N/A			
WSP USA Inc.	F050160-3	Foreign Corporation	Active	277 Bendix Road, Suite 300 Virginia Beach, VA 23452	Business Entity	411000137	02/29/2020
				3311 W Broad St Richmond, VA 23230	Business Entity	411000637	02/29/2020
CES Consulting, LLC	S3416007	Limited Liability Company	Active	5269 Greenwich Road Virginia Beach, VA 23462	Business Entity	0411001331	02/29/2020
				23475 Rock Haven Way Suite 255 Dulles, VA 20166	Business Entity	0407005783	12/31/2019
DMY Engineering Consultants, Inc.	0768895-5	S-Corporation	Active	45662 Terminal Drive, Suite 110, Dulles, VA 20166	Business Entity	0407005631	12/31/2019

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
ECS Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	4004 Hunterstand Court, Suite 102, Charlottesville, VA22911	Business Entity	0411000662	02/29/2020
Engineering & Testing Solutions, Inc.	0557195-5	Corporation	Active	5226 Indian River Road Suite 103 Virginia Beach, VA 23464	Business Entity	0407005064	12/31/2019
Precision Measurements, Inc.	0450436-1	Corporation	Active	11835 Canon Blvd. Suite B-103 Newport News, VA 23606	Business Entity	0411000292	02/29/2020
Seventh Point Transportation PR	0267541-1	Corporation	Active	N/A			
Stantec Consulting Services, Inc.	F149319-8	Corporation	Active	1011 Boulder Springs Drive, Suite 225 Richmond, VA 23225	Business Entity	4008001770	03/31/2021

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Curtis Contracting, Inc.	William Richards	Richmond, VA	212 Overlook Road Richmond, VA 23227	Professional Engineer	0402027950	01/31/2020
WSP USA Inc.	David Barnes	Richmond, VA	8341 Summer Walk Pkwy. Mechanicsville, VA 23116	Professional Engineer	0402035266	07/31/2019
CES Consulting, LLC	Bryan Barnson	Virginia Beach, VA	105 Saint Andrews Drive Suffolk, VA 23435	Professional Engineer	0402055847	12/31/2019

3.2.10.1 Copies of SCC Registration

Commonwealth of Virginia
State Corporation Commission

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03/18/19

CISM0180 CORPORATE DATA INQUIRY 10:32:17

CORP ID: 0273333 - 5 STATUS: 00 ACTIVE STATUS DATE: 07/15/85

CORP NAME: CURTIS CONTRACTING, INC.

DATE OF CERTIFICATE: 07/15/1985 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: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: REES BROOME, PC

STREET: 1900 GALLOWS ROAD STE 700 AR RTN MAIL:

CITY: TYSONS CORNER STATE : VA ZIP: 22182-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/29/17 LOC : 129

ACCEPTED AR#: 218 09 2607 DATE: 06/06/18 FAIRFAX COUNTY

CURRENT AR#: 218 09 2607 DATE: 06/06/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	100.00					1,000

Commonwealth of Virginia
State Corporation Commission

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03/21/19
CISM0180 CORPORATE DATA INQUIRY 14:14:16

CORP ID: F050160 - 3 STATUS: 00 ACTIVE STATUS DATE: 03/11/02
CORP NAME: WSP USA Inc.

DATE OF CERTIFICATE: 02/11/1986 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 Cox Rd Ste 285 AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 219 03 5919 DATE: 02/19/19 HENRICO COUNTY
CURRENT AR#: 219 03 5919 DATE: 02/19/19 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	250.00					30,000

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03/07/19
LLCM3220 LLC DATA INQUIRY 12:44:06

LLC ID: S341600 - 7 STATUS: 00 ACTIVE STATUS DATE: 10/14/10
LLC NAME: CES Consulting, LLC

DATE OF FILING: 10/14/2010 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:
CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 23475 ROCK HAVEN WAY
SUITE 255
CITY: DULLES STATE: VA ZIP: 20166-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: AVTAR SINGH

STREET: 6773 LEOPOLDS TRAIL
RTN MAIL:
CITY: HAYMARKET STATE: VA ZIP: 20169-0000
R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 05/18/16 LOC: 176 PRINCE WILLIAM

YEAR	FEES	PENALTY	INTEREST	BALANCE
18	50.00			

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03/28/19

CISM0180 CORPORATE DATA INQUIRY 11:12:25

CORP ID: 0768895 - 5 STATUS: 00 ACTIVE STATUS DATE: 10/23/14

CORP NAME: DMY ENGINEERING CONSULTANTS INC.

DATE OF CERTIFICATE: 09/06/2013 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND: Y

GOOD STANDING IND: Y MONITOR INDICATOR:

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

R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:

SUITE 110

CITY: DULLES STATE : VA ZIP: 20166-0000

R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153

ACCEPTED AR#: 218 12 4885 DATE: 08/20/18 LOUDOUN COUNTY

CURRENT AR#: 218 12 4885 DATE: 08/20/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	130.00					10,000

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03/07/19
LLCM3220 LLC DATA INQUIRY 14:07:17

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:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

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
19	50.00			50.00

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State Corporation Commission

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03/12/19
CISM0180 CORPORATE DATA INQUIRY 14:01:22

CORP ID: 0557195 - 5 STATUS: 00 ACTIVE STATUS DATE: 05/05/09
CORP NAME: Engineering and Testing Services, Inc.

DATE OF CERTIFICATE: 04/12/2001 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: COLLEEN PATRICE NABHAN

STREET: 5226 INDIAN RIVER ROAD AR RTN MAIL:
SUITE 103
CITY: VIRGINIA BEACH STATE : VA ZIP: 23464-0000
R/A STATUS: 1 DIRECTOR EFF. DATE: 01/20/14 LOC : 228
ACCEPTED AR#: 219 04 3007 DATE: 02/28/19 VIRGINIA BEACH
CURRENT AR#: 219 04 3007 DATE: 02/28/19 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	100.00				100.00	1,000

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State Corporation Commission

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03/07/19
CISM0180 CORPORATE DATA INQUIRY 12:14:55

CORP ID: 0450436 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/22/13
CORP NAME: PRECISION MEASUREMENTS, INC.

DATE OF CERTIFICATE: 07/24/1995 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: DOUGLAS W DAVIS

STREET: WYNNGATE BUSINESS PARK AR RTN MAIL:
516 BAYLOR CT
CITY: CHESAPEAKE STATE : VA ZIP: 23320-0000
R/A STATUS: 4 ATTORNEY EFF. DATE: 06/04/02 LOC : 236
ACCEPTED AR#: 218 09 2209 DATE: 06/06/18 CHESAPEAKE CITY
CURRENT AR#: 218 09 2209 DATE: 06/06/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	100.00					5,000

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03/07/19

CISM0180 CORPORATE DATA INQUIRY 14:21:12

CORP ID: 0267541 - 1 STATUS: 00 ACTIVE STATUS DATE: 04/17/06

CORP NAME: Seventh Point, Inc.

DATE OF CERTIFICATE: 03/04/1985 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: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: ALBERT H POOLE

STREET: 4705 COLUMBUS ST AR RTN MAIL:

CITY: VIRGINIA BEACH STATE : VA ZIP: 23462-6749

R/A STATUS: 4 ATTORNEY EFF. DATE: 03/24/98 LOC : 228

ACCEPTED AR#: 218 05 8292 DATE: 03/28/18 VIRGINIA BEACH

CURRENT AR#: 218 05 8292 DATE: 03/28/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	100.00				100.00	5,000

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State Corporation Commission

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03/19/19
CISM0180 CORPORATE DATA INQUIRY 09:59:29

CORP ID: F149319 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/23/16
CORP NAME: Stantec Consulting Services Inc.

DATE OF CERTIFICATE: 12/04/2001 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

STREET: 100 Shockoe Slip Fl 2 AR RTN MAIL:

CITY: Richmond STATE : VA ZIP: 23219-4100
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/01/18 LOC : 216
ACCEPTED AR#: 218 17 5192 DATE: 12/21/18 RICHMOND CITY
CURRENT AR#: 218 17 5192 DATE: 12/21/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	1,700.00					3,250,000

3.2.10.2

Copies of DPOR Registration (Offices)

DPOR License Lookup License Number 2701031525

License Details

Name	CURTIS CONTRACTING INC
License Number	2701031525
License Description	Contractor
Firm Type	Corporation
Rank [1]	Class A
Address	7481 THERON ROAD, WEST POINT, VA 23181
Specialties [2]	Asbestos (ASB) Commercial Building (CBC) Highway / Heavy (H/H) Landscape Service (LSC) Residential Building (RBC)
Initial Certification Date	1988-03-22
Expiration Date	2020-03-31

DPOR License Lookup License Number 0411000137

License Details

Name	WSP USA INC
License Number	0411000137
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	277 BENDIX ROAD SUITE 300, VIRGINIA BEACH, VA 23452
Initial Certification Date	1997-02-10
Expiration Date	2020-02-29

DPOR License Lookup License Number

0411000637

License Details

Name	WSP USA INC
License Number	0411000637
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	3311 W BROAD ST, RICHMOND, VA 23230
Initial Certification Date	2009-08-25
Expiration Date	2020-02-29

DPOR License Lookup License Number 0407005783

License Details

Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	23475 ROCK HAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date	2010-11-05
Expiration Date	2019-12-31

DPOR License Lookup License Number 0411001331

License Details

Name	CES CONSULTING LLC
License Number	0411001331
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	5269 GREENWICH RD, VIRGINIA BEACH, VA 23462
Initial Certification Date	2016-12-06
Expiration Date	2020-02-29

DPOR License Lookup License Number 0407005631

License Details

Name	DMY ENGINEERING CONSULTANTS INC
License Number	0407005631
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	45662 TERMINAL DRIVE SUITE 110, DULLES, VA 20166
Initial Certification Date	2010-03-10
Expiration Date	2019-12-31

DPOR License Lookup License Number 0411000662

License Details

Name	ECS-MID-ATLANTIC LLC
License Number	0411000662
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	4004 HUNTERSTAND CT STE 102, CHARLOTTESVILLE, VA 22911
Initial Certification Date	2010-05-25
Expiration Date	2020-02-29

DPOR License Lookup License Number 0407005064

License Details

Name	ENGINEERING AND TESTING SERVICES INC
License Number	0407005064
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	5226 INDIAN RIVER RD STE 103, VIRGINIA BEACH, VA 23464
Initial Certification Date	2007-07-05
Expiration Date	2019-12-31

DPOR License Lookup License Number 0411000292

License Details

Name	PRECISION MEASUREMENTS INC
License Number	0411000292
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	11835 CANON BLVD STE B-103, NEWPORT NEWS, VA 23606
Initial Certification Date	2002-03-06
Expiration Date	2020-02-29

DPOR License Lookup License Number 4008001770

License Details

Name	STANTEC CONSULTING SERVICES INC
License Number	4008001770
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	1011 BOULDER SPRINGS DRIVE SUITE 225, RICHMOND, VA 23225
Initial Certification Date	2013-03-27
Expiration Date	2021-03-31

3.2.10.3

Copies of DPOR Registration (Key Personnel)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
01-31-2020

NUMBER
0402027950

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

WILLIAM EVANS RICHARDS
212 OVERLOOK ROAD
RICHMOND, VA 23227

DPOR

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

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
07-31-2019

NUMBER
0402035266

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

DAVID HARRIS BARNES
8341 SUMMER WALK PKWY
MECHANICSVILLE, VA 23116

DPOR

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

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2019

NUMBER
0402055847

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

BRYAN SCOTT BARNSON
105 SAINT ANDREWS DR
SUFFOLK, VA 23435

Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402055847 EXPIRES: 12-31-2019

BRYAN SCOTT BARNSON
105 SAINT ANDREWS DR
SUFFOLK, VA 23435

(FOLD)

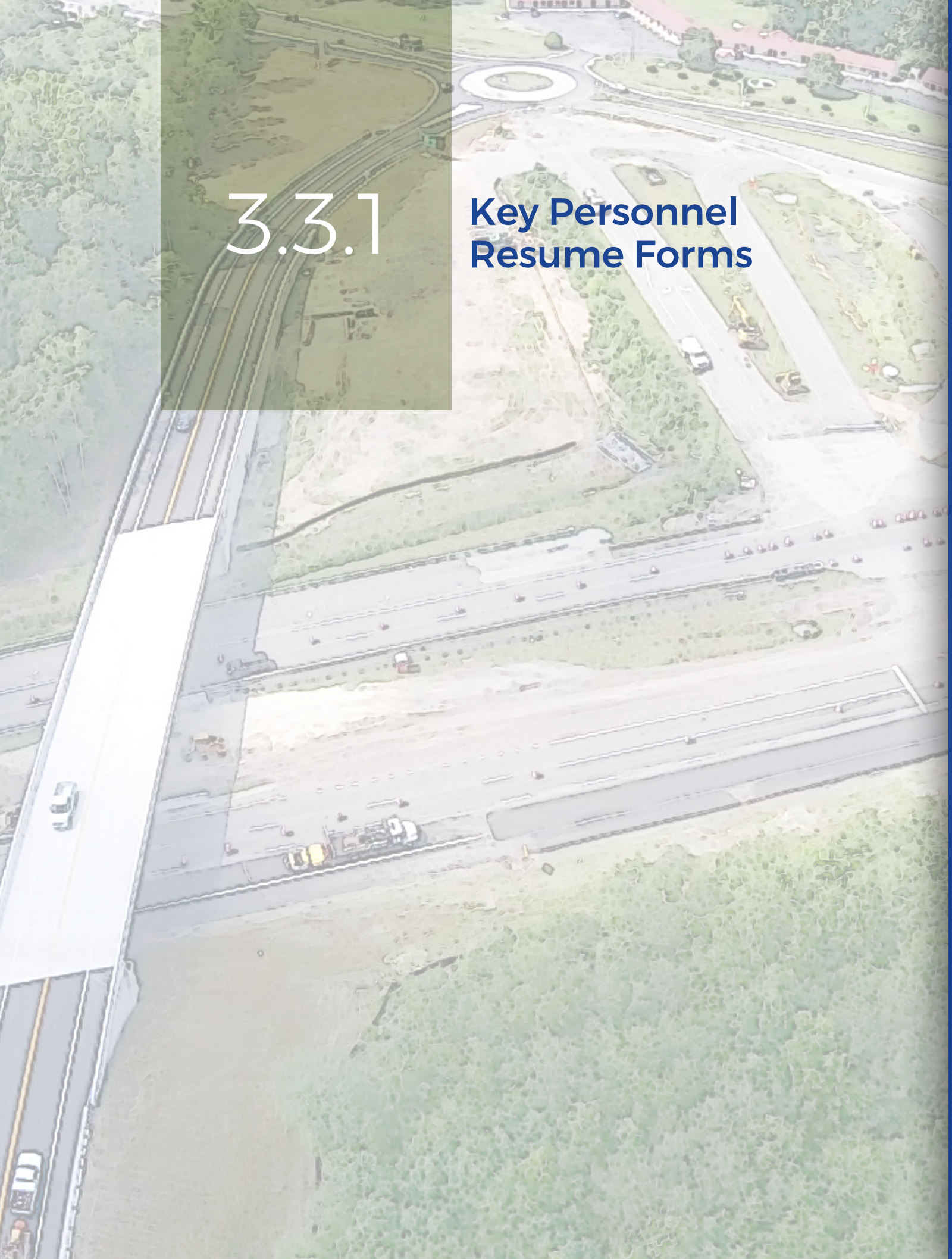
Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

3.2.10.4

Copies of DPOR Registration (Non-APELSCVIDLA)

NONE



3.3.1 Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Stephen L. Ordung – Vice President Operations**

b. Project Assignment: **Design-Build Project Manager**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **Curtis Contracting Inc. – Full Time**

d. Employment History: With this Firm **13** Years With Other Firms **16** Years
Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Curtis Contracting, Inc., Design-Build Project Manager (DBPM) / Contracts Manager, 2006 – Present
Steve is responsible for providing oversight and monitoring all stages of the design-build project life cycle; coordinating with internal and external stakeholders; ensuring that the project aligns with the project schedule; and working closely with owner representatives, designers, construction staff, and quality teams.

Archer Western Contractors, Program Manager, 1991 – 2006
Steve oversaw and monitored all stages of the design-build and bid-build projects. Steve was responsible for projects in the Mid-Atlantic region, and ensured delivery of all projects in accordance with the project schedule, contract documents, and the safety and quality compliance and initiatives. He worked closely with owner representatives, designers, project management, and construction staff.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Wentworth Institute of Technology, Boston, Massachusetts / BS / 1991 / Construction Management
Worcester Industrial Technical Institute, Worcester, Massachusetts / AS / 1988 / Civil Engineering
US Army Corps of Engineers – CQM Certification CENAO-08-0387

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Virginia DCR Responsible Land Disturber Certification / #32306 (Exp. 7/13/2019)

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1) Route 60 Widening (Midlothian Turnpike) Design-Build Project – Chesterfield County, VA
Curtis Contracting, Inc., Design-Build Project Manager (March 2015 – June 2016)
Owner: Chesterfield County; Contact: Mr. Jesse Smith, 804-748-1037

Responsibilities and Job Duties: Steve managed the overall design-build process including public relations, design, permitting, utility coordination, ROW, QA/QC, environmental protection, safety, schedule, and construction for this $8.5M, 1.25-mile segment of Route 60. As the design-build team's main point of contact, he was responsible for communicating and coordinating with Chesterfield County, VDOT, permitting agencies, and stakeholders. **Relevancy**: This is a design-build project that involved all similar responsibilities for design, QA/QC, ROW acquisitions, permitting, environmental impact mitigation, public relations management, utility coordination, schedule, bridge construction over live creek, MOT and construction on/over active primary roadways to include multiple intersection improvements. ***CCI worked with WSP on this project***. **Exceptional Performance**: Within one month of receipt of the Notice to Proceed, Steve expedited the schedule to advance design, permitting, and start construction work. Steve used the design-build process's unique flexibility to adjust sequencing and the schedule; to allow for the completion of the entire Phase I within nine (9) months of the receipt of Notice to Proceed. **The Route 60 widening project was one of the first successfully completed Locally Administered design-build projects in the Commonwealth of Virginia**. Steve was instrumental

in the coordination and expedition of significant utility relocations, including Dominion Virginia Power and others to support the extremely aggressive schedule. He developed the original contract proposal, CPM, and QA/QC plan; maintained project controls; and completed all contract negotiations.

2) I-295/Meadowville Road Interchange Improvements Design-Build Project – Chesterfield County, VA
Curtis Contracting, Inc., Design Build Project Manager (Sept 2010 – Nov 2011)
Owner: VDOT Richmond District; Contact: Mr. Shane Mann, 804-524-6091

Responsibilities and Job Duties: Steve was responsible for managing the overall design-build process, including public relations, design, permitting, utility coordination, QA/QC, environmental protection, safety, schedule, and construction for this $11.7M project to widen I-295, Meadowville Road, and on-ramps and off-ramps for Phase I of the I-295/Meadowville Road interchange development. The project details included signalizing two interchanges, signage, guardrail, asphalt pavement, concrete pavement, drainage, relocating utilities, striping, clearing, and mass grading. As the design-build team's main point of contact, he communicated and coordinated with VDOT, Chesterfield County, permitting agencies, and stakeholders. **Relevancy**: This is a VDOT Design-Build project that involved all similar responsibilities for design, QA/QC, permitting, environmental impact mitigation, public relations management, utility coordination, schedule, MOT and construction on/over active primary and interstate roadways to include intersection improvements. ***CCI worked with WSP on this project***. **Exceptional Performance**: This was a high-profile project that hinged on Amazon opening a new distribution facility in the area. Steve expedited the schedule to advance design, permitting, and construction work within a 14-month period. He used the design-build process's unique flexibility to steer the phased design submissions to begin work within two months of project award. He obtained all approvals to complete work on time and within budget. Steve's focus on safety and accident prevention resulted in over 85,000 man-hours without a single recordable injury for the project. To expedite the schedule, Steve guided the decision to salvage the existing concrete material within the I-295 pavement shoulders and recycle it as ground stabilization base material to construct new on/off ramp fills. He developed the original contract proposal, CPM, and QA/QC plan; maintained all project controls; and completed all contract negotiations. The design-build team coordinated with the local fire station to ensure that emergency access vehicles could navigate through the bridge lane closures. CCI suggested and received VDOT's approval to make design changes on the roadway section; these changes applied full-depth asphalt that accelerated construction and reduced the lane closure time. This project was presented at the ***2011 Governor's Transportation Conference*** and won the ***2013 DBIA National Conference Merit Award***.

3) I-264 Widening/MLK Extension Design-Build Project – Portsmouth, VA
Curtis Contracting, Inc., Senior Project Manager (Aug 2013 – Dec 2016)
Owner: SKW Constructors, LLC; Contact: Mr. Wade Watson, 757-673-9487

Responsibilities and Job Duties: Steve managed this $47M project that included permitting, utility coordination, QC, environmental protection, safety, schedule, and construction. The project involved constructing a massive new interchange tying together I-264, Route 58 MLK Extension, and Route 17 Fredrick Boulevard that included two new bridges (one major structure over the NPBL Railroad), widened two existing bridges, and MSE walls. Project elements included EPS, signals, lighting, signage, guardrail, asphalt pavement, drainage, utility relocation, striping, clearing, mass grading, and MOT. Steve communicated and coordinated with SKW, the design engineer, QAM, VDOT, City of Portsmouth, permitting agencies, and stakeholders. These major items of work include 200,000 CY of mass excavation, 40,000 CY of borrow excavation, 85,000 tons of asphalt, 20,000 tons of aggregate base material, 27,000 CY of EPS/Geo-foam, 25,000 CY of lightweight fill, 46,000 SF of MSE wall, and 4,800 LF of barrier wall. The project removed/replaced a pedestrian bridge with approaches. **Relevancy**: This is a VDOT Design-Build project. A major element of this project included the construction of multiple bridges to include a **new bridge over active railroad lines and under high voltage power lines**. This project included the construction of multiple MSE walls, roadways and bridge approach fills. ***CCI worked with WSP on this project***. **Exceptional Performance**: Steve's focus on safety enabled CCI and their subcontractors to reach substantial completion a month ahead of schedule. The design-build team completed over 380,000 man-hours without a single recordable injury. Steve led schedule recovery efforts when a major subcontractor defaulted and another one was behind schedule. Steve evaluated the remaining scope of work and developed a more efficient construction approach to foundation construction. He mobilized additional work crews to mitigate overall schedule impacts. This project received the ***ENR 2017 Project of the Year Award***.

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Bryan Barnson, PE, CCM, DBIA - Construction Manager/Design Project Manager**

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

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **CES Consulting LLC (Full Time)**

d. Employment History: With this Firm **4** Years With Other Firms **4** Years
Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

CES Consulting LLC, Construction Manager/Design Project Manager, 2015-Present
In his time with CES Consulting, Bryan has served as the VDOT Construction Manager on the I-64 Segment II Widening Design-Build Project, as well as serving as a VDOT Project Manager for the Hampton Roads District Structure and Bridge Office. While serving in these roles, Bryan developed extensive experience managing key aspects of VDOT design-bid-build and design-build projects from the Preliminary Engineering stage through Construction. He has tackled complex issues through each phase of construction having had experience managing both the design and construction side of projects. Examples of typical work items Bryan manages include project submittal review as an owner (VDOT) representative to include coordination with VDOT Hampton Roads District disciplines (Structure & Bridge, Materials, Traffic Engineering, Environmental), Quality Assurance (QA) plan development for unique roadway items (CCPRM/FDR), coordination/scheduling of office engineers/inspection staff, review of project documentation ensuring conformance with the minimum requirements for VDOT Design-Build projects, coordination of IA/VST inspections/testing, review of complex MOT implementations, coordination of MOT/Work activities with localities/stakeholders, review and processing of design-build pay applications, and facilitating VDOT project environmental inspections.

Skanska USA Civil Southeast, Inc., Project Engineer/Superintendent, 2011-2015
While employed with Skanska, Bryan progressively garnered boots on the ground experience managing large scale design-build, and design bid-build heavy civil construction sites. As both a Project Engineer and Superintendent, Bryan was tasked with managing Quality, Safety, and Environmental risks. In these roles, he has gained exposure in a leadership capacity in activities including pile driving, concrete placement, formwork design, crane lifting and rigging, quality control/assurance testing, and environmental risk mitigation.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Military Institute, Lexington, Virginia / BS / 2011 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2017 / Professional Engineer / Virginia Registration #55847
2016 / Professional Engineer / Maryland Registration #50258
2016 / Certified Construction Manager (CMAA)
2019 / DBIA (Associate 2016)

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1) VDOT I-64 Segment II Widening Design-Build Project - James City County, York County, Newport News, VA
CES Consulting, Inc, Consultant Construction Manager (November 2016 – Present)
Owner: VDOT Hampton Roads District; Contact: Mr. Michael Davis, 757-404-0995

Responsibilities and Job Duties: Bryan has been vital to the successful project delivery for the $138M I-64 Widening Segment II Design-Build Project serving as the consultant VDOT Construction Manager. This project (located just outside the proposed Skiffes Creek Connector limits) extends the 3-lane section of I-64 from roughly mile marker 248 to mile marker 241 which includes the addition of 12' wide travel lanes and 12' wide shoulder lanes within the existing median space, and the repair and widening of 9 existing bridges. In his role, Bryan has taken a key leadership position within the VDOT team structure, managing all facets of the project including quality, safety, environmental, project/document controls, and public relations.

Like the requirements of the Quality Assurance Manager role, Bryan is actively managing every aspect related to Quality for this design-build project. This includes responsibilities such as:

- Coordinating and scheduling all Independent Assurance (IA) inspection and testing resources.
- Maintaining VDOT's owner frequency of testing logs/testing documentation.
- Coordinating with VDOT disciplines (Hampton Roads Materials/Elko) for IA/VST testing.
- Reviewing all Design-Build Quality Control/Quality Assurance testing and inspection frequencies for compliance with the minimum requirements for VDOT Design-Build projects.
- Acting as project Quality Assurance lead for CCPRM and FDR operations on the project to include development of VDOT Quality Assurance plan, facilitating Preparatory Inspection Meetings, maintaining all deficiency tracking/non-compliance reporting, and implementing testing/inspection FOT.
- Responsible for coordination with QAM on tracking and VDOT resolution of non-compliance reports.
- Responsible for monthly review of QA/QC testing, inspection documentation, and material book to ensure compliance with the VDOT design-build minimum requirements, as it relates to pay application review/approval.
- Construction submittal review and approval authority to include appropriate coordination and review/comment resolutions with Hampton District resources (TE, S&B, Materials etc.).
- Responsible for approval of all lane closures and LCAM coordination as well as verification of Plan/WAPM compliance for unique phased TMP implementations.
- Facilitating all VDOT bridge repair/widening inspections for acceptance.

In addition, Bryan is also serving as a key asset to VDOT in maintaining environmental compliance. **Like the Skiffes Creek Connector, this project entails highly sensitive wetlands/streams and property owners**. Typical environmental/permit compliance responsibilities include:

- Coordinating VDOT project ECI inspections (Direct report to CM)
- Reviewing and performing project C-107 processes to ensure permit compliance is maintained
- Reviewing/responding to Hampton Roads District NPDES and Water Quality inspection reports

2) New Midtown Tunnel-Elizabeth River Tunnel - Portsmouth/Norfolk, VA
Skanska Civil Southeast, Superintendent Tunnel Rehabilitations (EB & WB) (March 2013 – April 2015)
Owner: VDOT Hampton Roads District; Contact: Mr. Bradley Weidenhammer, 757-932-4484

Responsibilities and Job Duties: As a superintendent on one of the largest PPTA projects in the state of Virginia, Bryan was exposed to every aspect of a design-build project. Specifically, Bryan managed all field operations related to the rehabilitation of the two existing downtown tunnels, to include the installation of 200K SF of Promat fireproofing, complete electrical rehab (total elec. rehab value: $90M), installation of Jet Fan ventilation systems, concrete spall/delamination repairs, and removal of suspended concrete panel ceiling in the EB downtown tunnel. Bryan was also responsible for coordination of quality control testing and inspection to include maintenance of quality control testing logs, facilitating preparatory inspection meetings, as well as managing MOT deployment, maintenance, and pickup during nightly lane/tunnel closures. ***CES worked with CCI and WSP on this project***.

3) Pier 5 Replacement Project – NNSY Portsmouth, VA
Skanska Civil Southeast, Project Engineer (June 2011 – March 2013)
Owner: NAVFAC Mid-Atlantic; Contact: Mr. Mike Hunter, 757-396-8172

Responsibilities and Job Duties: Bryan provided field engineering support on the $164M Pier 5 replacement project. This project entailed an extensive amount of pile driving, concrete, and demolition work. Bryan's responsibilities included developing detailed work plans and Activity Hazard Analysis (AHAs) for all work activities involved with Pier 4 and Pier 5 demolition, which included coordination of all quality testing and inspections. His experience entailed managing concrete pours ranging from 30-200cy, engineering formwork plans for utility trenches, and performing/ maintaining pile driving logs. Bryan also developed and maintained the project turbidity monitoring plan during dredging operations of existing Pier 4 and Pier 5, and was responsible for quality assurance reporting of all dredge operations to include coordination of 3-D side scan sonar and manual sounding.
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **David H. Barnes, PE – Senior Supervising Engineer**

b. Project Assignment: **Design Manager**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **WSP USA Inc. – Full Time**

d. Employment History: With this Firm **5** Years With Other Firms **17** Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

WSP USA Inc., Senior Supervising Engineer / Civil Group Manager, 2016 – Present

David is the Richmond office Civil Group Manager and oversees all civil and roadway projects performed out of the Richmond office. He has in-depth knowledge of roadway design and management and experience working with design-build projects from preliminary stages to construction completion. Over the past three years he has successfully managed the roadway and civil design of several design-build pursuits and projects, to include: I-95 Express Lanes Phase 3B-1 Design-Build Project Pursuit, Broward and Palm Beach Counties, Florida, and I-440 Design-Build Project, Nashville, Tennessee.

Mead and Hunt, Richmond Civil Group Lead, 2013 – 2016

David managed all aspects of roadway and civil projects including the I-81 Exit 114 VDOT bridge replacement project which included the design of several different interchange alternatives including a diverging diamond and dog bone interchange design.

Gannett Fleming, Richmond Transportation and Roadway Lead, 2012 – 2013

Transportation Group Manager for the Richmond, VA office. Managed all roadway projects out of the Richmond office to include acting as the Roadway Design Manager for the State Route (SR) 29 / I-70 Interchange Roundabout Design-Build Project, Ohio Department of Transportation, Madison County, Ohio.

WSP USA Inc., Lead Engineer, 2010 – 2012

Roadway and Civil Design Manager for Phase 1 of the Midtown Tunnel/MLK Freeway project in Norfolk and Portsmouth, VA.

CH2M Hill, Senior Engineer, 2007 – 2010

David led all roadway design projects in the Richmond office and performed plan reviews and design as General Engineering Consultant (GEC) for Megaprojects (I-495/I-395/-I95), VDOT, Northern Virginia**.**

HW Lochner, Richmond Roadway Lead, 2006 – 2007

David managed all aspects of roadway projects including the Route 50 Traffic Calming project through the town of Aldie, VA.

Wilbur Smith Associates, Senior Engineer, 1998 – 2006

David led the roadway design tasks for the Route 199 Widening Design-Build project and Phase 1 of the Pocahontas Parkway/Airport Connector Design-Build new alignment interchange and roadway project with a railroad crossing over CSXT.

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

Virginia Polytechnic Institute and State University, Blacksburg, Virginia / BS / 1996 / Civil Engineering

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

2001 / Professional Engineer / VA Registration #035266

2017 / Professional Engineer / TN Registration #120930

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

1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1) I-440 Design-Build Project – Nashville, TN
WSP USA Inc., Roadway Manager/EOR (July 2018 – April 2019)
Owner: TDOT; Contact: Lia O'Baid, (615) 532-7522

Responsibilities and Job Duties: Roadway Design Manager and EOR for this project which widened Interstate 440 approximately 7.6 miles from I-40 to I-24. David led the roadway design and coordinated all other design efforts and environmental coordination for design package submittals for this fast-track design-build project involving removal of existing elevated grass median and the addition of new inside travel lanes, three I-440 bridge crossings of CSXT RR and acquisition of temporary and permanent easements on CSXT railroad right-of-way, CSXT railroad certification packages, fiber relocations, new noise walls and existing noise wall repairs, lighting plans, landscape plans, traffic control plans, transportation management plan, drainage, stormwater management, signalization, CCTV camera installations, and utility relocations within the project limits. **Relevancy**: This was a fast-track design-build project that required considerable coordination with all aspects of the design and construction teams. The schedule for this project was a significant challenge and the team identified the major risks and held monthly reviews to determine if our strategy to address the risks needed to change or if new risks became apparent. This approach allowed the team to be proactive to eliminate risk and potential impacts and to stay in control of the CPM Schedule. Securing the Railroad Agreement was one of the major risk items identified and a 12-month duration was accounted for in the CPM Schedule to acquire the railroad agreement. **Exceptional Performance**: David started coordination with CSXT as soon as Notice to Proceed was received on the project and secured all CSXT railroad approvals within 7 months. To advance DOT approvals of our different design packages, we used exclusions at railroad crossings to secure certifications and approvals for all works outside of those areas waiting for CSXT approvals and the railroad agreement. Our team split the design into several different packages to limit the total pages to be reviewed within each submittal and worked with the DOT on sequencing early work design packages so that the specified review and approval period aligned with our project schedule.

2) I-264 Widening/MLK Extension Design-Build – Norfolk and Portsmouth, VA
WSP USA Inc., Civil Design Manager (January 2012 – March 2017)
Owner: VDOT; Contact: Brad Weidenhammer, PE, (757) 396-6581

Responsibilities and Job Duties: David was the Civil Design Manager for the design-build effort to build a new Martin Luther King Freeway in Portsmouth and new Midtown Tunnel Project connecting Norfolk and Portsmouth. Responsibilities included overseeing the civil design of both portions of the project and handling the design of the tunnel approaches along with establishing design criteria and the basis of design for the projects including coordinating the civil disciplines to facilitate a cohesive approach in the design efforts. Tasks included coordination of design efforts from different offices of WSP, as well as those of other consultants. **Relevancy**: This VDOT Design-Build project modified roadway approaches at multiple signalized intersections and constructed new ramps and loops on major interstates, and included bridges over railroads. The project involved multiple phases of construction to change traffic patterns while maintaining through-traffic. The area was densely populated, so planning/construction phases had to accommodate local residences, businesses, historical cemetery, and environmental wetlands. ***WSP worked with CCI and CES on this project***.

3) US Route 199 Widening Design-Build (PPTA) Project – James City County, VA
Wilbur Smith Associates, Roadway Design Manager (May 2004 – April 2006)
Owner: VDOT Hampton Roads District; Contact: Mr. Kevin Gregg, (804) 524-6999

Responsibilities and Job Duties: David was the Roadway Design Manager on this roadway design initiative to build needed transportation improvements in the Williamsburg-Jamestown area in preparation for the 400th Anniversary of the founding of Jamestown. The Route 199 improvements included widening two existing two-lane sections to four divided lanes consistent with the rest of the Route 199 corridor, intersection improvements at Route 199 and Route 31, and a realignment of Route 359 on a new location outside the Jamestown Visitor Center's parking areas to connect Route 31 with the Colonial Parkway. **Relevancy**: This project, in James City County, involved coordination of multiple design disciplines and environmental considerations to protect tidal wetlands and waterways. David developed the maintenance of traffic plans to ensure that there was minimal disruption to the traveling public throughout the construction corridor and drivers and workers were safe throughout the construction zone. ***David (with another firm) worked with CCI on this project.*** **Exceptional Performance**: David led the design team's accelerated schedule to ensure design approvals were received on schedule for project completion for the 2007 Jamestown 400-year anniversary celebration. He maintained timely responses for contractor requested field design changes (FDS) and coordinated the responses of all design discipline requests for information (RFIs) from the contractor.

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **William "Bill" Richards, PE – Construction Engineer**

b. Project Assignment: **Construction Manager**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote thetype of employment (Full time/Part Time): **Curtis Contracting Inc. – Full Time**

d. Employment History: With this Firm **18** Years With Other Firms **15** Years
Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g)below):

Curtis Contracting, Inc., Construction Engineer / Construction Manager, 2000 – Present
Bill manages all aspects of daily field construction activities, coordinates with the project design team and stakeholders, coordinates and manages subcontractors, and oversees construction activities to ensure that the project team follows quality standards, specifications, and schedules. Bill communicates directly with the Lead Designer, provides construction means and methods input, participates in over-the-shoulder reviews, and shares innovative design ideas. He is a licensed Virginia Professional Engineer, and has spent the last 20 years managing a variety of roadway and bridge projects to include ***more than seven (7) successful design-build (d-b) projects.*** When design issues arise during construction, Bill contacts the Lead Designer and coordinates quick solutions. Bill understands the concerns and requirements of each stakeholder throughout the entire d-b process, specifically for a project that include multiple interchanges.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic Institute and State University, Blacksburg, Virginia / BS / 1984 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1998 / Professional Engineer / VA Registration #027950
Virginia DCR Responsible Land Disturber Certification / #RLD11383 (Exp. 1/14/2022)
VDOT Erosion and Sediment Control Contractor Certification / #1-01053
VDOT Advanced Work Zone Traffic Control / #111417013 (Exp. 11/30/2021)

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of thefirm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1) Route 60 Widening (Midlothian Turnpike) Design-Build Project – Chesterfield County, VA
Curtis Contracting, Inc., Construction Manager (March 2015 – June 2016)
Owner: Chesterfield County; Contact: Mr. Jesse Smith, 804-748-1037
Responsibilities and Job Duties: Bill managed the construction of this $8.5M design-build project to include supporting public relations, permitting, utility coordination, QA/QC, environmental protection, safety, and schedule for this 1.25-mile segment of Route 60. Bill served in a full-time capacity and was at the site every day overseeing multiple simultaneous construction activities, managing the utility relocation contractors, and overseeing construction crews and subcontractors. **Relevancy**: This is a Design-Build project that involved all similar responsibilities for design, QA/QC, ROW acquisitions, permitting, environmental impact mitigation, public relations management, utility coordination, schedule, bridge construction over live creek, MOT and construction on/over active primary roadways to include multiple intersection improvements. ***CCI worked with WSP on this project***. **Exceptional Performance**: Within one month of receipt of the Notice to Proceed, Bill established erosion and environmental controls and started construction work. Bill coordinated CCI's field resources and subcontractors to fast-track the completion of the entire Phase I construction within nine (9) months of the receipt of Notice to Proceed. **The Route 60 widening project was one of the first successfully completed Locally Administered design-build projects in the Commonwealth of Virginia**. Bill was instrumental in the coordination and expedition of significant utility relocations, including Dominion Virginia Power and others to support the extremely aggressive schedule. He was involved in the development of the baseline schedule, maintained project controls, and ***completed all work within 14 months without a single recordable accident or injury***.

2) I-295/Meadowville Road Interchange Improvements Design-Build Project – Chesterfield County, VA
Curtis Contracting, Inc., Construction Manager (Sept 2010 – Nov 2011)
Owner: VDOT Richmond District; Contact: Mr. Shane Mann, 804-524-6091

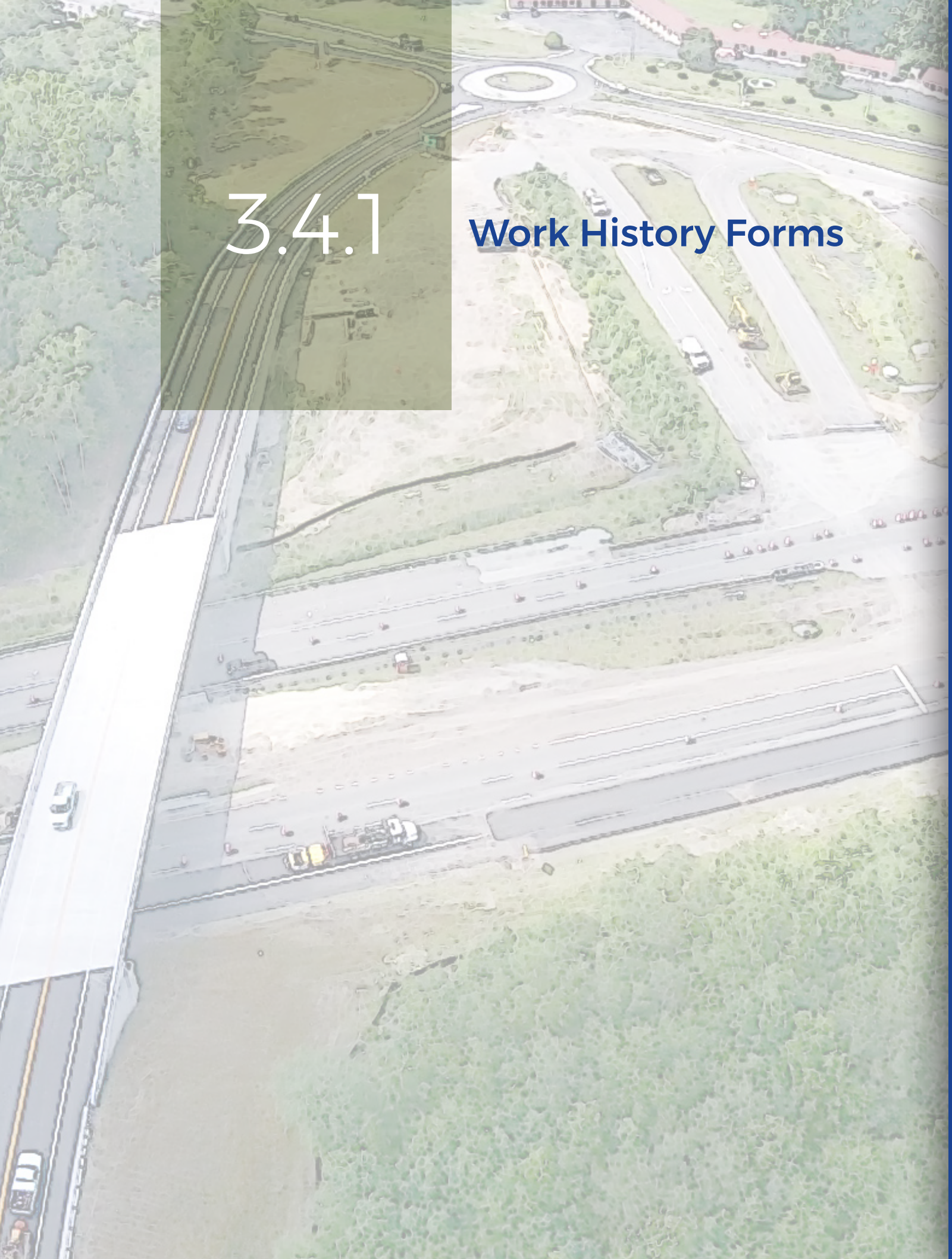
Responsibilities and Job Duties: Bill managed the construction for this fast-track $11.7M D-B project that widened I- 295 just south of the James River at Meadowville Road and constructed new on- and off-ramps for Phase I of the I-295/Meadowville Road interchange. Bill served in a full-time capacity and was at the project site every day overseeing the day-to-day construction activities including two signalized interchanges, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, pavement marking, clearing, and mass grading. Bill was responsible for monitoring the QC, environmental compliance, public and worker safety, and the CPM schedule. Bill's daily duties included coordinating labor and equipment resources, material deliveries, and subcontractors. He directed construction means and methods, and communicated daily with the QA/QC inspection staff to schedule inspections, discuss work operations, and document new major work activities. As the on-site point of contact for the d-b team, Bill was responsible for communicating and coordinating with VDOT, Chesterfield County, permitting agencies, and adjacent property owners. Bill's focus on safety and accident prevention resulted in over 85,000 man-hours without a single recordable injury for the entire project. **Relevancy**: This is a VDOT D-B project that involved all similar responsibilities for design, QA/QC, permitting, environmental impact mitigation, public relations management, utility coordination, schedule, culvert/bridge construction over live stream, MOT and construction on/over active primary roadways to include new intersections. Bill directed and coordinated an extensive TMP, which he regularly modified to accommodate the construction progress without impacting local businesses and emergency response. Bill directed a significant utility coordination effort to protect a high-security fiber-optic transmission line for the Commonwealth of Virginia's data center. He worked closely with Virginia State Police and local law enforcement to ensure workers and drivers navigated safely throughout ever-changing construction zones. ***CCI worked with WSP on this project***. **Exceptional Performance**: Bill managed the design and accelerated construction of facets of construction to complete this project within a 14-month period. Chesterfield County needed the d-b team to adhere to the date of completion, which enabled the County to secure Amazon's commitment to construct a 1,000,000 SF distribution center adjacent to the project area. This project was presented at the ***2011 Governor's Transportation Conference*** and won the ***2013 DBIA National Transportation Merit Award***.

3) US Route 199 Widening Design-Build (PPTA) Project – James City County, VA
Curtis Contracting, Inc., Construction Manager (May 2004 – April 2006)
Owner: VDOT Hampton Roads District; Contact: Mr. Kevin Gregg, 804-524-6999

Responsibilities and Job Duties: Bill was responsible for managing the construction of multiple intersections for this three-mile, $32.4M D-B widening project. Bill served in a full-time capacity and was on the site every day managing construction of a 1,200 LF parallel bridge, 1,500 LF of concrete barrier wall, 300,000 CY of excavation, 45,000 tons of asphalt pavement, interchange improvements, and roadway relocation. Bill was responsible for day-to-day construction operations, QC, environmental compliance, public and worker safety, and monitoring the CPM schedule. Bill's daily duties included coordinating labor and equipment resources, monitoring material deliveries, overseeing subcontractor activities, and directing construction means and methods. He communicated daily with the QA/QC inspection staff to schedule inspections, discuss work operations, and to document new major work activities. As the d-b team's on-site point of contact, Bill communicated and coordinated with VDOT, James City County, permitting agencies, and impacted property owners. **Relevancy**: This is a VDOT D-B project in James City County that involved all similar responsibilities for design, QA/QC, ROW acquisitions, permitting, environmental impact mitigation, public relations management, utility coordination, schedule, bridge construction over live creek, MOT and construction on/over active primary roadways to include multiple intersection improvements. This project involved constructing multiple interchange modifications concurrently. Bill directed and coordinated an extensive TMP, which he regularly modified to accommodate construction progress without impacting local businesses and emergency response. Bill directed significant utility coordination and environmental protection efforts for tidal wetlands and waterways. He worked closely with Virginia State Police and local law enforcement to ensure workers and drivers were safe throughout the ever-changing construction zones. ***CCI worked with David Barnes (with another firm) on this project***. **Exceptional Performance**: As a Registered Professional Engineer, Bill was invaluable as a Construction Manager with the unique ability to communicate and assist in expeditiously resolving field issues relative to design and drainage. Bill offered sound engineering principles to address the bridging of unsuitable soils utilizing local materials and methods that allowed for uninterrupted progress throughout the project duration. In 2005, this project was cheered by VDOT's Transportation Commissioner, Mr. Phillip Shucet, as an example of successful design-build contracting in the early stages of the Innovative Procurement program. Bill's focus on safety and accident prevention resulted in over 150,000 man-hours without a single lost time injury. Bill coordinated an accelerated schedule to ensure project completion for the 2007 Jamestown 400-year anniversary celebration. Bill coordinated with NPS, Jamestown/Yorktown Foundation, City of Williamsburg, James City County, and VDOT to support the stakeholder's concerns about the project's impact on the anniversary preparation.

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **Woolridge Road in Chesterfield County / Construction Manager / Substantial Completion Fall 2019. He will complete this project prior to the start of construction for the Skiffes Creek Connector D-B Project.**



3.4.1 Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **I-295/Meadowville Road Interchange Improvements Design-Build** Location: **Chesterfield County, VA**	Name: **WSP USA Inc.**	Name of Client/ Owner: **VDOT** Phone: **804-674-2800** Project Manager: **Jeff Roby** Phone: **804-674-2800** Email: **Jeffrey.roby@vdot.virginia.gov**	**12/2011**	**11/2011** (One month ahead of schedule)	**$11,715**	**$11,820** (Overage due to additional concrete pavement replacement required by owner)	**$11,820**

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

Similar Scope Elements

- ✓ **VDOT Design-Build delivery**
- ✓ **Teamed with Lead Designer - WSP**
- ✓ **Environmental permitting, compliance and wetland mitigation**
- ✓ **Quality Assurance/Qualify Control Plan**
- ✓ **Innovative design and construction – avoidance of existing utilities**
- ✓ **Primary access for major industrial development area traffic**
- ✓ **Construction of a major commuter roadway under traffic**
- ✓ **Construction of signalized intersections**
- ✓ **Construction, relocation and protection of vital utilities**
- ✓ **Public relations efforts with local business/communities**
- ✓ **Drainage improvements/Major culvert extension**

Project Description: Curtis Contracting, Inc. (CCI) was awarded this VDOT design-build project in September, 2010. This fast-track project constructed a new interchange facility at Meadowville Rd. and I-295. The project also included widening 1.1 miles of Meadowville Rd., converting it from a two to a four-lane facility from North Kingston Ave. to Meadowville Lane. The half-mile section from North Kingston Ave. to the bridge over I-295 is a four-lane divided section with a raised median. Widening Meadowville Rd. also included making intersection improvements to North Kingston Ave. and adding turn lanes to increase capacity. The design included two signalized intersections at the interchange ramp termini along Meadowville Rd. The project area was in close proximity to a Chesterfield County fire and rescue facility. Construction activities were planned to ensure that emergency responders could utilize their normal response routes uninterrupted. Specific project elements included constructing four new ramps; widening from two to four lanes; coordinating and relocating major utilities; performing public outreach; obtaining wetland permitting; extending the major culvert; placing 23,000 tons of asphalt and 27,000 tons of aggregate base material; constructing stormwater management basins and systems; installation of guardrail; performing 120,000 CY of mass excavation; and performing 20,000 CY of borrow excavation.

Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship –

Tom Hawthorne, VDOT Richmond District Administrator: "thank you for the tremendous job you and your staff did…great example and success story…We are extremely pleased with the quality of the product that you delivered…our greatest appreciation was for your safety and environmental stewardship from beginning to end."

Chip Frazer, VDOT Richmond District Construction Manager: "Thank you for the tremendous job you and your team did in design, constructing and on time delivery…The Curtis Contracting Inc. Team was extremely professional and the quality of every phase of your work was beyond expectation…I cannot express how satisfied we are with the efficiency and quality of the work".

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction - CCI, along with their Quality Assurance Manager, developed, presented, submitted and received approval for a QA/QC Plan that met all the

- Developed and maintained Non-Conformance/Deficiency log
- Held all preparatory meetings prior to the start of work
- Maintained material notebooks and all required backup documentation
- Maintained project as-builts on the project site
- Maintained current document log to ensure that all office and field personnel had the most recently updated plans and specifications, to include RFI's and submittals
- Performed all onsite and offsite material testing
- Held weekly meetings with VDOT, IA, QAM, QA Staff, QC Staff – discussed schedule of work, inspection resources, hold points and reviewed any open deficiencies

Use of innovative design solutions and construction techniques that reduce future maintenance – Utilized a spray-on erosion control product (Flexterra) to stabilize a steep slope adjacent to Interstate 295. At the time, the Flexterra product was in its experimental stage. This product ultimately provided an accelerated stabilization of the soils and limited slope failure and erosion.

Chesterfield County owned a 30" waterline that ran parallel to the project area. The CCI D-B team redesigned roadway improvements to avoid relocating the waterline.

Rubblized the existing concrete pavement and utilized this material in conjunction with geotextile fabric to bridge across unstable subgrades within the proposed ramps. This construction idea provided a more stable subgrade fill to minimize future settlement.

Worked with Chesterfield County Economic Development Authority to utilize and improve an adjoining piece of property as the primary borrow source for the project. Utilization of this borrow location greatly reduced over the highway trucking and minimized the wear on new and existing pavement surfaces.

Utilized a deeper than required open graded subgrade bedding for all box culvert installations to prevent future settlement.

Utilized full depth asphalt in many widening areas, rather than a combination of aggregate base and asphalt, to minimize potential future settlement.

Over excavated Stormwater Management Basins to ensure that they would have maximum design capacity throughout the construction project and for years thereafter.

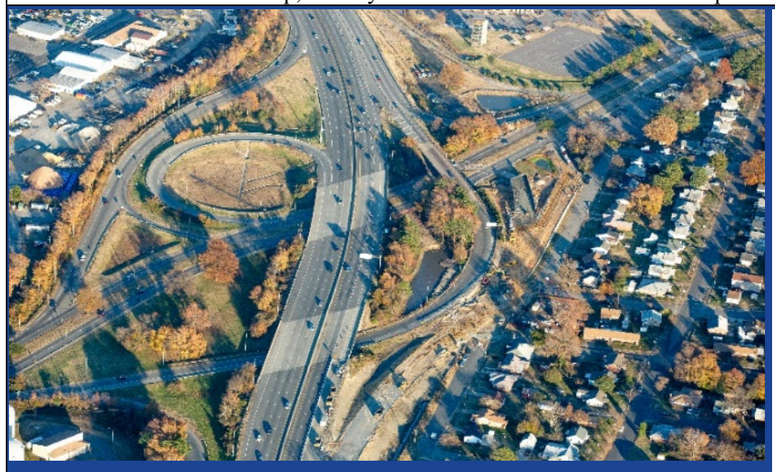
ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **I-264 Widening/MLK Extension Design-Build** Location: **City of Portsmouth, VA**	Name: **WSP USA Inc.**	Name of Client/Owner: **SKW Constructors** Phone: **757-673-9487** Project Manager: **Wade Watson** Phone: **757-673-9487** Email: **wade.watson@skanska.com**	**10/2016**	**10/2016**	**$45,450**	**$46,753** (Overage due to owner requested additional work)	**$46,753**

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



Similar Scope Elements

- ✓ **Construction of new bridges over active railroad and roadways**
- ✓ **QA/QC for DB projects**
- ✓ **Construction beneath high voltage Dominion Energy lines**
- ✓ **Utility Protection and Relocation**
- ✓ **Challenges with construction access and adjacent property owners**
- ✓ **Intersection improvements**
- ✓ **Traffic Signalization and ITS systems**
- ✓ **Drainage/Waterway Improvements and Protection**
- ✓ **Environmental controls to include multiple stormwater management basins**
- ✓ **Mass Excavation and fill placement**

Project Description: Curtis Contracting, Inc. (CCI) was awarded Contract A of the Martin Luther King Expressway extension in August, 2013. This project, a substantial part of the $2.1 billion Elizabeth Rivers Crossing project, constructed multiple interchanges, intersections, ramps and bridge structures. CCI coordinated with contractors working at adjacent sites to perform widening work along I-264, which is an extremely congested route for commuters and truck traffic. CCI performed modifications to incorporate the interchanges that connect I-264 to other secondary routes, including Frederick Boulevard, Portsmouth Boulevard and Des Moines Avenue.

CCI was challenged to establish access routes to construct this new and expanded roadway footprint around existing businesses, residences, existing roadways, and environmental and cultural resources. Each element of the project required CCI to plan the construction approach within the construction easements. The plan also had to facilitate material and equipment delivery. CCI performed vibration monitoring, dust control, and off-hour noise mitigation to alleviate impacts to adjacent residences and businesses.

CCI exceeded the project DBE participation requirement of 35%. Even though VDOT increased the scope of the project, CCI delivered this project ahead of schedule.

Dedication to and successful achievement of:
Environmental Compliance -

- Conducting operations in ways that safeguard and even improve the environment, which led to being honored with the Virginia Governor's Environmental Excellence Award and other key environmental honors
- CCI maintained a dedicated erosion and sediment control crew to inspect, repair and install E&S controls on a daily basis
- This project was under high scrutiny by DEQ for compliance for offsite water quality. All stormwater leaving the project limits was monitored to ensure that levels of pollutants were within tolerance
- The project was adjacent to an historic cemetery. Care was taken to avoid any impact to the property

Safety -

- *Engineering News-Record (ENR)* magazine named the Elizabeth River Tunnels Project as its national Project of the Year – Excellence Award in Safety
- CCI's focus on safety enabled us and our subcontractors to complete over 380,000 man hours without a single recordable injury
- Construction work plans were completed before each work activity to identify hazards and controls related to the task
- CCI attended weekly safety meetings with the prime contractor, owner's representative and other subcontractors to discuss safety issues and implement improvements based upon lessons learned

Quality and Workmanship - *The project won the ENR 2017 Project of the Year Award.*

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction - CCI, along with the Quality Assurance Manager, performed all work within the guidelines of the VDOT DB QA/QC Manual.

- Managed deficiencies with a Non-Conformance/Deficiency log
- Held all preparatory meetings prior to the start of work
- Maintained documentation necessary for the project material notebooks
- Maintained project as-builts on the project site
- Maintained current document log to ensure that all office and field personnel had the most recently updated plans and specifications, to include RFI's and submittals
- Coordinated all onsite and offsite material testing
- Held weekly meetings with VDOT, IA, QAM, QA Staff, QC Staff – discussed schedule of work, inspection resources, hold points and reviewed any open deficiencies

Use of innovative design solutions and construction techniques that reduce future maintenance – Utilized EPS foam and lightweight aggregate within MSE fill zones to reduce potential long term settlement; Utilized full depth asphalt in many widening areas, rather than a combination of aggregate base and asphalt, to minimize potential future settlement; Over excavated Stormwater Management Basins to ensure that they would have maximum design capacity throughout the construction project and for years thereafter; Placed surcharge on multiple bridge abutments to consolidate the underlying subgrade; Designed and installed splash blocks to control slope erosion in areas of bridge scupper outfall; Eliminated grassed median in confined gore area and placed hard surface paving to eliminate erosion and maintenance.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **US Route 199 Segments 1B, 3, 4 Design-Build (PPTA)** Location: **James City County, VA**	Name: **Wilbur Smith Associates**	Name of Client/ Owner: **VDOT** Phone: **757-253-5069** Project Manager: **David Black** Phone: **757-253-5069** Email: **david.black@vdot.virginia.gov**	**2005 (1B)** **2005 (3)** **2005 (4)**	**2004 (1B)** **2005 (3)** **2004 (4)**	**$32,400**	**$32,400**	**$32,400**

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Similar Scope Elements

- ✓ **VDOT Design-Build delivery**
- ✓ **Teamed with Design Manager David Barnes, PE**
- ✓ **Environmental permitting, compliance and wetland mitigation**
- ✓ **Quality Assurance/Quality Control Plan**
- ✓ **Innovative design and construction – avoidance of existing utilities**
- ✓ **Construction, relocation and protection of vital utilities**
- ✓ **Construction of a major commuter roadway under traffic**
- ✓ **Construction of multiple signalized intersections**
- ✓ **Extensive public relations efforts with local businesses and residents**
- ✓ **Bridge construction over wetland**

Project Description: 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 VDOT to expand the US Route 199 corridor from two lanes to four lanes with a divided median for approximately three miles. The D-B 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 absorptive concrete barrier wall, 300,000 cubic yards of excavation, 45,000 tons of asphalt pavement, signal and 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 construction of six new lane miles, along with the rehabilitation and improvements of the existing six lane miles and interchange improvements, required exact planning and phased design and construction in order to achieve the aggressive schedule for a project of this length and magnitude.

Dedication to and successful achievement of:

Environmental Compliance - 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.

"I would be remiss if I did not point out that our greatest appreciation was for your environmental stewardship from beginning to end. I was delighted to have had the opportunity to be present when you were awarded the 2006 Environmental Award for Contractor of the Year" Sandy Wanner – James City County Administrator

Safety -

- CCI's focus on safety enabled us to complete all work, to include over 150,000 man hours, without a single recordable injury
- Construction work plans were completed before each work activity to identify hazards and controls related to the task
- CCI attended weekly safety meetings with the prime contractor, owner's representative and other subcontractors to discuss safety issues and implement improvements based upon lessons learned

Quality and Workmanship -

"The Curtis Contracting team's professionalism and attention to every small detail were paramount to the success of this project. It was a pleasure to see the significant change in progress from week to week and to receive such positive feedback in the reports from my staff involved." Sandy Wanner – James City County Administrator

"I want to thank you and the other members of your team for the work the Jamestown 2007 Corridor Contractors performed in delivering this quality project to our customers on-budget and early on all phases of construction." David A. Steele, PE – VDOT Peninsula Area Construction Engineer

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction - CCI, along with their Quality Assurance Manager (QAM), developed, presented, submitted and received approval for a QA/QC Plan that met all the requirements of the VDOT DB QA/QC Manual.

- Developed and maintained Non-Conformance/Deficiency log
- Held all preparatory meetings prior to the start of work
- Maintained material notebooks and all required backup documentation
- Maintained project as-builts on the project site
- Maintained current document log to ensure that all office and field personnel had the most recently updated plans and specifications, to include RFI's and submittals
- Performed all onsite and offsite material testing
- Held weekly meetings with VDOT, IA, QAM, QA Staff, QC Staff – discussed schedule of work, inspection resources, hold points and reviewed any open deficiencies

Use of innovative design solutions and construction techniques that reduce future maintenance – 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 while also minimizing any long term settlement below subgrade, which would result in a failing roadway section or create future maintenance issues. Confident in our ability, the Team further reinforced our commitment by enhancing the value of our proposal and agreeing to an extended seven (7) year warranty that included specific details concerning any settlement if it should occur. To date, the design and construction quality have produced a roadway that is performing tremendously under load and without any issues of settlement.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Route 60 Widening (Midlothian Turnpike) Design-Build** Location: **Chesterfield County, VA**	Name: **Curtis Contracting, Inc.**	Name of Client: **Chesterfield County** Phone: **804-749-1037** Project Manager: **Jesse Smith** Phone: **804-749-1037** Email: **SmithJW@chesterfield.gov**	**09/2015**	**06/2016**	**$10,000**	**$8,450**	**$939**

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Similar Scope Elements

- ✓ **Innovative Design Solutions**
- ✓ **Environmental Compliance**
- ✓ **Effective QA/QC**
- ✓ **Bridge over environmentally sensitive area**
- ✓ **Design-Build**
- ✓ **Right of way acquisitions**
- ✓ **Dominion Energy Transmission Lines**
- ✓ **Gas Transmission Lines**
- ✓ **Hazmat Surveys**
- ✓ **Reduced Maintenance Costs**
- ✓ **Stormwater management facilities that outfall into an environmentally sensitive area**
- ✓ **Roadway**
- ✓ **Utility coordination and adjustments**

Firm's Role: **Lead Designer**
Office Location where work was performed: **WSP's Virginia Beach office**

Project Narrative: WSP designed improvements to Route 60, Midlothian Turnpike, in Chesterfield County between Alverser Drive (Route 727) and Old Buckingham Road (Route 677), a distance of approximately 1.25 miles. The project involved widening Midlothian Turnpike from four to six lanes and included roadway and bridge widening, right-of-way acquisition, utility relocation, traffic signal upgrades, and addition of turn lanes. The project was locally-administered by Chesterfield County using VDOT revenue sharing funds, and was completed on a fast-track, Design-Build, schedule in order to address traffic safety and congestion issues, as well as to support economic development within the corridor. The design included the overlay and widening of Midlothian Turnpike to provide three through lanes in each direction. Once completed, this urban principal arterial includes a variable width raised median, and dual eastbound left turn lanes from Midlothian Turnpike into the Stonehenge Village Shopping center. The project requirements included traffic signal modifications, Signal Timing Models and phasing reports. WSP calculated the clearance intervals and prepared signal timing models for the temporary signal at Walmart Way. Signal timings included outgoing truck traffic generated from construction of a new Wegman's grocery store in the Stonehenge Village Shopping Center. Analysis of the intersection delays included the dual left turn lane, and the removal of the SBR overlap to allow U-turns on eastbound Route 60. WSP prepared a TMP in accordance with VDOT requirements for all the improvements that were staged in order to maintain two eastbound travel lanes on Route 60 at all times.

The project also included widening of the bridge structure carrying eastbound Route 60 over Falling Creek and extension of the two-cell box culvert carrying westbound Route 60. The eastbound bridge widening, which was designed to meet all necessary functional and operational requirements, resulted in a single continuous unit, utilizing jointless bridge design details. This enhancement will reduce long-term maintenance costs for VDOT and the County.

Dedication to and successful achievement of:

Environmental compliance - The design team environmental compliance was led by Adam Meurer with ECS. Adam consulted with agencies as the design needs exceeded the initial NEPA limits to ensure that the all environmental agreements with respect to the 4(f) de minus findings were met. Following a major tropical storm event, CCI coordinated with the DEQ and county environmental managers to clean up and restore an adjoining wetland which was impacted.

Safety- CCI crews and their subcontractors performed over 40,000 man-hours of work without a single recordable accident or injury. CCI and their Public Relations POC held numerous meetings with the local residents and business owners to educate and inform all parties of work activity and traffic alignment changes in an effort to ensure safe travel throughout the work zone.

Quality and Workmanship - Throughout the project, the CCI Team received accolades for their quality from the Chesterfield Department of Transportation as well as VDOT. This project included multiple tie ins to existing roadways and structures. Our experienced Construction Manager, Bill Richards, PE, was able to identify areas where proposed modifications would impact existing drainage or other grade conditions. Bill's ability as an Engineer to communicate the issues to our design partner, as well as offer proposed solutions, was instrumental in ensuring an expeditious and quality resolution to keep the project on track for an on-time completion.

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction - The QA/QC plan identified key plan reviewers who had design-build experience and were subject matter experts so that reviews added value to the project. The most important aspect of maintaining an effective QA/QC plan was ensuring the established process was followed by the reviewers and the design team. Backchecking plans and documents to verify that review comments have been incorporated and adequately addressed was performed for each discipline including subconsultants. Design leads, reviewers, and each designer were all involved in this process supervised by the Design Quality Manager.

Use of innovative design solutions and construction techniques that reduce future maintenance – Asphalt pavement was placed behind the concrete barrier on the WB lanes due to the steep slopes and narrow bench used to reduce wetland impacts. This eliminated the need for mowing/weed removal behind the barrier. During construction, additional material that would have been hauled off-site was used to flatten design slopes within the right-of-way to reduce potential erosion and riling that would require future slope work. The design included a 300-foot section of raised concrete median at the Alverser Road intersection to mitigate the impacts of the grade difference between the eastbound turn lanes and west bound travel lanes. This design feature prevents sediment from collecting on the road as it had before the project and eliminates the need for mowing this narrow section by hand.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-264 Widening/MLK Extension Design-Build** Location: **Portsmouth and Norfolk, VA**	Name: **SKW Constructors (A Skanska led joint- venture)**	Name of Client: **VDOT** Phone: **757-396-6581** Project Manager: **Brad Weidenhammer, PE** Phone: **757-396-6581** Email:**bradley.weidenhammer@vdot.virginia.gov**	**01/2012**	**03/2017**	**$250,000**	**$250,000 (estimated)**	**$12,000**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Similar Scope Elements

- ✓ **Design Build**
- ✓ **Roadway Design**
- ✓ **Survey**
- ✓ **Structure and Bridge**
- ✓ **Environmental**
- ✓ **Geotechnical**
- ✓ **Hydraulics**
- ✓ **Traffic Control Devices**
- ✓ **TMP**
- ✓ **ROW**
- ✓ **Utilities**
- ✓ **Public Involvement/Relations**
- ✓ **QA/QC**
- ✓ **Railroad Coordination**
- ✓ **CEI**
- ✓ **Project Management**

Firm's Role: Lead Designer
Office Location where work was performed: WSP's Virginia Beach office

Project Narrative: WSP teamed with CCI (responsible for a portion of this project) as the Lead Designer and delivered final construction plans for the widening and modifications to I-264 and the MLK Extension (a new one mile elevated freeway) over urban Portsmouth, Virginia. WSP performed major components of the design effort including: widening of I-264 including asphalt overlays at tie-ins; Ramp EN geometrics; new Ramp EN structure over US 17; preparation of the TMP and multi-jurisdictional detours; coordination with Skanska's right-of-way acquisition consultant; utility coordination and relocation; stormwater system modeling and stormwater basin design for all 11 basins; coordination with CSX and N&PBL Railroad; and layout design and specifications for three new noise barriers in accordance with the approved NADR prepared by WSP. Specific scope elements of the overall Project included:

- Railroad Coordination: This project involved significant coordination with railroad stakeholders. For the I-264 project, coordination occurred with both CSX and the N&PBL railroad. The project included coordination with CSX since the MLK mainline bridge structure crosses CSX's Portsmouth yard and impacted Vulcan Materials (a CSX lessee) operations. Finally, the project impacted multiple crossings of N&PBL including a widening of an existing bridge over N&PBL, a new bridge over N&PBL, relocation of a City 20" waterline under N&PBL, and installation of a new 16" waterline at an at-grade crossing of N&PBL.
- Limiting Impacts to Traffic: WSP developed a Transportation Management Plan (TMP) as a "living document" for this multi-phased project. As such, components of the TMP were released in advance of specific construction components, to facilitate the overall project schedule. Disruptions to I-264 traffic were generally limited to temporary closures for placing superstructure elements over the existing roadway. During construction, MOT and detours were closely coordinated with the City of Portsmouth and VDOT to minimize impacts.
- Right-of-Way: WSP worked closely with SKW and the Right-of-Way (ROW) acquisition consultant to facilitate ROW acquisition. On several occasions, plan changes were incorporated to either eliminate or reduce right-of-way impacts, which reduced VDOT's acquisition cost and facilitated owner approval of the acquisition. ROW acquisition was completed in accordance with VDOT's ROW Manual and all applicable state and federal laws and regulations.
- Community Interaction: The project traverses above/through a developed area of Portsmouth, requiring close coordination with the City to relocate local utilities, close and relocate local streets maintain access to properties along the project route, and coordinate with both CSXT and N&PBL for bridge crossings.

Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship – As Lead Designer, WSP was responsible for the preparation of permit applications and SWPPP preparation for construction activities. The Design-Builder won numerous environmental awards for environmental excellence in implementing the permit requirements and mitigation. WSP field activities were under the Design-Builder's robust Project Safety Plan, resulting in minimal safety issues and a project safety award from ENR. Finally, as Lead Designer, WSP was responsible for reviewing and approving corrective actions for all construction Non-Conformance Reports, assuring that final project workmanship met VDOT requirements.

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction – WSP was responsible for developing and implementing the Design Quality Management Plan for the Project. This robust quality system included the use of formal checklists developed from Project Technical Requirements and a formal certification process for all design deliverables. As noted above, as Lead Designer, WSP had formal responsibility for approving all Non-Conformance Reports, assuring that the final project workmanship met VDOT requirements.

Use of innovative design solutions and construction techniques that reduce future maintenance - WSP worked closely with the Design-Builder to develop cost-effective and low risk solutions for ground improvements. Specifically, the Project included the use of lightweight fill, EPS embankments, and surcharging at specific locations to minimize the potential for long-term settlement. The project also included architectural panels, obelisks, and aesthetic stormwater pond treatments (requested by the City of Portsmouth). The use of EPS embankments involved special details to avoid the placement of drainage collection structures within the EPS embankment material.

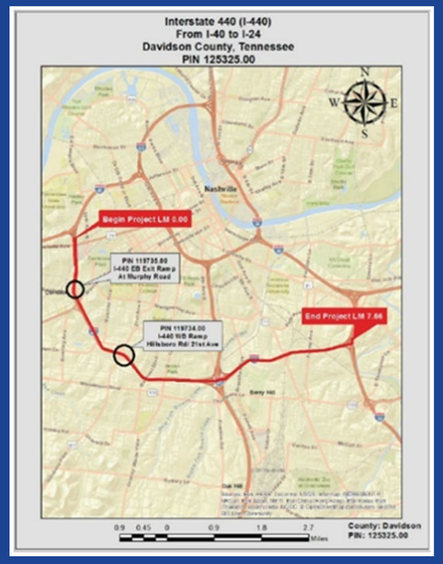
ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-440 Widening Design-Build** Location: **Davidson County, Tennessee**	Name: **Kiewit**	Name of Client: **TDOT Construction Division** Phone: **615-532-7522** Project Manager: **Lia O'Baid** Phone: **615-532-7522** Email: **lia.obaid@tn.gov**	**12/2018**	**07/2020 (Estimated)**	**$152,000**	**$152,000**	**$8,000**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



Similar Scope Elements

- ✓ **Design Build**
- ✓ **Roadway**
- ✓ **Survey**
- ✓ **Structure and Bridge**
- ✓ **Environmental**
- ✓ **Geotechnical**
- ✓ **Hydraulics**
- ✓ **Traffic Control Devices**
- ✓ **TMP**
- ✓ **Utilities**
- ✓ **Public Involvement/Relations**
- ✓ **QA/QC**
- ✓ **Railroad Coordination**
- ✓ **Project Management**

Firm's Role: Lead Designer
Office Location where work was performed: WSP's Richmond, VA and Nashville, TN offices

Project Narrative: As lead designer, WSP is responsible for roadway design, structures design (including the widening of three bridges, deck repair for an additional four locations, retaining walls, and noise wall replacement and repairs), drainage, lighting, ITS/traffic/signals, MOT design, design management, public involvement oversite, utility coordination oversite, environmental/CPESC/permitting oversight, and subconsultant oversight. This I-440 Design-Build project is a full reconstruction of I-440 from the I-40 junction to the I-24 junction approximately 7.5 miles in length. Specific elements include:

- Replacing existing concrete pavement with asphalt pavement for the entire mainline alignment.
- Adding a lane in each direction by removing a center raised median.
- Widening three bridge locations with one bridge being the 4th level complex bridge spanning I-65 and CSXT Railroad.
- Additional work includes drainage, rockfall mitigation, bridge deck repair, noise wall repair, lighting, ITS, signage, and ramp repairs.
- Railroad Coordination with CSX Transportation.

Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship – WSP developed a two-phase MOT scheme for the project to minimize traffic shifts through the project corridor and shorten the construction duration for the project. This helps minimize risk to the traveling public and workers in the construction zones. WSP also developed a comprehensive four-stage Erosion Prevention and Sediment Control plan to protect environmentally sensitive areas from project run-off.

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction - WPS has standard Business Management Systems that were implemented on this project to ensure production of consistent, high quality plan deliverables. Design calculations were completed and then checked by an independent engineer. Plans were developed based on the design calculations and roadway geometrics by the originator. Once complete, the plans went to the contractor for constructability review and an independent engineer completed a thorough QC check of the drawings with appropriate marks indicating what was correct and what needed to be revised. Once revisions were made, the design plan packages went through another round of QC with a final verification that all necessary plan revisions were completed and correct. This process was followed for all plan package submittals to TDOT and resulted in accurate development of the construction documents to obtain NTP ahead of project schedule. During construction, Kiewit and WSP have coordinated to address any field-related issues as they arise to keep the project on schedule.

Use of innovative design solutions and construction techniques that reduce future maintenance – For structures shorter in length, thermal expansion and contraction can be accommodated by utilizing fully integral abutments. This type of detail eliminates the expansion joint at the abutment thus protecting the bearing and beam end from damage due to water intrusion. Two of the bridges on this project utilized this methodology. A thin epoxy overlay is being utilized on new and existing bridge decks to enhance the long term durability. Our design increased the clear concrete cover to the reinforcing steel to minimize rebar corrosion in piers. Also, as an alternative to complete removal and reconstruction of the pavement along the corridor, the existing concrete slabs are being rubblized in-place and used as a base course for the new flexible asphalt pavement. Using rubblization to recycle and reuse the existing concrete slabs maintains the integrity of the subgrade soils and allows for an increased confidence of the pavement design by using FWD-measured values of existing pavement subgrade strengths.

Curtis Contracting, Inc.

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