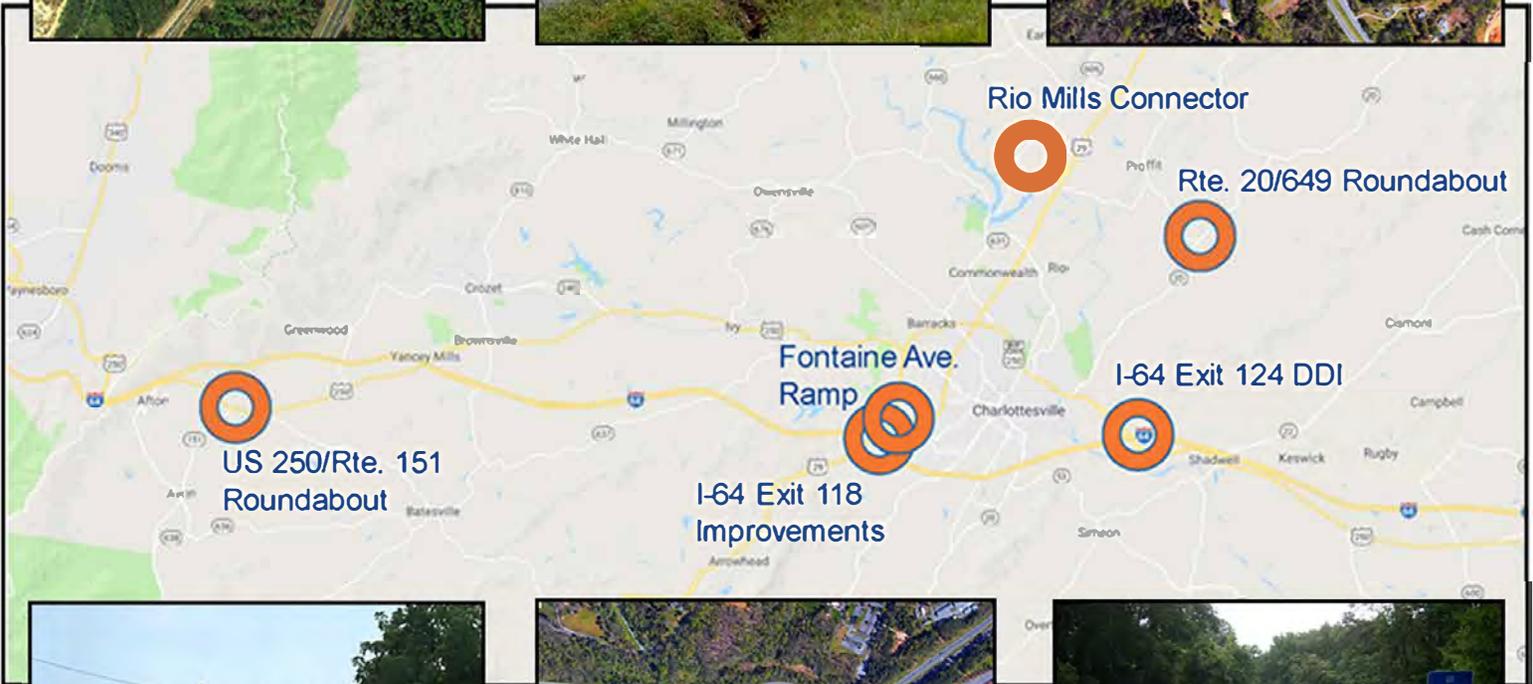


A Design-Build Project, Albemarle Intersection Bundling Albemarle County, VA

Contract ID Number: C00111814DB103



Submitted To



August 21, 2018

Submitted By



**CHEMUNG
CONTRACTING
CORPORATION**
A DaVymples Company

in association with **VOLKERT**

3.2 | Letter of Submittal



August 21, 2018

Bryan W. Stevenson, P.E., DBIA
Alternative Project Delivery Division
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/ Statement of Qualifications
Albemarle Intersection Bundling,
A Design- Build Project
Contract ID Number: C00111814DB103

Dear Mr. Stevenson,

Chemung Contracting Corporation (CCC) is pleased to submit our Statement of Qualifications for the Albemarle Intersection Bundling Design-Build Project. CCC has assembled a strong and efficient team of highly qualified professionals with exceptional expertise to successfully meet the goals and objectives of this project and each of its elements – 6 distinct intersections. The CCC team understands the Risks of this project; we have established innovative mitigation strategies for these risks; and, we are committed to delivering VDOT, Albemarle County, local citizens, and stakeholders a quality project that will improve mobility for local and regional roadway users into the future.

3.2.1/3.2.2 Authorized Representative/Point of Contact
Billy Myers, DBIA

10496 Quarry Dr., P.O. Box 12 | Mitchells, VA 22729
P: 540.829.7203 | F: 540.829.5593
Email: bmyers@dalholding.com

3.2.3 Principal Officer Information
Edward C. Dalrymple, Jr., President

10496 Quarry Dr., P.O. Box 12 | Mitchells, VA 22729
P: 540.829.7203 | F: 540.829.5593
Email: edalrymple@dalholding.com

3.2.4 Offeror's Structure, Financial Responsibility & Bonding Approach. CCC is a registered Corporation in the Commonwealth of Virginia and will take financial responsibility for the project; we have no liability limitations. A single 100% performance bond and 100% payment bond shall be provided for the total Design-Build contract value.

3.2.5 Full Legal Name of Lead Contractor is Chemung Contracting Corporation; **Lead Designer** is Volkert, Inc.

3.2.6 Affiliated & Subsidiary Companies. The full legal name and address of all affiliated and/or subsidiary companies are provided on *Attachment 3.2.6* form in the Appendix.

3.2.7 Certificates Regarding Debarment. Certificates Regarding Debarment for the upper tier firm (Attachment 3.2.7 (a)) and the lower tier firms (Attachment 3.2.7 (b)) are included in the Appendix.

3.2.8 VDOT Prequalification Certifications. CCC's VDOT prequalification number is **C224**, and our status is active and in good standing; the prequalification and certifications are included in the Appendix.

3.2.9 Evidence of Obtaining Bonding. Evidence of a letter of surety is found in the Appendix stating CCC is capable of obtaining a performance and payment bond based on the current estimated design build contract value referenced. This bond will cover the project and any warranty period.

3.2.10 Compliance with Laws & Required Registration. Current SCC Certificates, DPOR licenses, and staff licenses are included in the Appendix.

3.2.11 DBE Commitment. CCC is committed to meeting or exceeding the 9% DBE participation goal for the entire contract value.

We look forward to continuing our existing excellent partnership with VDOT staff to deliver this project safely, ahead of schedule, and within VDOT's budget.

Respectfully,

Edward C. Dalrymple, Jr., President
Chemung Contracting Corporation

3.3 Offeror's Team Structure

3.3 OFFEROR’S TEAM STRUCTURE

Chemung Contracting Corporation (CCC) will serve as the Lead Contractor of the Design-Build Team for the *Albemarle Intersection Bundling*. CCC’s role will include managing the entire project, supervising construction and self-performing all major work Elements. CCC is one of a few contractors proximate to Albemarle County with both paving and aggregate services.

Our Lead Designer, Volkert, Inc. (Volkert) will be responsible for coordinating all design disciplines and will oversee all design activities and in addition will lead the design of *I-64 Exit 124 Interchange; I-64 Exist 118 Partial Cloverfield Modification; and Rio Mills Road & Berkmar Drive Connector*.

The CCC Team is structured with two design teams with a dedicated designer assigned to three Elements apiece and managed by one project-wide D-B Team to support simultaneous Element(s) design and collaborative construction sequencing to meet the fast track schedule for the overall project.

In order to meet the Project’s aggressive schedule while maintaining the highest level of quality, we have enhanced our Team’s depth of experience and resources by adding the following major subconsultant, Whitney, Bailey, Cox & Magnani, LLC (WBCM), who will develop the design of *Fontaine Avenue Ramp Improvements; Route 20 & Route 649 Roundabout; and Route 250 & Route 151 Roundabout*.

Both Volkert and WBCM with the specialty firms designated below will provide project-wide positions as well as lead specific design teams as also indicated on the organizational chart. The CCC Team members have worked together on numerous projects throughout the region and have developed a dynamic synergy that will provide VDOT tremendous value on this project. Firms have been carefully selected who are familiar with the Albemarle cultural and geographic environments to successfully deliver the six Elements that comprise this DB Project.

FIRM

MAJOR ROLE ON THIS CONTRACT



Chemung Contracting Corporation

Offeror/Lead Contractor: DBPM; Project Management; Coordinating with VDOT;
CM: Performing Majority of Construction; Supervising Subcontractor Activities



Lead Designer: DM; Design QA/QC; Roadway, Structural, Drainage, SWM and Utilities Engineering; Landscape Architecture; Traffic Design; TMP & MOT
QAM



Whitney, Bailey, Cox & Magnani, LLC

Major Subconsultant Designer; Design QA/QC; Roadway, Structural, Drainage, SWM & Utilities Engineering; Landscape Architecture; Traffic Design; TMP & MOT



Dialogue + Design Associates, LLC

Public Engagement and Involvement
Stakeholder Relations

PROJECT-WIDE (ALL ELEMENTS) SUPPORT SERVICES



ATCS, P.L.C.
Environmental Engineering & Permitting



Dovetail Cultural Resource Group, Inc.
Cultural Resources

3.3 | Offeror's Team Structure



Underhill Engineering, LLC
Geotechnical Engineering



Precision Measurements, Inc.
Survey Services



Edwards Utility Mapping Corp.
Utility Designation



CES Consulting, LLC
Utility Coordination



Diversified Property Services, Inc.
ROW Services



Froehling & Robertson, Inc.
QC Management & QC Inspection

3.3.1 Identification & Qualification of Key Personnel

CCC has assembled a team of highly-qualified and experienced individuals and structured them accordingly for optimal performance. These key staff and design firms have a history of success on similar projects, are intimately familiar with executing design-build projects, and are ready to begin immediately. Our Key Personnel offer extensive road and interchange design and construction experience delivering projects in the region to VDOT standards. **The CCC Team, including key personnel, will remain intact for the duration of the contract providing consistent leadership through successful delivery of the six Elements of this contract.** Our Key Personnel have noteworthy experience on transportation projects similar to their roles on this *Albemarle Intersection Bundling D-B* project. Their detailed qualifications and experience can be found in their resumes in Attachment 3.3.1.

| KEY PERSONNEL | REPORTING RELATIONSHIPS |
|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Billy Myers, DBIA Design Build Project Manager | Reports to VDOT Manages DM, CM, QAM, PR Manager |
| Ben Lineberry, PE Quality Assurance Manager | Reports to the DBPM Lines of communication to VDOT, CM, QC Manager, |
| Mark Burris, PE Design Manager | Reports to the DBPM Lines of communication to VDOT, CM, Design QA/QC, Manages Design Teams (2), Design Support Services, Design QA/QC |
| David Bradeson, PE Construction Manager | Reports to the DBPM Lines of communication to VDOT, DM, QC Manager, QAM; Manages all subcontractors and suppliers. |
| *Ty Lee, PE *Steve Udzenski, PE Design Team Leads | Reports to the DM Lines of communication to respective design disciplines |

*While not specifically designated as Key Personnel, these two design engineers will manage two design teams that will each develop the design of three respective Elements; this management approach provides the optimum structure for simultaneous design [and construction] of the multiple Elements.

3.3.2 Organizational Chart

The CCC Team Organizational Chart on the following page identifies Key Personnel members and depicts the reporting structure of the team and those personnel who will coordinate with each other integrating design and construction activities relative to respective disciplines on each of the six Project Elements. Our team's organizational chart illustrates the interconnection and collaborative relationships

3.3 | Offeror's Team Structure

among our design teams (2) and shared supporting disciplines cohesively bound through the Design Manager and the construction team. Solid lines identify the direct lines of reporting relationships of our team members from the DBPM to the Design, Construction, and QA teams. Dashed lines represent indirect reporting relationships and obligations and communications to the DBPM and team members.

Our **DBPM** is responsible for the overall success of the Project. He will maintain constant communication with VDOT. He is supported by our **Design Manager (DM)** and **Construction Manager (CM)** who will perform the work according to the contract documents. The DM and CM will ensure each Element Design Team has the necessary resources to perform their roles, including the support from the project-wide positions.

Design Team Leads working directly with/reporting to the **DM** will make sure that what is designed for each Element is constructible and meets VDOT's needs for this project. Most importantly, the DM will oversee the coordination between the design Elements from both a design and construction perspective. The **DM**, with assistance from the assigned project-wide support staff, will work with the **Design Team Leads** to ensure compliance with VDOT Policies and Procedures and contract requirements. They will also be responsible for consistency in detailing and plan development among the Elements. All submittals to VDOT will be reviewed by these individuals as part of the inter-disciplinary review process. The **DM**, in concert with the **Design Team Leads**, will ensure that resources within respective disciplines are assigned appropriately and adjust, as necessary, to meet the project schedule.

Other project-wide design staff (**Environmental, Permitting, Cultural Resources, Geotechnical, Landscape Architecture, Survey, Utilities, and ROW**) and construction staff (**Safety, E&S, Utilities, MOT, and Environmental**) will work alongside the Key Personnel and Design Team Leads to ensure consistency with detailing and plan development among the Elements; they will interact with their counterparts within the Elements throughout the life cycle of the overall Project.

The **QAM** (no contractual relationship with the QC firm and no involvement in construction operations) will be responsible for the overall Quality Assurance program and will be supported by **QA Inspectors** who will be assigned to respective Project Elements. A clear and independent separation of QA and QC for construction activities has also been shown. Separate AMRL-certified QA and QC labs will be used. Our quality (both QA and QC) staff's responsibilities go beyond keeping records and testing materials. Their roles include the traditional duties of a VDOT inspector and providing definitive direction to address non-compliance/non-conformance. Our goal regarding QA/QC is to minimize or eliminate non-compliance issues prior to their occurrence. Furthermore, the reporting structure for quality assurance shows a clear separation from the construction quality control and field/laboratory testing duties.

The organizational chart also includes VDOT, third-party stakeholders, permitting agencies and utilities - all integral partners in the successful delivery of the contract. We recognize the importance of inclusivity of the groups throughout development of the project Elements. Thus, the CCC Team includes **Public Involvement, Permitting and Utilities Coordination Managers**. Existing relationships we have with many of the third-party stakeholders, permitting agencies and numerous utility companies involved will contribute to an expeditious successful delivery.

DESIGN & CONSTRUCTION TEAM INTERACTION

The CCC Team structure integrates the design, construction, QA/QC, ROW, utility, permitting, safety, third party coordination, and public relations disciplines into a united, cohesive team effort from the onset of contract award through delivery. Regular team meetings promote issue discussion and resolution both internally and externally. Open, frequent communications promote collaboration, which helps to expedite each Element delivery and minimizes non-conformance issues. Designers and constructors both will play an integral role in constructability reviews and field changes (as necessary); constructors will be participating with designers during the design phase and these same designers will stay unified with the constructors until final delivery.



PRELIMINARY STAKEHOLDERS

City of Charlottesville | Albemarle County | Pantops Community Advisory Committee (county appointed) | Ashcroft Community | Martha Jefferson Hospital | University of Virginia | Charlottesville Area Transit (CAT) Advisory Board | Thomas Jefferson Planning District Commission | Citizens Transportation Advisory Committee Meeting | Rural Transportation Advisory Committee | Charlottesville-Albemarle Metropolitan Planning Organization | Charlottesville Area Transit | City of Charlottesville Bike & Pedestrian Advisory Committee | Bike Charlottesville | Crozet Community Advisory Committee | Interested community members

Utilities | Permitting Agencies

DESIGN-BUILD PROJECT MANAGER
Billy Myers, DBIA ¹

PUBLIC INVOLVEMENT MANAGER
Christine Gyovai, MUEP ⁴

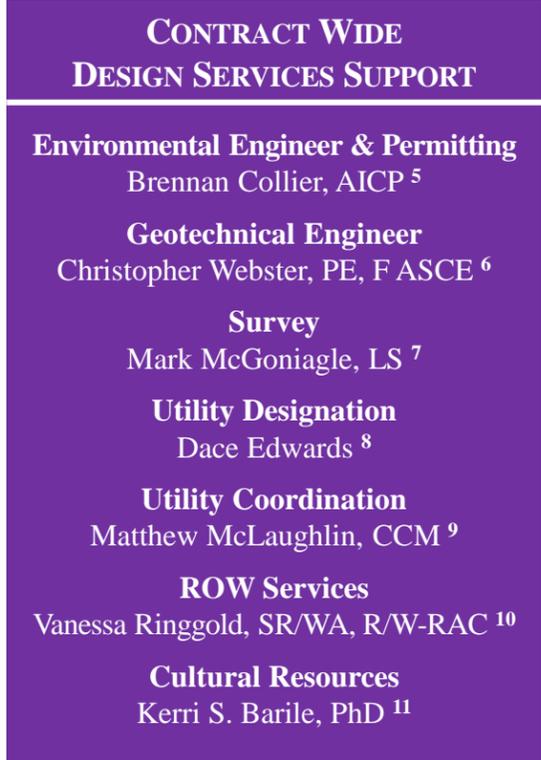
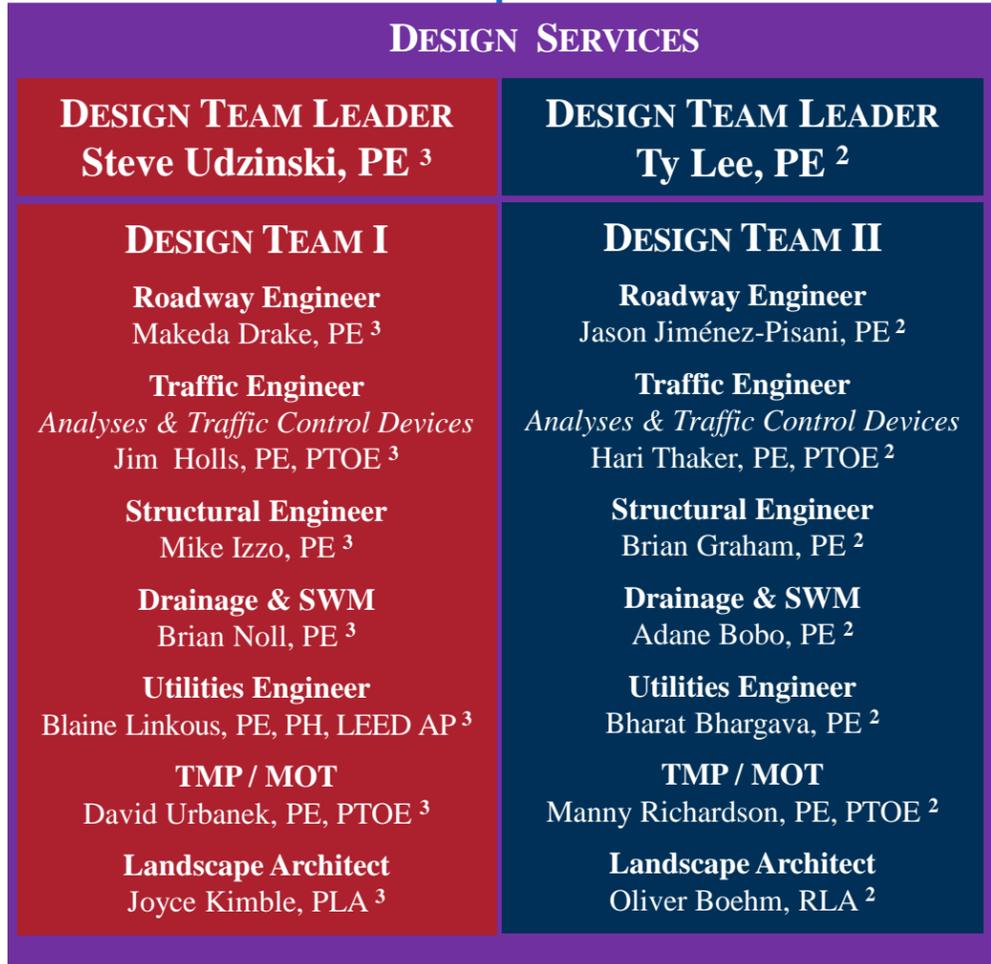
DESIGN MANAGER
Mark Burriss, PE ²

CONSTRUCTION MANAGER
David Bradeson, PE ¹

QUALITY ASSURANCE MANAGER
Ben Lineberry, PE ²

LEAD QA INSPECTOR
QA INSPECTORS
AMRL CERTIFIED QA LAB
To be selected after shortlist.

QC MANAGER
 Clyde Simmons, PE ¹²
QC Inspection Staff
 Froehling & Robertson, Inc. ¹²
AMRL Certified QC Lab
To be selected after shortlist.



Chemung will shift construction crews among each of the elements as early design packages are approved

Elements Design & Construction Delivery Timeline



LEGEND

- Key Personnel (Key icon)
- Communication / Coordination Lines (Dashed line icon)
- Reporting Lines (Solid line icon)
- DBE (Triangle icon)
- SWaM (Square icon)

¹ Chemung Contracting Corporation
² Volkert, Inc.
³ Whitney Bailey Cox & Magnani, LLC
⁴ Dialogue & Design Associates, LLC ■
⁵ ATCS, P.L.C. ■
⁶ Underhill Engineering, LLC ■
⁷ Precision Measurements, Inc. ▲■
⁸ Edwards Utility Mapping Corporation ▲■
⁹ CES Consulting, LLC ▲■
¹⁰ Diversified Property Services, Inc. ▲■
¹¹ Dovetail Cultural Resource Group, Inc. ▲■
¹² Froehling & Robertson, Inc. ■

3.4 | Experience of the Offeror's Team

3.4 EXPERIENCE OF THE OFFEROR’S TEAM

Our team members have successfully delivered numerous VDOT Design-Build (D-B) and Design-Bid-Build projects and have a proven track record of completing projects within schedule and budget.

Team members have:

- VDOT employment experience
- VDOT policies/procedures experience and expertise
- VDOT D-B and D-B-B experience
- Albemarle County and regional experience
- Extensive intersection design experience including DDI

Contractor – Chemung Contracting Corporation (CCC)

CCC is part of the Dalrymple Companies, a vertically integrated construction and materials group started in 1902 and currently managed with the fourth generation of the family. **CCC Team Strength – CCC has successfully delivered more than 26 highway and civil infrastructure projects in the Culpeper District with a completion value over \$60M.** As one of the Lead Contractors in VDOT’s Culpeper District, CCC will bring innovation, experience, and personnel knowledge to the community, stakeholders, Albemarle County, and VDOT. CCC has also been a major contributor and supporter of the *Transportation DBE Advisory Committee (TDAC)* community for many years, and will look for their participation along with all of the DBE members throughout the Elements.

Client expectations can be achieved based on the strategic location, with CCC construction offices, quarries, and asphalt plants located within VDOT’s Culpeper District. CCC’s asphalt plants along with its aggregate supplier through sister company *Cedar Mountain Stone*, allows CCC to combine the right materials with the right needs for the right price. The *Albemarle Intersection Bundling* incorporates six distinctive Elements that do not require major structural components, but integrates two of the largest materials consistently across all of the elements, aggregate and asphalt. **CCC Team Guarantee – CCC is the ONLY offeror that is capable of producing and placing their own aggregate and asphalt. Therefore, CCC provides 100% control of material procurement, mitigation of costs, and placement for all six Elements in this contract, facilitating simultaneous Element construction.**

The Route 29 & 666 Interchange in Culpeper District received a CQIP score of 100, an accomplishment noted by Commissioner Charlie Kilpatrick for teamwork. In 2016, CCC received the *Statewide Maintenance Award* for the best paving project statewide.

CCC is a vital and active member of the local communities and state affiliated with programs that may be associated with this procurement, including *Virginia Research Council; UVA’s United Physician Group; Virginia Community College System; Old Dominion Contractors Association; Virginia Asphalt Association; and Virginia Transportation Construction Alliance.* In doing so, CCC participates in studies of operations and materials serving on everything from the Chief Engineer’s *Gang of Six* to VTRC’s STIC

committee that moves research from the study phase to implementation.

We have been part of FHWA studies of the thermal profiling of pavements, George Mason University’s on-going study of RAP combined with 21A, the use of porous pavements for storm water mitigation, pilot projects dealing with asphalt content and in place density, as well as development of innovative solutions for construction projects. This outreach allows CCC to use innovative materials and techniques prior to their introduction to the standards. We can combine materials for porous pavements that can handle heavy traffic; using blends of materials, our stream restoration materials allow growth while protecting the stream bed from erosion. Finally, we continue to use the latest solutions in technology including e-tickets, equipment monitoring and controls as well as daily reporting programs thus allowing us to work on multiple projects simultaneously.

3.4 | Experience of the Offeror's Team

Construction VDOT Project Experience Highlight:

Route 29 Solutions – US 29 & Rio Road (D-B), Charlottesville, VA

CCC had an integral part in the complex D-B interchange construction within one of Charlottesville's most heavily traveled corridors. CCC led the team in reducing over 20 different pavement phases to shorten sequences while maintaining extensive coordination with stakeholders. CCC modified and thus **accelerated the contractual schedule to allow Lane-Corman to receive their \$7.3M incentive completion bonus.**

Contractor Experience in Culpeper District

- Albemarle County, Route 64 Paving Schedule
- Culpeper County, Paving Schedule
- Orange County, Routes 779 & 643 Paving Schedule
- Town of Culpeper, Paving Schedule (FY 11, 14 & 15)
- Town of Culpeper, Route 720 Road Improvements
- Culpeper, Madison & Orange Counties, Paving Schedule
- Fauquier, Rappahannock Counties, Paving Schedule
- Fauquier, Rappahannock Counties, Paving Schedule
- Louisa Airport, Runway 9-27 Rehab & Extension
- Albemarle, Louisa Counties, Paving Schedule
- Town of Culpeper, Route 29, Paving Schedule
- Charlottesville-Albemarle Airport, Extend Runway 3-21 & Runway 3-21 Rehabilitation (two projects)
- Town of Orange, Byrd Street Improvements
- Culpeper, Fauquier, Orange & Rappahannock Counties, Paving Schedule
- Culpeper, Madison & Orange Counties, Paving Schedule
- Fauquier & Rappahannock Counties, Paving Schedule
- Culpeper County, Route 784, Widening, Paving
- Albemarle County, Route 29 Solutions
- Culpeper County, Route 29 & Route 718 Intersection Improvements
- Culpeper Airport, T-Hangar & Taxi Lane Extension
- Culpeper County, Route 29 & Route 666 Intersection
- Culpeper County, Route 647, Grade, Drainage, Widening



Quality Assurance Manager (QAM) – Volkert, Inc. (Volkert)

Volkert's quality assurance team brings a partnering approach to every project as a primary risk mitigation strategy. Lines of communication are established and issues are resolved at the lowest level possible.

As QAM, Volkert's construction engineers and senior inspectors conduct QA testing and inspection services to confirm that construction, material testing, and sampling are performed in compliance with contract requirements, approved construction plans, and specifications. Their value to the team lies in their partnering approach to projects and their ability to bring innovative solutions to issues in the field. In addition to the projects provided in Attachment 3.4.1 (b) which highlight projects similar to the elements in the *Albemarle Intersection Bundling D-B* contract, the following projects demonstrate Volkert's expertise on design-build projects for which the firm provided design and QAM services.

VDOT QAM Project Experience Highlight:

Rolling Road/Franconia-Springfield Parkway Interchange Improvements D-B, Fairfax County, VA

Volkert provided structural design and QAM services to support the \$9.8M D-B delivery of interchange improvements. Volkert developed plans for the rehabilitation of a three-span, steel-girder, concrete-slab bridge, including the demolition and adjustment of the bridge median; retaining walls; overlaying the existing bridge deck with latex concrete; and repairs to the superstructure and substructure, which included pier protection. Volkert's QAM worked with the contractor and quality control team to plan

3.4 | Experience of the Offeror's Team

safety for motorists and pedestrians into every operation; and to anticipate and resolve field issues before schedule and budget were affected. **For example, Volkert's review of the contractor's sequence of construction plans found that it was out of sequence for proper joint reconstruction. Once the issue was identified, it was quickly resolved and delays were avoided.** In addition, Volkert determined mitigation measures to resolve areas of unsuitable soils during excavation including the use of geo-grid to reinforce the soil, replacement of soil with on-site suitable soil, and replacement with suitable soil with lime and other amendments. Volkert modified the temporary traffic control plans to increase safety and efficiency; and replacing barrels with concrete barriers eliminated the need to put up and take down a safety wedge of dirt and stone to protect motorists from a 12-inch drop off.

Design Manager – Volkert, Inc. (Volkert)

As the Design Manager, Volkert works closely with D-B contractors to develop 30% design plans and early delivery of design packages for critical elements for owner evaluation and prepares final plans often on accelerated schedules, for transportation infrastructure projects. The Volkert design team brings a flexible, collaborative and solutions-oriented approach to each project. Whether the challenge is karst topography, high-volume/high-speed traffic, demolition issues, utility coordination, environmental compliance or a combination of these elements, they have a proven history of partnering with the design-build contractor, VDOT and 3rd party stakeholders to reach optimal solutions. Volkert's D-B experience providing design leadership includes two projects for VDOT in the NOVA District—*I-66 Rehabilitation* (\$43M) and *I-495 Northern Shoulder Lane Use* (\$15M); VDOT D-Bs statewide including *Elm Avenue/I-581 Interchange* in Roanoke (\$20M); *MLK Expressway Extension, Elizabeth River Crossing/Midtown Tunnel P3* in Portsmouth (\$210M); and nationwide experience including Mississippi's first DDI *I-10/I-110 Interchange Improvements*, (\$75M).

Volkert's design team brings demonstrated experience fostering cohesive and collaborative design and construction teams who have planned risk avoidance measures during the design process which results in the successful delivery of projects on schedule and within budget.

VDOT Design Project Experience Highlight:

US 15 /17/29 Business (Warrenton Bypass), Fauquier County, VA

Like Albemarle County, there is substantial growth in this area. Traffic is expected to increase to more than 74,000 by 2040; and with significant traffic delays and backups at the signalized intersection providing access to the Town of Warrenton, VDOT is moving forward with interchange improvements. Volkert's preliminary design services for this \$21.9M est. project included roadway design for freeway and local roadways - incorporating the design of a grade separated interchange with two innovative roundabout solutions for ramp terminals connecting to existing local urban roadways. Volkert also completed the project risk analysis matrix and participated in the risk analysis meeting in support of preparation of D-B documents for the project.



Volkert developed renderings and other graphics for presentation boards and participated in the project's Public Hearing. This project was advanced to the Alternative Delivery Program. Volkert's scope was adjusted accordingly and we supported the development of RFQ documents. Volkert continues to support VDOT

during the development of Alternative Technical Concepts (ATCs) – this was the first D-B project to utilize ATCs; and reviewed submittals after the award of the D-B contract.

Designer – Major Subconsultant Firm Team Member

WHITLEY BAILEY COX & MAGNANI (WBCM)

WBCM has been involved on over \$718M in D-B construction projects in VA and MD and awarded over \$88.5M in Open End Highway Design projects over the last several years. This experience demonstrates that the WBCM team can adeptly manage simultaneous design work on three Elements.



Route 620/Route 609-Roundabout D-B, Chantilly, VA, VDOT

WBCM was the Lead Designer on this \$4.2M project, and provided engineering design and construction management services for the construction of a roundabout at the intersection of Route 620/Route 609 in Fairfax County. During the design process, WBCM performed an extensive redesign to accommodate truck traffic while remaining within ROW constraints. Work included civil and structural engineering, surveys, ROW plats, environmental/utility coordination, public meetings, permitting, signing/markings, lighting and landscape architecture services, including the design of roadways, grading and

drainage, SWM, utilities, and MOT.

Russell Road Phase III Road Improvements D-B, Marine Corps Base Quantico, VA, NAVFAC

WBCM, as Lead Designer on this \$12.6M project, completed comprehensive design services (highway, drainage, SWM, traffic, and structural); survey and utility engineering and design services, along with construction management for the widening of Russell Road under a D-B delivery. Once awarded, WBCM optimized the design to minimize impacts, reduce retaining walls and minimize new full depth reconstruction. The project involved the widening of Russell Road from a two to a four-lane road. The proposed typical section includes a four-lane undivided highway with eight foot outside shoulders. Acceleration lanes, deceleration lanes, and left turn lanes are provided at the entrances. The road is being constructed as a “Rural Road” to current VDOT standards and specifications, UFC, AASHTO, FHWA, and MUTCD requirements, using a design speed of 45 MPH.

Support Services – Subconsultant Firm Team Members

SUBCONSULTANT

EXPERIENCE OVERVIEW

**Dialogue + Design
Associates, LLC**
Public Involvement

- 43 years providing Pubic Involvement in Virginia
- Performed services on 15 VDOT D-B, 4 of which in Albemarle area
- Projects include:
Clinch River Valley Initiative (CRVI), Southwest VA, VDOT & DEQ
Downtown Crozet Initiative, Crozet, VA, VDOT

ATCS, P.L.C.
*Environmental
Engineering &
Permitting*

- Experience with nearly 30 VDOT D-B projects
- Many projects within the Culpeper District and Albemarle County
- Projects include:
Berea Church Road Improvements (LAP), Stafford County, VA
Route 9 Traffic Calming (LAP), Town of Hillsboro, VA

| | |
|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Underhill Engineering, LLC <i>Geotechnical Engineering</i></p> | <p>→ More than 70 projects in the past three years in Albemarle County → Projects include: Signalized Interchange: Barracks & Georgetown Roads, Albemarle County, VA Rosewood Village Building & Parking Lot Additions, Greenbrier Drive, Albemarle County, VA, Piedmont Development Group</p> |
| <p>Precision Measurements, Inc. <i>Survey Services</i></p> | <p>→ PMI completed 14 projects in Albemarle County, 3 of which were VDOT projects. → Expertly familiar with VDOT requirements and specs → Projects include: Martin Luther King, Jr. Expressway Extension, Elizabeth River Crossings/Midtown Tunnel (D-B) P3, Portsmouth/Norfolk, VA, VDOT I-564 Intermodal Connector D-B, Norfolk, VA, VDOT</p> |
| <p>Edwards Utility Mapping Corp. <i>Utility Designation</i></p> | <p>→ 23 years of VDOT Experience → 53 Task Orders, mostly intersections under VDOT Traffic Limited Term Contract → Projects include: VDOT Mathews Area Headquarters, VDOT Fredericksburg District VDOT Mark Center, Alexandria, VA, VDOT</p> |
| <p>CES Consulting, LLC <i>Utility Coordination</i></p> | <p>→ Prominent VDOT project experience includes I-495 HOT Lanes, I-95 Express Lanes and the <i>I-66 HOV Widening</i>. → Projects include: Belmont Ridge Interchange, Ashburn, VA, VDOT Route 606, Dulles, VA, VDOT</p> |
| <p>Diversified Property Services, Inc. <i>ROW Services</i></p> | <p>→ Familiar with the <i>VDOT ROW</i> and <i>Utilities Manual of Instructions</i>, and the <i>Code of Virginia, Title 25, Chapter 6, Articles 1, 2, and 3</i> → Projects include: Route 28 PPTA; Route 27/244; I-64 Segment III; I-95/Route 630 Reconstruction & Widening; I-64 Exit 91 Interchange; Route 29 Bridge over Little Rocky Run; and a three-year D-B with <i>Shirley Contracting</i> in Spotsylvania County.</p> |
| <p>Dovetail Cultural Resource Group, Inc. <i>Cultural Resources</i></p> | <p>→ Local experience including McIntire Park and Rock Hill Park → VDOT experience in projects for I-66 and I-64 and current On-Call Contract for Cultural Resources → Projects include: McIntire Park, Charlottesville, VA, VDOT Expansion of I-66 & VRE Manassas to Haymarket Line, Fairfax & Prince William Counties, VA, VDOT</p> |
| <p>Froehling & Robertson, Inc. <i>QC Management & QC Inspection</i></p> | <p>→ Multiple contracts for various VDOT districts → Projects include: I-581 D-B Improvements</p> |

3.4.1 Work History Forms

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

3.5 | Project Risks

3.5 PROJECT RISKS

Risk management is a benchmark for a successful project. The CCC Team understands how to identify and manage risks. We have reviewed the RFQ documents; conducted peak period site visits to understand the existing field conditions, surrounding area characteristics, and traffic operations; discussed the Elements with our local Charlottesville design team members; reviewed web articles and public meeting information for the projects and conducted internal Risk Assessment meetings. Through our reviews, we identified several potential risks - geotechnical, environmental impacts, maintenance of traffic, utility impacts, stakeholder coordination and schedule. We have distilled the list down to three key risks: Maintenance-of-Traffic, Project Contract Timeline, and Stakeholder/Public Involvement. The text which follows provides details of each risk and how we will mitigate the project impacts. The CCC Team has identified Risk Managers to ensure Risks are being addressed. **For each risk discussed below, the team’s objective is to minimize VDOT’s workload, but not the vital role that the Department plays in the project delivery process.**

Risk No. 1 – Maintenance-of-Traffic (MOT)

WHY IS THIS RISK CRITICAL? Safety and mobility are the two main goals of any transportation project. Construction is when the safety and mobility goals are at the greatest risk—with new traffic patterns, channelization, construction vehicles entering and exiting the site, lane width reductions or closures; and, the safety of those utilizing the roadways, construction workers, and site visitors, adding to the responsibility. Although the *Albemarle Intersection Bundling* includes six different sites, MOT will be a risk for each location. The routes included in the six Elements are major links in the local transportation network serving major destinations such as Charlottesville and the University of Virginia (UVA); major residential areas; or tourist destinations. Given the importance and high-profile nature of the routes, MOT will be under increased scrutiny by the local stakeholders to ensure the safety and mobility are maintained. Even if the final design is well-received, the complaints associated with MOT deficiencies will be remembered.

RISK IMPACT TO THE PROJECT: A poorly conceived, implemented, and monitored MOT plan would have negative impacts on the project, including:

- Crashes in the work zone causing the potential for personal injury to the road user, construction site workers, and site visitors, and property damage
- Additional travel time and increased queues along the corridor
- Impact to access to UVA events, Martha Jefferson Hospital, and tourist destinations with associated driver frustration
- Impact to emergency vehicle response times
- Impact to school bus routes
- Delays to the construction duration due to inefficiencies in traffic control plan modification and construction vehicle access
- Increase in construction cost
- Negative publicity for VDOT and damage to the reputation of the CCC Team

MITIGATION STRATEGIES: Safety is the team’s primary objective, along with maintaining mobility. Our extensive relevant experience in developing and implementing MOT strategies will ensure safety and mobility goals are achieved. A *Maintenance of Traffic Alternatives Analysis (MOTAA)* will be conducted for each Element site to determine the optimal MOT strategy considering factors such as safety; mobility; construction duration; time-of-day restrictions; emergency vehicle access; and school bus route impacts. **Based on the results of the MOTAA and our significant experience with developing MOT strategies, the following strategies will be implemented to mitigate potential project issues—Safety Measures; Schedule; Access and Communication.**

Safety Measures

- **Identify & Address Existing Deficiencies**—Safety measures begin with conducting a Road Safety Audit of each site along with a review of recent crash data. Design elements to address existing safety deficiencies will be implemented as part of the initial phase of our MOT plan – such as addressing potential sight distance issues at the *Fontaine Avenue Intersection*.
- **Reduce Excessive Speeds**—Based on our initial field reviews, the team noted that travel speeds are a major safety issue for many sites. For example, at Exit 124, eastbound traffic travels in excess of the

3.5 | Project Risks

posted 65mph speed limit and exits at a ramp with a 25-mph advisory speed; high speed passenger car and truck traffic has been noted by the County along US 250 and advisory speeds are disregarded along the steep grades of VA 20. Designs will address the high mainline speeds with additional traffic control during ramp removal, and establish a work zone for the new ramp spur that will not impact the exit ramp, further reducing the safe speed. For the two roundabout projects, the horizontal and vertical alignment of the approach roads, as well as speeds in excess of the posted, represent a safety hazard. MOT implementation will include traffic calming elements such as temporary rumble strips (subject to residential noise) approaching the work zone and analyses will be prepared to determine potential queues and ensure adequate back of queue sight distance is provided.

- **Motorist Information**—Advanced signing for the new traffic patterns will be included for each MOT phase, and include static and VMS signing. The advanced warning to provide Positive Guidance is especially important for the roundabouts, the new access patterns for Exits 124 and 118, and Fontaine Avenue.
- **Traffic Management Plan (TMP)**—A TMP will be prepared for each site to outline how traffic will be maintained, the sequence of construction and an emergency response plan to address incidents. The TMP will address unique conditions such as special event traffic at UVA or peak tourist traffic for destinations along VA 151, incident management such as the common detouring/diversion of traffic onto US 250 during an incident along I-64 in Afton or during routine maintenance operations along each route. The special conditions would include any special signing, modifications to the work zone traffic control or scheduling required.
- **Traffic Barrier**—The use of temporary concrete barrier with the associated impact attenuators will be reviewed on a site by site phase by phase based on safety of workers or potential pavement edge drop-off. Potential areas of barrier would include I-64, left turn lane construction along US 29, earth excavation along US 250, and quadrants of the diverging diamond.

Schedule: The Elements on this contract serve vital commercial interests, UVA, Martha Jefferson Hospital, and residential areas. Extensive stakeholder meetings will be conducted to clearly identify the key special events that must be considered in developing the MOT strategy and TMP. Construction schedules will be prepared to avoid night work in residential areas, and noise will be addressed. Lane closures will be based on traffic analyses with a schedule of when and where the closures can occur. The lane closure schedules will be detailed by route, direction, day and time to maximize time available for construction while minimizing motorist delays. Scheduling of short term full closure along US 29 for modifications to the overhead sign (for the new left turn access to I-64 east) will be coordinated with VA State Police.

Access: Construction vehicle access impacts work zone safety. Access routes will be reviewed to provide safety along the haul route and ingress and egress for the work zone. As an example, due to a weight restricted one lane bridge and unacceptable horizontal and vertical alignment to the south, access to the Route 20 roundabout will be to/from the north. Access to the Exit 124 work zone will be via US 250 to avoid construction vehicles merging along I-64. The left turn lane construction along US 29 will be arranged so construction vehicles would enter in the direction of mainline travel without backing into the work zone. The turning radii and acceleration/deceleration performance of the construction vehicles will be considered in the MOT layout. Also, designs will account for worker and visitor parking and material storage.

Communication: The communication process starts at the inception of the design. MOT designers work closely with roadway and drainage designers to develop designs that will achieve the project objective while facilitating MOT—such as minimizing full-depth reconstruction where possible—an issue especially important for the roundabout projects where construction is occurring over live travel lanes. As the design progresses, the team will work with stakeholders to ensure their buy-in is received. Communication with stakeholders and the public are important during construction, and serves to inform of new traffic patterns and the project schedule. The CCC Team will participate in “Pardon Our Dust” meetings. Our team will inform and coordinate with VDOT Operations prior to the commencement of any field operations for LCAMS and VaTraffic. The CCC Team will coordinate with adjacent contracts to ensure no MOT conflicts

3.5 | Project Risks

are created. Likewise, we will provide updated information for the VDOT project web site, social media accounts, and existing VDOT apps. Visitors to the construction site will be given clear direction on access and parking.

MOT Monitoring: During construction, MOT meetings are held to review measures in place and issues that must be addressed. Volkert’s *Manuel Richardson, PE, PTOE* and WBCM’s *David Urbanek, PE, PTOE* serve as the MOT Risk Supervisors and will monitor the MOT, determine any potential changes, and coordinate modifications with CCC and VDOT. **CCC ensures that prior to each shift change, all appropriate devices are in the proper location and condition. Throughout construction activities, CCC personnel continually monitor the MOT setup.**

ROLE FOR VDOT & OTHER AGENCIES: VDOT is considered part of the team. Coordination with VDOT is anticipated during development of the TMP and MOT plans to gain concurrence. During construction, the team will coordinate daily with VDOT Regional TOC to review and approve lane closures; communicate any complaints regarding traffic control; discuss mitigation measures and approval for any changes in the plans or TMP and notify CCC of any unanticipated MOT (emergency repairs, utility work, etc.) that would need to be addressed. The team anticipates VDOT’s assistance in promoting work zone safety. VDOT will also be part of the stakeholder coordination process from design through construction and final acceptance of the MOT and TMP.

Risk No. 2 – Project Contract Timeline

WHY IS THIS RISK CRITICAL? As with any transportation design and construction project, there are many risks that can become critical. The previously identified MOT risk ties in directly with the project contract timeline and schedule risks. In order to minimize MOT risks, the schedule becomes a major risk factor for the delivery of multiple Elements. The longer the duration of each Element, the longer the risk exposure. Each Element has an impact on the overall project delivery schedule, from start to finish. Other factors that impact the project contract timeline include design; ROW acquisition; working around conservation easements; wetlands; utilities; weather; construction sequencing; adjacent contracts and stakeholders. A safe and well-constructed project that satisfies the needs of the owner, stakeholders and is ahead of schedule and under budget is the preferred result for all parties involved. *David Bradeson, PE*, the team’s construction manager, will be responsible for monitoring and addressing the project timeline throughout contract duration.

RISK IMPACT TO THE PROJECT: Scheduling the project—from the initial design through to completion and acceptance by VDOT—can be difficult with having six different Elements at six different locations. Negative impacts to the Elements on this contract include:

- Longer construction impacts to the traveling public and stakeholders
- Additional design, and construction cost
- Potential negative publicity damaging VDOT and the CCC team’s reputation
- Safety improvements requiring longer implementation time
- Late Stakeholder input requiring a redesign
- Redesign due to issues not identified in the D-B planning phase
- ROW acquisitions taking longer having to wait for design
- Environmental/utility impacts waiting on design
- Delays resulting from major adjustments to conceptual designs

MITIGATION STRATEGIES: Other than safety, considered first and foremost when designing and constructing a project and addressing mobility, providing a project ahead of schedule and on budget is the team’s goal. This CCC team is made up of professionals with relevant experience to design and manage a multi-element project. Due to the bundle consisting of six Elements that will need to be designed and built as one, our team proposes two design teams working simultaneous on three elements each. One team will be led by the Lead Designer (Volkert), and one led by a major subconsultant designer (WBCM). Both firms have the expertise and capacity to lead Elements independently. The main purpose of this set-up is to accommodate the design of all Elements, simultaneously and/or with overlap, to reduce the design phase schedule. This method minimizes risks by decreasing the overall duration of the project.

3.5 | Project Risks

Duration: Utilizing the method of two design teams working concurrently on three Elements each reduces the design duration. Volkert will design the *I-64 Exit 124 Interchange Improvements*, *I-64 Exit 118 Partial Cloverleaf Modification*, and the *Rio Mills Road & Berkmar Drive Connector*. WBCM will design the *Fontaine Avenue Ramp*, *US Route 29 & Route 151 Roundabout*, and the *Route 250 & Route 151 Roundabout*. By designing the six Elements simultaneously, segments can be delivered on an accelerated schedule; as early design packages (utility, ROW, grading) are approved, CCC will commence construction activities. Care will be taken to coordinate MOT activities among the construction of these six Elements as well as with other adjacent construction projects.

Master CPM Schedule Development & Monitoring: Each Element has respective design and completion milestones set up to ensure the overall project stays on track. The schedule will be monitored weekly, and design, ROW acquisition, utilities, environmental, plan approvals, material procurement (signs, signals, and other potential long lead time items), and construction will be reviewed. This will tie into a monthly schedule update, also provided for VDOT and the stakeholders. The master CPM schedule will include respective work-breakdown structure by Element to monitor the overall project progress. For example, once construction begins on an element, the crew will predominately be on site through completion. However, some construction activities can and will take place on other Elements concurrently, therefore minimizing MOT impacts and retains stakeholder and owner satisfaction.

ROW Acquisition: Early ROW identification and acquisition are critical. The CCC Team will design the first two Elements, *Fontaine Avenue Ramp Improvements* and *I-64 Exit 118 Partial Cloverleaf*, which have minimal ROW impacts; encouraging accelerated construction. Simultaneously, acquisition activities for more complex ROW issues at the two roundabout Elements (*Route 250 & Route 151*, *Route 20 & 649 – includes a Historic Site*) and the DDI Element (*I-64 at Exit 124*) will begin immediately upon NTP while design and construction activities are completed on the first two Elements described above. [We understand that ROW acquisition/proffer is underway for the *Rio Mills Road & Berkmar Drive* Element.]. The ROW acquisitions will be part of the CPM tracking for each Element.

Environmental/Utility Impacts: Environmental and utility impacts for all Elements will be addressed early in the design process as these could be lengthy to mitigate. From site visits and information provided, the team knows there are wetlands and streams on a couple of the sites, which will need mitigated early in the process to prevent construction delays. Other environment impacts include time of year restrictions for clearing on two of the sites. Early consultation with DCR, USACE, Albemarle County, among other environmental permitting agencies indicate that all environmental permitting activities need to commence immediately upon NTP. Similarly, the CCC Team must coordinate with the respective utility providers at NTP. Special attention needs to be made to the project CPM schedule to keep this multi-Element project on track. *Brennan Collier, AICP*, our Environmental and Permitting liaison, will monitor environmental issues and permitting procedures to be addressed in the overall CPM schedule in the appropriate timeframes. *Matthew McLaughlin, CCM*, our Utility Coordinator, will monitor utility relocations and scheduling.

ROLE FOR VDOT & OTHER AGENCIES: VDOT is considered as part of the team. The team will coordinate early in the design process with VDOT, allowing for early construction to begin on the Elements that have less impact to the stakeholders, ROW, environmental, and MOT. This allows longer lead time elements to be developed with all stakeholders involved and informed of the process. Our team anticipates delivering each Element with significant time and cost savings by using two designers and starting construction early. This well-thought out process will keep the traveling public safe throughout all work sites; will have reduced/minimal impacts overall, resulting in stakeholder and owner satisfaction. Meetings will be held to monitor progress frequently to provide the most recent updates for each Element. As each Element is completed, VDOT can choose to accept each individually for inclusion in their roadway system (much like a maintenance contract) – allowing for the construction signs to be removed. The CCC Team will rely on VDOT for timely reviews of design packages. In order to assist VDOT in anticipating design packages, the CCC Team will provide advanced notification of the submissions.

Risk No. 3 – Stakeholder/Public Involvement

WHY IS THIS RISK CRITICAL? The Albemarle County community is proud of their reputation as a desirable destination for cultural, historic, and recreational tourism; business; education; research; medical care; and housing. The area also has a highly engaged citizen base with several community groups actively working to promote and protect the character and vitality of the area. The number of stakeholders to keep happy and associated communication protocols and comment/response documentation will be important – and a major risk. Our stakeholders also include VDOT and other County and local agencies. Another risk is how to measure success: maintain existing operations during construction and improved conditions after? Although the community is generally in favor of each Element of the *Albemarle Intersection Bundling* which the *Metropolitan Planning Organization (MPO)* has endorsed, skepticism still exists. At a recent briefing on the *Diverging Diamond Interchange (DDI)* Element for the *Pantops Community Advisory Committee*, concern was expressed regarding access to the *Sentara Martha Jefferson Hospital* and if the design was finalized. The CCC Team will coordinate directly with developers of Rio Mills Road and Gazebo Plaza along US 250 at Hansen Road, specifically with regard to ROW. Stakeholders are concerned about existing safety and mobility deficiencies, and do not want to make things worse during construction and negatively impact residents and visitors. VDOT has made promises to the communities that safety of construction workers and road users (including bikes) will be addressed, traffic disruptions will be minimized and the final project will address current system deficiencies. VDOT has also stressed that community input will be welcomed. It is the job of the CCC Team to keep VDOT’s promises; however, we will not “overpromise.” We will be honest with stakeholders about what to expect and what options are available to address their concerns and work with them to achieve consensus. Multiple opportunities for engagement will be developed to welcome concerns, ideas and to keep stakeholders informed of the development of each Element. If the promises are not kept, stakeholders will become frustrated and vocal, thus potentially impacting the project schedule, acceptance of the final product and most importantly, damage the trust VDOT has achieved through their initial public outreach. *Christine Gyovai, MUEP*, the team’s public involvement manager will be responsible for monitoring stakeholder and owner concerns, and working with the team and VDOT to develop solutions to mitigate future impacts. Other third-party risks, utility owners and permitting agencies, are addressed in Risk No. 2.

RISK IMPACT TO THE PROJECT: Failure to provide clear communication and engagement opportunities, including to address concerns that have been expressed (such as not providing project information on new travel patterns and job progress) and not coordinating with VDOT and other agencies could impact the project in several ways:

- Safety and mobility impact due to unanticipated MOT traffic patterns
- Create additional delays due to unanticipated traffic generation events
- Impact multi-modal transportation options if the bicycle and transit stakeholders are not included in the MOT and final design decisions
- If new property owners or stakeholder group members are not identified and contacted, previous decisions could be reversed after the design has progressed based on differing philosophies of the new players
- Impact business patronage if it is perceived access will be difficult
- Cause redesign of project contract Elements in final design – or worse, once constructed – due to undocumented stakeholder input resulting in construction delays and additional cost
- Generate negative media coverage
- Turn project “champions” into detractors which spreads throughout the community
- Create design conflicts with other proposed transportation projects

MITIGATION STRATEGIES: Based on the six Elements throughout the County, the number of stakeholders (preliminary list) to keep informed and satisfied is extensive, as noted in the organizational chart. These stakeholders and any new identified stakeholders, will be kept apprised of Elements’ activities. All stakeholder efforts will focus on ease of information exchange with reliability of when to

3.5 | Project Risks

expect updates, providing clear communication (multi-lingual if required) and meaningful ways to engage. Elements to address stakeholder risk include:

Measuring Success: The team will review previous existing conditions studies prepared by VDOT to ensure that an accurate representation of existing traffic safety and operations (delays, level of service, queues) is provided and will be supplemented as required to fill in any missing information. The studies will form the benchmark of our assessments of operational impacts associated with the various MOT options. The impact on operations and safety of each alternative will be calculated for ease of comparison of MOEs such as travel time, emergency response, queues, delays and level of service. Results of the analyses will be shared with the stakeholders and used as part of the decision-making process for selecting the optimal MOT strategy for each site. Through sharing the analysis results, stakeholders will understand why certain designs were developed and see impacts associated with the design concepts.

Database Management: *Developing an effective public involvement strategy will be key to engaging the large number of stakeholders associated with the project.* The CCC Team will build on the stakeholder database developed during the initial public meetings. Our work will include maintaining and updating contact lists and ensuring comments and questions are acknowledged as received and documented when received and when a response was sent. Meeting summaries with action items will be prepared and shared with attendees and appropriate team members. Based on input from VDOT, “problem” stakeholders and project champions will be identified to strategize our outreach needs.

Communications: The complete “tool box” of communication options will be employed due to the number of stakeholders. We will develop an effective strategy to engage the stakeholders at all stages of the project from initial design through construction to final project acceptance. Communication is not limited to just meetings and verbal/written information but also includes signing during MOT.

- **Verbal/Written Information Exchange Methodologies**— The methodology selected will vary based on the audience and the phase of the project. Our team will work with VDOT in establishing the hierarchy of communication protocols and who the key decision makers will be. It is anticipated that separate meetings will be conducted for many of the sites since not all the stakeholders will be the same. Small scale meetings will be conducted to discuss MOT options and impacts. Larger scale meetings will be conducted once design decisions are reached for stakeholder comment and buy-in. Information will be disseminated through pop-up meetings; website; virtual public, call-in, and standard public meetings; comment site; newsletter; flash alert; local print, radio, and television media; sharing information private/public website; and social media.
- **Construction Traffic Control Devices**— Temporary signing – both static and Variable Message Signs (VMS), channelization devices and markings will be provided based on human factors to clearly identify travel paths during construction. Temporary lighting will be provided as needed to illuminate major decision points. Light trespass will be reviewed in residential areas. The traffic control will address the needs of bicyclists and transit. Of special concern will be the site at US 250/VA 151 that services wineries and breweries and the need for additional way finding signing due to potentially impaired drivers.

ROLE FOR VDOT & OTHER AGENCIES: VDOT and local agencies have been working with the community for several years concerning acceptance of the projects. The years of experience will be a valuable asset as the CCC Team develops our stakeholder engagement strategy. We would ask that VDOT and other agencies share all past meeting minutes and correspondence so we can gain an initial understanding of the needs of each group, who the project champions and skeptics are, and address accordingly. We also would anticipate the ability to provide information to VDOT, UVA, and various agencies and businesses to place on their web sites to disseminate project information. Some issues can only be addressed by VDOT or other government agencies; we would ask that in those instances we can rely on VDOT and other agencies for a prompt, definitive response to the stakeholders’ concerns. The CCC Team will continually coordinate with VDOT with regard to ongoing and forthcoming adjacent projects (e.g. a future DDI at Fontaine Avenue and Route 29 intersection).

3.6 | Approach to Executing Work on Multiple Elements

3.6 APPROACH TO EXECUTING WORK ON MULTIPLE ELEMENTS

The CCC Team has the expertise to design and construct the six Elements simultaneously. The contract is basically a multi-task D-B project, and Volkert and WBCM have extensive experience in successfully performing both D-B and open-end multi-task transportation design contracts. CCC typically manages 7 simultaneous construction projects. Our team's ability to manage and schedule concurrent design, and construct the Elements promptly and to the satisfaction of VDOT and the stakeholders, is based on several components—depth of resource availability; proven design expertise (design, review, scheduling); communication; and reliable QA/QC procedures.

Managing & Scheduling Required Resources (Labor & Equipment)

This highly qualified team, with all the required disciplines and ample capacity, is accustomed to providing high-quality and responsive services in an efficient and economical manner. The CCC Team also understands the importance of ensuring availability to meet with VDOT and stakeholders involved in the project development and delivery process.

DESIGN: The CCC Team proposes the strategic use of two design firms (Volkert and WBCM) working simultaneously on three Elements apiece; these two Design Teams, one representative of each design firm, will be managed by the DM, Volkert's *Mark Burris, PE*. The personnel committed to this contract perform a majority of their work for on-call contracts, providing a wealth of experience performing on-time and on-budget for multiple concurrent tasks. Volkert and our subconsultants are fully committed to this overall D-B project and are available to provide services as the respective Elements are undertaken. As shown in the Organization Chart, both firms have key discipline leads in all major areas of the project design, enabling simultaneous design work on more than one Element at a time.

Design Manager, Mark Burris, PE, is extremely adept at both D-B and professional services project management. He has served as project manager on numerous on-call task order contracts managing concurrent tasks for multiple VDOT Districts, and more than 10 municipalities statewide. This experience makes him well-suited for the multiple Elements on this bundling D-B contract.

CONSTRUCTION: CCC is only 35-60 miles from the six Element sites and has the local labor of approximately 125 workers and SWaM and DBE subcontractors, and any necessary equipment to quickly mobilize to the sites and perform work on several elements simultaneously. CCC's equipment inventory includes 70 pieces of all types of excavation equipment, water-sewer-storm utility equipment, and paving equipment. A rigorous maintenance schedule is maintained to ensure the equipment is available when needed. CCC can purchase or rent more as needed to work on segments simultaneously. **A major benefit of CCC is that they are the only Contractor pursuing this contract that locally owns and controls all necessary borrow and aggregates, as well as producing and placing hot-mix asphalt required for the elements.** CCC has the experience of fast-track, project driven schedules that allow construction of simultaneous elements to identify the immediate required resources to maintain schedule, while incorporating our readily material be delivered to each element at the proper time and concurrently if needed. Thus, they provide a reliable source of materials and can address any demand. CCC also maintains two AASHTO accredited labs for aggregate and material testing.

Design Review

Each design teams' objective is to develop early design work packages on each of these Elements and submit to VDOT for approval and advance commencement of construction. Work efforts will start with developing final concept designs for each Element to determine potential ROW, utility and environmental impacts. Following approval of the six concepts, preliminary design will start on the above noted critical sites for ROW/utility/environmental impacts. The initial design submittal packages will include E&S, preliminary grading, utility, ROW, and MOT. Roadway and drainage packages with MOT will then be submitted followed by traffic control device, lighting, and landscape packages. Progress meetings will be conducted

3.6 | Approach to Executing Work on Multiple Elements

within each firm and between the Design Team Leaders and the Design Manager to ensure design, permitting and review schedules are being met. In addition to periodic meetings, design leads will have Red Flag meetings if an issue needing immediate attention is identified. During construction, with our depth of staff, engineers will be available to immediately address any unforeseen field conditions so no time is lost.

Sequencing

SEQUENCING SCHEDULE: The project CPM schedule will be developed that will include sub-schedules for each Element for simultaneous tracking. This CPM schedule will be monitored and continually updated to track all aspects



of the Element(s) delivery and acceptance including design, review, submission, receipt of comments, addressing comments and resubmittal and approval of design packages; permitting, utility relocations, ROW clearing, material orders/delivery and construction operations. Review of the CPM Schedule will allow the CCC Team to identify any slippage in schedule and act to rectify. The CPM schedule sequence takes in consideration the projects requiring the shortest duration for design and will allow construction to start earlier. As work for a particular aspect of the Element is completed and designs are complete to a point construction can start on the next concurrent Element, the crews will be moved to the next Element thus working multiple jobs concurrently. For example, the E&S crew will start at Fontaine, then move to Exit 118, then to the DDI, and so on and the same for clearing, pipe, earthwork, stone, paving, etc.

QA/QC Procedures

The Team's *QA/QC Management Plan* creates a clearly defined and concise structure that will provide a proactive oversight and inspection program for the *Albemarle Intersection Bundle D-B Project* and its six Elements. The QA/QC Plan will maintain independent responsibilities between the QA and QC staff. The QAM will ensure that the construction quality of the project meets or exceeds VDOT's *Minimum Requirements for Quality Assurance & Quality Control on Design Build & Public-Private Transportation Act Projects*, July 2018. Our *Quality Assurance Program* will be led by our QAM, who will report directly to the DBPM. The QAM reports directly to VDOT, independent of QC, and has the authority/responsibility to shut down the project for quality related issues. Our QA Team will staff a minimum of one Lead QA Inspector for each of the six Project Elements, each reporting directly to the QAM.

Supporting our QA and QC Teams will be separate and independent AMRL-certified QA and QC labs. The Project QA/QC plan will describe the interaction and the independent relationship between the QA and QC organizations, and testing and inspection activities. Standard inspection procedures will meet the guidelines described in VDOT's *Construction Manual*, *Materials Manual of Instruction*, and *Road & Bridge Standard Specifications*. Once construction starts, the QAM will interface with the CM and each Project Element Construction Superintendent, remaining independent of all QC activities, and only verifying their completion. As demonstrated on our organizational chart, *Froehling & Robertson, Inc.* will perform the Construction QC (CQC) on this project. CQC will be led by the Project QC Manager (QCM), who will report directly to the CM. Based on the contractor's look-ahead schedule provided to the QAM and his staff on a weekly basis, he will be able to ensure upcoming work items are inspected and tested in conformance with the Specifications. In addition to attending project meetings, the QAM will receive deficiency reports from the QCM and will then discuss these issues directly with the DBPM with recommendations to correct the problem(s). The QAM, DBPM, QCM and the Element Construction Superintendents will also use the inspection preparatory meetings as an opportunity to proactively address issues related to upcoming work.

Our QC staff's responsibilities go beyond keeping records and testing materials. Their roles include traditional duties of a VDOT inspector while assertively noting non-compliances and addressing non-conformances prior to their occurrence.

Appendices

3.1.2 SOQ Checklist

ATTACHMENT 3.1.2

Project: 0250-002-956

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) | | | | |
| Authorized Representative's signature | NA | Section 3.2.1 | yes | pg. 1 |
| Offeror's point of contact information | NA | Section 3.2.2 | yes | pg. 1 |
| Principal officer information | NA | Section 3.2.3 | yes | pg. 1 |
| Offeror's Corporate Structure | NA | Section 3.2.4 | yes | pg. 1 |
| Identity of Lead Contractor and Lead Designer | NA | Section 3.2.5 | yes | pg. 4 |
| 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: 0250-002-956

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 | NONE. |
| DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal | NA | Section 3.2.11 | yes | pg. 1 |
| Offeror's Team Structure | | | | |
| Identity of and qualifications of Key Personnel | NA | Section 3.3.1 | yes | pg. 3 |
| 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 |
| Key Personnel Resume – Utility Coordination Manager | Attachment 3.3.1 | Section 3.3.1.5 | no | |
| Key Personnel Resume – Right of Way Manager | Attachment 3.3.1 | Section 3.3.1.6 | no | |
| Key Personnel Resume – Lead Roadway Engineer | Attachment 3.3.1 | Section 3.3.1.7 | no | |

ATTACHMENT 3.1.2

Project: 0250-002-956

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

| Statement of Qualifications Component | Form (if any) | RFQ Cross reference | Included within 15-page limit? | SOQ Page Reference |
|-----------------------------------------------------------|---------------------|---------------------|--------------------------------|--------------------|
| Organizational chart | NA | Section 3.3.2 | yes | pg 5 |
| Organizational chart narrative | NA | Section 3.3.2 | yes | pgs. 3-4 |
| Experience of Offeror's Team | | | | |
| 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 | | | | |
| Identify and discuss three critical risks for the Project | NA | Section 3.5.1 | yes | pgs. 11-16 |

2.10 Form C-78-RFQ

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

RFQ NO. C00111814DB103
PROJECT NO.: 0250-002-956

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 – July 11, 2018
(Date)
2. Cover letter of RFQ Addendum #1- August 2, 2018
(Date)
3. Cover letter of _____
(Date)


SIGNATURE

8/14/18
DATE

Edward C. Dalrymple, Jr.

PRINTED NAME

President

TITLE

3.2.6 List of Affiliated & Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0250-002-956

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 |
|--------------------------------------------------------|----------------------------------|-----------------------------------------|
| Parent Company | Dalrymple Holding Corporation | 2105 So. Broadway, Pine City, NY 14871 |
| Subsidiary | Cedar Mountain Stone Corporation | P.O. Box 12, Mitchells, VA 22729 |
| Subsidiary | Seneca Stone Corporation | 2747 Canoga Rd., Seneca Falls, NY 13148 |
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3.2.7 Debarment Forms

3.2.7(a) Primary Covered Transactions

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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.

| | | |
|-------------------------------------------------------------------------------------|----------------|-----------|
|  | <u>8/14/18</u> | President |
| Signature | Date | Title |

Chemung Contracting Corporation

Name of Firm

3.2.7(b) Lower Tier Covered Transactions

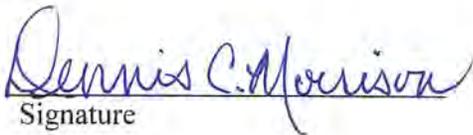
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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

08/21/18

Date

Regional Vice President

Title

Volkert, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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 | 7/31/2018 _____ Date | President _____ Title |
|---------------------------------------------------------------------------------------------------------|----------------------------|-----------------------------|

Whitney, Bailey, Cox & Magnani, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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.

Clayton Cooper 08.17.2018 PRESIDENT
Signature Date Title

DIALOGUE + DESIGN ASSOC. LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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

August 10, 2018

Date

General Counsel

Title

ATCS, P.L.C.

Name of Firm

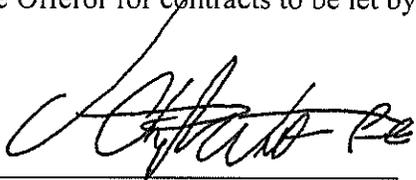
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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

8/20/18

Date

Principal Owner

Title

Underhill Engineering, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

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

| | | |
|----------------------|----------------|------------------|
| <u>Thomas J. Day</u> | <u>7/31/18</u> | <u>President</u> |
| Signature | Date | Title |

Precision Measurements, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0250-002-956

- 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

July 31, 2018
Date

President
Title

Edwards Utility Mapping Corp.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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

AUGUST 14, 2018

Date

PRINCIPAL

Title

CES CONSULTING LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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.

| | | |
|------------------------------------------------------------------------------------|----------|-----------|
|  | 8/9/2018 | President |
| Signature | Date | Title |

Diversified Property Services, Inc.

Name of Firm

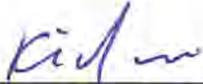
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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 | August 14, 2018 _____ Date | President _____ Title |
|---------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------|

Dovetail Cultural Resource Group I, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

- 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

July 31, 2018
Date

Branch Manager
Title

Froehling & Robertson, Inc.
Name of Firm

3.2.8 VDOT Prequalification



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

CHEMUNG CONTRACTING CORPORATION

Vendor Number: **C224**

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):
**GRADING; MAJOR STRUCTURES; ASPHALT CONCRETE PAVING; MINOR STRUCTURES;
UNDERGROUND UTILITIES; MARINE CONSTRUCTION**

Issue Date: March 31, 2018

This Rating and Classification will Expire: March 31, 2019

Issued under the authority of:
Don E. Silies, Director of Contracts

It is not permissible to use this document after the posted expiration date, to alter this document, or for this document to be used by a sole proprietor or any firm other than named on this certificate.

3.2.9 Letter of Surety



Travelers
Bond & Financial Products
(267) 675-3123
(267) 675-3113 (fax)

1500 Market Street
Suite 2900; West Tower
Philadelphia, PA 19102

August 15, 2018

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attn: Bryan W. Stevenson, P.E. (APD Division)

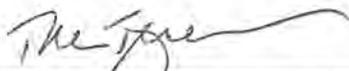
Re: Request for Qualifications for Chemung Contracting Corporation
Project: Design-Build Project, Albemarle Intersection Bundling,
Albemarle County, Virginia
RFQ Number: C00111814DB103
Submission Date: August 21, 2018

Dear Mr. Stevenson,

As surety for the above captioned contractor, the Travelers Casualty and Surety Company of America, has an A.M. Best Financial Strength Rating of A++ and Financial Size Category of XV. The Travelers Casualty and Surety Company of America acknowledges that the Chemung Contracting Corporation is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction as defined in Section 2.1 (\$22,000,000) of the RFQ. The said bonds will cover the Project and any warranty periods as provided in the contract documents on behalf of Chemung Contracting Corporation in the event that they are the successful bidder and enter into a contract for this project.

Chemung Contracting Corporation is a highly valued contract surety bond client of Travelers Casualty and Surety Company of America. We have the utmost confidence in their ability to administer and perform a construction contract of this size and magnitude. We would highly recommend them for your consideration.

Very truly yours,
Travelers Casualty and Surety Company of America

By: 

T. M. Tyrell, Attorney-in-Fact

**TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA
HARTFORD, CT. 06183**

SURETY COMPANY'S ACKNOWLEDGMENT

State of New York,
County of Albany; ss.

On this 15th day of August, 2018, before me personally appeared T. M. Tyrrell; to me known, who, being by me duly sworn, did depose and say: That he/she resides in Albany, New York; that he/she is Attorney-in-Fact of Travelers Casualty and Surety Company of America, Hartford, Connecticut, a corporation, created, organized and existing under and by virtue of the laws of the State of Connecticut, upon oath did say that the corporate seal affixed to the attached instrument is the seal of the said Company; that the seal was affixed and the said instrument was executed by the authority of its Board of Directors; and he did also acknowledge that he executed the said instrument as the free act and deed of said Company.

KIMBERLY A. RITCHIE
Notary Public, State of New York
No. 01RI6215612
Qualified in Rensselaer County
Commission Expires January 4, 2022


Rensselaer County
Comm. Exp. 01/04/2022

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

HARTFORD, CONNECTICUT 06185

FINANCIAL STATEMENT AS OF DECEMBER 31, 2017

CAPITAL STOCK \$ 6,480,000

| ASSETS | | LIABILITIES & SURPLUS | |
|------------------------------------------------------|-------------------------|---------------------------------------------------|-------------------------|
| CASH AND INVESTED CASH | \$ 137,626,346 | UNEARNED PREMIUMS | \$ 920,416,346 |
| BONDS | 3,372,829,386 | LOSSES | 820,933,807 |
| STOCKS | 326,080,613 | LOSS ADJUSTMENT EXPENSES | 181,114,296 |
| INVESTMENT INCOME DUE AND ACCRUED | 39,230,403 | COMMISSIONS | 42,168,100 |
| OTHER INVESTED ASSETS | 2,641,903 | TAXES, LICENSES AND FEES | 13,242,950 |
| PREMIUM BALANCES | 235,708,836 | OTHER EXPENSES | 42,889,178 |
| NET DEFERRED TAX ASSET | 46,322,453 | CURRENT FEDERAL AND FOREIGN INCOME TAXES | 1,313,124 |
| REINSURANCE RECOVERABLE | 23,905,019 | REMITTANCES AND ITEMS NOT ALLOCATED | 82,545,307 |
| SECURITIES LENDING REINVESTED COLLATERAL ASSETS | 20,555,872 | AMOUNTS WITHHELD / RETAINED BY COMPANY FOR OTHERS | 35,924,038 |
| RECEIVABLES FROM PARENT, SUBSIDIARIES AND AFFILIATES | 21,488,218 | RETROACTIVE REINSURANCE RESERVE ASSUMED | 793,038 |
| ASSUMED REINSURANCE RECEIVABLE AND PAYABLE | 626,835 | POLICYHOLDER DIVIDENDS | 9,857,423 |
| OTHER ASSETS | 5,795,705 | PROVISION FOR REINSURANCE | 5,056,341 |
| | | ADVANCE PREMIUM | 1,256,758 |
| | | ESCHEAT LIABILITY | 637,143 |
| | | PAYABLE FOR SECURITIES LENDING | 20,555,872 |
| | | CEDED REINSURANCE NET PREMIUMS PAYABLE | 36,704,062 |
| | | OTHER ACCRUED EXPENSES AND LIABILITIES | 686,489 |
| | | TOTAL LIABILITIES | \$ 2,216,124,273 |
| | | CAPITAL STOCK | \$ 6,480,000 |
| | | PAID IN SURPLUS | 433,803,780 |
| | | OTHER SURPLUS | 1,576,352,567 |
| | | TOTAL SURPLUS TO POLICYHOLDERS | \$ 2,016,636,327 |
| TOTAL ASSETS | \$ 4,232,760,599 | TOTAL LIABILITIES & SURPLUS | \$ 4,232,760,599 |

STATE OF CONNECTICUT)
 COUNTY OF HARTFORD) SS.
 CITY OF HARTFORD)

MICHAEL J. DOODY, BEING DULY SWORN, SAYS THAT HE IS SECOND VICE PRESIDENT, OF TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA, AND THAT TO THE BEST OF HIS KNOWLEDGE AND BELIEF, THE FOREGOING IS A TRUE AND CORRECT STATEMENT OF THE FINANCIAL CONDITION OF SAID COMPANY AS OF THE 31ST DAY OF DECEMBER, 2017.

Michael J. Doody
 SECOND VICE PRESIDENT

Susan M. Weissleder
 NOTARY PUBLIC

SUSAN M. WEISSLEDER
 Notary Public
 My Commission Expires November 30, 2022

SUBSCRIBED AND SWORN TO BEFORE ME THIS
 16TH DAY OF MARCH, 2018





**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **T.M. Tyrrell of Albany, New York**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

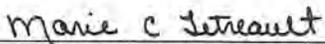
By: 
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021




Marie C. Tetreault, Notary Public

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

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

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

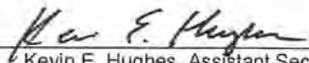
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 15th day of August, 2018




Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**

3.2.10 SCC & DPOR Information Tables

ATTACHMENT 3.2.10

State Project No. 0250-002-956

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 |
| Chemung Contracting Corporation | F0487456 | Foreign Corporation | Active | 10496 Quarry Drive PO Box 12 Mitchells, VA 22729 | Class A Board for Contractors | 2701026859 | 10/31/2019 |
| Volkert, Inc. | F1366592 | Foreign Corporation | Active | 6225 Brandon Avenue Suite 540 Springfield, VA 22150 | ENG, LA | 0407002610 | 12/31/2019 |
| Volkert, Inc. | | | | 283 Constitution Drive Suite 303 Virginia Beach, VA 23462 | ENG | 0411001275 | 02/29/2020 |
| Whitney, Bailey, Cox & Magnani, LLC | T0185951 | LLC | Active | 300 E. Joppa Road Suite 200, Baltimore, MD 21286 | ENG | 0407001741 | 12/31/2019 |
| Dialogue & Design Associates, LLC | S3397504 | LLC | Active | 2573 Pea Ridge Road Charlottesville, VA 22901 | ARC: Architects, Engineers, Surveyors (etc.) | 0407007190 | 12/31/2019 |
| ATCS, P.L.C. | S0048720 | LLC | Active | 2552 Dulles View Drive Suite 300 Herndon, VA | ENG, LS | 0413000006 | 12/31/2019 |
| Underhill Engineering, LLC | S5571932 | LLC | Active | 277 Rustling Oaks Way Ruckersville, VA 22968 | ENG | 0407006858 | 12/31/2019 |

ATTACHMENT 3.2.10

State Project No. 0250-002-956

SCC and DPOR Information

| | | | | | | | |
|----------------------------------------|-----------|--------------------------------|--------|----------------------------------------------------------------|--------------------|-------------|------------|
| Precision Measurements, Inc. | 04504361 | Professional/Stock Corporation | Active | 629 Phoenix Drive Suite 100 Virginia Beach, VA 23452 | LS | 0407003345 | 12/31/2019 |
| Precision Measurements, Inc. | | | | 11835 Canon Boulevard Suite B-103 Newport News, VA 23606 | LS | 0411000292 | 02/29/2020 |
| Precision Measurements, Inc. | | | | 1047 Technology Park Dr. Glen Allen, VA 23059 | LS | 0411000245 | 02/29/2020 |
| Precision Measurements, Inc. | | | | 4215 Lafayette Center Dr. Suite 2A Chantilly, VA 20151 | LS | 0411000562 | 02/29/2020 |
| Edwards Utility Mapping Corporation | 07075583 | S Corp. | Active | 11 Marsh Run Road Fredericksburg, VA 22406 | LS | 0407005544 | 12/31/2019 |
| Edwards Utility Mapping Corporation | | | Active | 401 S. Jefferson Street Arlington, VA 22204 | LS | 0403001956 | 6/30/2019 |
| CES Consulting, LLC | S3416007 | S | Active | 23475 Rock Haven Way Suite # 255 Dulles, VA 20166 | ENG | 0407005783 | 12/31/2019 |
| Diversified Property Services, Inc. | F1304106 | S Corp | Active | 20 E Timonium Road Suite 111 Timonium, MD 21093 | Appraisal Business | 4008001190 | 11/30/2018 |
| Dovetail Cultural Resource Group, Inc. | 0668553-1 | Corporation | Active | Not applicable | | | |
| Froehling & Robertson, Inc. | 00272112 | C | Active | 6185 Rockfish Gap Turnpike Crozet, VA 22932 | ENG | 0411 000052 | 2/29/2020 |

ATTACHMENT 3.2.10
State Project No. 0250-002-956
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 |
| Volkert, Inc. | Ben Lineberry, PE | Springfield, VA | 200 Shawnee Avenue Winchester, VA 22601 | PE | 0402032576 | 04/30/2020 |
| Volkert, Inc. | Mark Burris, PE | Springfield, VA | 11013 Ridgebrook Drive Mechanicsville, VA 23116 | PE | 0402021215 | 07/31/2020 |
| Chemung Contracting Corporation | David Bradeson, PE | Mitchells, VA | 8342 Swan Woods Road Rhoadesville, VA 22542 | PE | 0402034544 | 12/31/2018 |
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3.2.10.1 Firm SCC Registration



SCC eFile Business Entity Details

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CHEMUNG CONTRACTING CORPORATION

SCC eFile

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- [Check Name](#)
- [Distinguishability](#)
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General

SCC ID: F0487456
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: NY
 Date of Formation/Registration: 7/31/1985
 Status: Active
 Shares Authorized: 1000

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
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Principal Office

2105 S. BROADWAY
 PINE CITY NY14871

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

Registered Agent/Registered Office

SAMUEL R WALKER
 FRAY HUDSON CLARK & WALKER LLP
 115 S WEST ST
 CULPEPER VA 22701
 CULPEPER COUNTY 123
 Status: Active
 Effective Date: 4/8/2015

Screen ID: e1000

Supported Browsers:

Volkert, Inc.

General

SCC ID: F1366592

Entity Type: Foreign Corporation

Jurisdiction of Formation: AL

Date of Formation/Registration: 1/21/1999

Status: Active

Shares Authorized: 2250

Principal Office

P.O. BOX 7434

MOBILE AL36670

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY

100 SHOCKOE SLIP

2ND FLOOR

RICHMOND VA 23219

RICHMOND CITY 216

Status: Active

Effective Date: 1/1/2018



SCC eFile
Business Entity Details

 [Help](#)

Whitney, Bailey, Cox & Magnani, LLC

General

SCC ID: T0185951
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: MD
Date of Formation/Registration: 3/13/2001
Status: Active

Principal Office

300 EAST JOPPA ROAD
SUITE 200
BALTIMORE MD21286

Registered Agent/Registered Office

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

Select an action

- [File a registered agent change](#)
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Supported Browsers

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

[Adobe Acrobat PDF Reader](#) [Microsoft Office Online Applications](#): (Excel, PowerPoint, Word)

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SCC eFile
Business Entity Details



Dialogue & Design Associates, LLC

General

SCC ID: S3397504
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 9/23/2010
Status: Active

Principal Office

2573 PEA RIDGE RD
CHARLOTTESVILLE VA22901

Registered Agent/Registered Office

CHRISTINE MUEHLMAN GYOVAI
2573 PEA RIDGE RD
CHARLOTTESVILLE VA 22901
ALBEMARLE COUNTY 101
Status: Active
Effective Date: 9/23/2010

Select an action

- [File a registered agent change](#)
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SCC eFile
Business Entity Details



ATCS, P.L.C.

General

SCC ID: S0048720
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/30/1994
Status: Active

Principal Office

2553 DULLES VIEW DR STE 300
HERNDON VA20171

Registered Agent/Registered Office

YOUNG HO CHANG
2553 DULLES VIEW DRIVE
SUITE 300
HERNDON VA 20171
FAIRFAX COUNTY 129
Status: Active
Effective Date: 5/28/2015

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
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SCC eFile
Business Entity Details



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Underhill Engineering, LLC

General

SCC ID: S5571932
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/23/2015
Status: Active

Principal Office

108 1ST STREET SOUTH
CHARLOTTESVILLE VA22902

Registered Agent/Registered Office

OLIN CHRISTOPHER WEBSTER
277 RUSTLING OAKS WAY
RUCKERSVILLE VA 22968
GREENE COUNTY 139
Status: Active
Effective Date: 3/31/2017

Select an action

- [File a registered agent change](#)
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- [File a principal office address change](#)
- [Pay annual registration fee](#)
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Supported Browsers

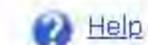
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PRECISION MEASUREMENTS, INC.

General

SCC ID: 04504361
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 7/24/1995
Status: Active
Shares Authorized: 5000

Principal Office

629 PHOENIX DRIVE
SUITE 100
VIRGINIA BEACH VA23452

Registered Agent/Registered Office

DOUGLAS W DAVIS
WYNNGATE BUSINESS PARK
516 BAYLOR CT
CHESAPEAKE VA 23320
CHESAPEAKE CITY 236
Status: Active
Effective Date: 6/4/2002

Select an action

- [File a registered agent change](#)
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SCC eFile
Business Entity Details



Edwards Utility Mapping Corp.

General

SCC ID: 07075583
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/3/2009
Status: Active
Shares Authorized: 5000

Principal Office

11 MARSH RUN ROAD
FREDERICKSBURG VA22406

Registered Agent/Registered Office

ROBERT J BARLOW
3516 PLANK RD STE 104
FREDERICKSBURG VA 22407
SPOTSYLVANIA COUNTY 188
Status: Active
Effective Date: 4/3/2009

Select an action

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SCC eFile
Business Entity Details



CES Consulting, LLC

General

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

Principal Office

23475 ROCK HAVEN WAY
SUITE 255
DULLES VA20166

Registered Agent/Registered Office

AVTAR SINGH
6773 LEOPOLDS TRAIL
HAYMARKET VA 20169
PRINCE WILLIAM COUNTY 176
Status: Active
Effective Date: 5/18/2016

Select an action

- [File a registered agent change](#)
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SCC eFile
Business Entity Details



DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.(USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC

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General

SCC ID: F1304106
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 8/5/1997
Status: Active
Shares Authorized: 5000

Select an action

- [File a registered agent change](#)
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Principal Office

20 E TIMONIUM RD SUITE 111
TIMONIUM MD21093

Registered Agent/Registered Office

BRENDAN R HANTZES
3771 VERMACCHIA DR
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 8/9/2002

Screen ID: e1000

Supported Browsers

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SCC eFile
Business Entity Details



Dovetail Cultural Resource Group I, Inc.

General

SCC ID: 06685531
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/30/2006
Status: Active
Shares Authorized: 1000

Principal Office

300 CENTRAL RD
STE 200
FREDERICKSBURG VA22401

Registered Agent/Registered Office

CHARLES W PAYNE JR
725 JACKSON ST STE 200
FREDERICKSBURG VA 22401
FREDERICKSBURG CITY 206
Status: Active
Effective Date: 11/30/2006

Select an action

- [File a registered agent change](#)
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SCC eFile
Business Entity Details

[Help](#)

FROEHLING & ROBERTSON, INCORPORATED

General

SCC ID: 00272112
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/11/1924
Status: Active
Shares Authorized: 1100000

Principal Office

3015 DUMBARTON ROAD
HENRICO VA23228

Registered Agent/Registered Office

WILLIAM H HOOFNAGLE III
1900 ONE JAMES CENTER
901 E CARY ST
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/21/2011

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
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3.2.10.2 Firm DPOR Registration

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
10-31-2019

NUMBER

2701026859

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS CBC ELE H/H HVA PLB RBC

CHEMUNG CONTRACTING CORP
10496 QUARRY DR
PO BOX 12
MITCHELLS, VA 22729



Jan W. DeFoe
Jan W. DeFoe, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS CBC ELE H/H HVA PLB RBC
NUMBER: 2701026859 EXPIRES: 10-31-2019

CHEMUNG CONTRACTING CORP
10496 QUARRY DR
PO BOX 12
MITCHELLS, VA 22729

(FOLD)

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

DPOR-LIC (02/2017)
(DETACH HERE)

DPOR-PC (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

0407002610

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



PROFESSIONS: LA, ENG

VOLKERT INC
6225 BRANDON AVE STE 540
SPRINGFIELD, VA 22150



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

John W. Dubeau
John W. Dubeau - Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407002610 EXPIRES: 12-31-2019

PROFESSIONS: LA, ENG

VOLKERT INC

6225 BRANDON AVE STE 540

SPRINGFIELD, VA 22150



(FOLD)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-29-2020

NUMBER
0411001275

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

VOLKERT INC
283 CONSTITUTION DR STE 303
VIRGINIA BEACH, VA 23462



James W. DeBaker
James W. DeBaker - Director

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

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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
0407001741

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

PROFESSIONS: ENG



WHITNEY, BAILEY, COX AND MAGNANI
300 E JOPPA RD STE 200
BALTIMORE, MD 21286



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

John W. DeBorja
Secretary

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DPOR-LIC (02/2017)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407001741 EXPIRES: 12-31-2019
PROFESSIONS: ENG
WHITNEY, BAILEY, COX AND MAGNANI
300 E JOPPA RD STE 200
BALTIMORE, MD 21286



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Number 0407007190

License Details

| | |
|----------------------------------------------|-----------------------------------|
| DIALOGUE AND DESIGN ASSOCIATES LLC | Name |
| 0407007190 | License Number |
| Business Entity Registration | License Description |
| LLC - Limited Liability Company | Firm Type |
| Business Entity | Rank |
| 2573 PEA RIDGE RD, CHARLOTTESVILLE, VA 22901 | Address |
| 2017-06-06 | Initial Certification Date |
| 2019-12-31 | Expiration Date |

Related Licenses ¹

| License Number | License Holder Name | License Type | Relation Type | License Expiry |
|----------------|-----------------------|-------------------|---------------|----------------|
| 0401015143 | MUEHLMAN, REED GYOVAI | Architect License | Architecture | 2019-04-30 |

Showing 1 to 1 of 1 entries

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COMMONWEALTH OF VIRGINIA



DEPARTMENT OF SMALL BUSINESS & SUPPLIER DIVERSITY

101 N. 14th Street, 11th Floor
Richmond, VA 23219

Dialogue and Design Associates, LLC

is a certified Small, Women-owned, Micro Business meeting all the eligibility requirements set forth under the Code of Virginia Section 2.2-16.1 et seq. and Administrative Code, 7VAC 13-20 et seq.

Certification Number: 703514
Valid Through: August 30, 2019

Accordingly Certified

A handwritten signature in blue ink, appearing to read "Tracey G. Wiley".

Tracey G. Wiley, Director

CERTIFIED

SWaM
Small,
Women and
Minority-Owned

Supplier Diversity Strengthens the Commonwealth
by the Virginia Department of Small Business & Supplier Diversity

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

0413000006

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

PROFESSIONS-ENG, LS



ATCSP L C
2553 DULLES VIEW DR STE 300
HERNDON, VA 20171



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

Joy W. DeBoer
Joy W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL LIMITED LIABILITY COMPANY
NUMBER: 0413000006 EXPIRES: 12-31-2019
PROFESSIONS: ENG, LS
ATCSP L C
2553 DULLES VIEW DR STE 300
HERNDON, VA 20171



(FOLD)

DPOR-LIC (02/2017)
(DETACH HERE)

(<http://www.virginia.gov>)



Directory Listing

-
-
-
-
-

Match found 1

Sort by:

Show entries:

Applied Filters

ATCS, P.L.C.

DBA: ATCS

Young Ho Chang

2553 Dulles View Drive, Suite 300

Herndon, VA 20171

Phone: (703) 430-7500

Fax: (703) 430-0889

yhchang@atcsplc.com (<mailto:yhchang@atcsplc.com>)

www.atcsplc.com (<http://www.atcsplc.com>)

Certification Number: 652919

SWaM Certification Type:

Small Start Date: 08-14-2015

SWaM Expiration Date: 08-14-2018

NIGP/Description:

90664

91842

91892

PPlanning, Urban (Community, Regional, Area wide, and State)

Engineering Consulting

Urban Planning Consulting

| | |
|-------|---------------------------------------------------------------------------|
| 91896 | Transportation Consulting |
| 92500 | Engineering Services, Professional |
| 92561 | Land Development and Planning/Engineering |
| 92593 | Traffic and Transportation Engineering |
| 99029 | Disaster Preparedness/Emergency Planning Services |
| 91200 | CONSTRUCTION SERVICES, GENERAL (INCL. MAINTENANCE AND REPAIR SERVICES) |
| 92586 | Surveying Services, Land |

Pcard: N



- License Lookup
- Online Renewal & Services
- Boards
- Professions & Occupations
- Forms & Applications
- Fair Housing Office
- Community Associations
- File a Complaint
- Records & Documents
- News & Information
- About DPOR
- Contact

LICENSE LOOKUP

License Search

Advanced License Search

Disciplinary Action Search

License Details

Related Licenses



| | |
|-----------------------------------|--------------------------------------------------|
| Name | UNDERHILL ENGINEERING LLC |
| License Number | 0407006858 |
| License Description | Business Entity Registration |
| Firm Type | LLC - Limited Liability Company |
| Rank | Business Entity |
| Address | 277 RUSTLING OAKS WAY, RUCKERSVILLE, VA 22968 |
| Initial Certification Date | 2015-11-20 |
| Expiration Date | 2019-12-31 |

The license information in this application was last updated at Mon Aug 20 02:50:20 EDT

[License Lookup legal disclaimer](#)



Olin Christopher Webster

DBA: Underhill Engineering LLC

Olin Christopher Webster

277 Rustling Oaks Way

Ruckersville, VA 22968

Phone: (434) 531-2565

Fax: (434) 505-0587

chris.webster@underhillengineering.com

www.underhillengineering.com

Certification Number: 719195

SWaM Certification Type:

Small Start Date: 01-19-2016

Micro Start Date: 01-19-2016

SWaM Expiration Date: 01-19-2019

NIGP/Description:

| | |
|-------|-----------------------------------------------------------------------------------|
| 90628 | Energy Conservation; New Energy Sources (Solar, etc.) - Architectural Services |
| 92513 | Bridge Engineering |
| 92517 | Civil Engineering |
| 92523 | Dam Engineering |
| 92530 | Earthquake-Seismic Engineering |
| 92534 | Energy Management Engineering |
| 92541 | Forensic Engineering |
| 92542 | Foundation Engineering |
| 92545 | Geological Engineering |
| 92546 | Geotechnical Engineering |
| 92594 | Tunnels and Subways/Engineering |

Pcard: N

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

0407003345

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

PROFESSIONS: LS



PRECISION MEASUREMENTS INC
629 PHOENIX DR STE 100
VIRGINIA BEACH, VA 23452



Jay W. DeBoer
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 APESCIDLA
BUSINESS ENTITY REGISTRATION

NUMBER: 0407003345 EXPIRES: 12-31-2019

PROFESSIONS: LS

PRECISION MEASUREMENTS INC

629 PHOENIX DR STE 100
VIRGINIA BEACH, VA 23452



(FOLD)

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

DPOR-PC (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
02-29-2020

NUMBER
0411000292

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



PRECISION MEASUREMENTS INC
11835 CANON BLVD STE B-103
NEWPORT NEWS, VA 23606

Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000292 EXPIRES: 02-29-2020
PROFESSIONS: LS
PRECISION MEASUREMENTS INC
11835 CANON BLVD STE B-103
NEWPORT NEWS, VA 23606



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

DPOR-LIC (02/2017)
(DETACH HERET)

DPOR-PC (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

02-29-2020

NUMBER

0411000245

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



PROFESSIONS: LS



PRECISION MEASUREMENTS INC
1047 TECHNOLOGY PARK DRIVE
GLEN ALLEN, VA 23059

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000245 EXPIRES: 02-29-2020
PROFESSIONS: LS
PRECISION MEASUREMENTS INC
1047 TECHNOLOGY PARK DRIVE
GLEN ALLEN, VA 23059



(FOLD)

Ang W. DeBorja
Director

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000562

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

PROFESSIONS: LS



PRECISION MEASUREMENTS INC
4215 LAFAYETTE CENTER DRIVE
SUITE 2A
CHANTILLY, VA 20151



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

Jan W. DeFoor
Jan W. DeFoor, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000562 EXPIRES: 02-29-2020
PROFESSIONS: LS
PRECISION MEASUREMENTS INC
4215 LAFAYETTE CENTER DRIVE
SUITE 2A
CHANTILLY, VA 20151



(P.L.B.)

DPOR-LIC (02/2020)
(DETACH HERE)



Terry McAuliffe
Governor

COMMONWEALTH of VIRGINIA

Todd P. Haymore
Secretary of Commerce & Trade

Department of Small Business and Supplier Diversity

Tracey G. Wiley
Director

VIRGINIA UNIFIED CERTIFICATION PROGRAM

October 31, 2017

Dianne L. Guy
Precision Measurements, Inc.
629 Phoenix Drive, Suite 100
Virginia Beach, VA 23452

Certification Number: DBE 5346

Dear Dianne L. Guy:

The Virginia Department of Small Business and Supplier Diversity (VDSBSD) has approved the continued certification of **Precision Measurements, Inc.** as a Disadvantaged Business Enterprise (DBE) subject to the requirements of the DBE Regulation 49 CFR, Part 26 and all the laws of this state applicable to the transaction of business. Your firm's **Certification Eligibility Period began October 1, 2008.** Every year, prior to **the anniversary of your certification**, you are required to meet the annual submission requirement by submitting documents found online at www.sbsd.virginia.gov.

We are pleased to inform you that your company remains certified in the following NAICS Code(s):

| | |
|---------------|------------------------------------------------------------------|
| 541370 | Mapping (except geophysical) services |
| 541370 | Land surveying services |
| 541370 | Geographic information system (GIS) base mapping services |

It is your responsibility to notify VDSBSD immediately of any changes in your firm such as name, address, ownership, officers, or Board of Directors. Please check the accuracy of your internet entry in the DBE Directory at www.sbsd.virginia.gov. Your firm's certification is subject to our review at any time during the year and you may be required to provide any and all relevant documentation. Failure to cooperate by providing the requested information may lead to de-certification.

You may receive management and technical assistance by writing to the Department of Small Business and Supplier Diversity, 101 N. 14th Street, 11th Floor, Richmond, VA 23219, or by calling (804) 786-6585. If you have questions, please contact Antonio Miller at (804) 786-3104 or by email at antonio.miller@sbsd.virginia.gov.

Sincerely,

Calvin M. Thweatt
Director of Certification and Transportation Business Development

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

0407005544

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

PROFESSIONS: LS



EDWARDS UTILITY MAPPING CORP
11 MARSH RUN ROAD
FREDERICKSBURG, VA 22406



Jay W. DeBoer
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 APPLSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005544 EXPIRES: 12-31-2019
PROFESSIONS: LS
EDWARDS UTILITY MAPPING CORP
11 MARSH RUN ROAD
FREDERICKSBURG, VA 22406



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number

0403001956

License Details

| | |
|-----------------------------------|-------------------------|
| Name | DICKERSON, WILLARD ROSS |
| License Number | 0403001956 |
| License Description | Land Surveyor License |
| Rank | Land Surveyor |
| Address | ARLINGTON, VA 22204 |
| Initial Certification Date | 1993-06-07 |
| Expiration Date | 2019-06-30 |

Related Licenses ¹

| License Number | License Holder Name | License Type | Relation Type | License Expiry |
|-----------------------|---------------------------------|---------------------------------|----------------------|-----------------------|
| 0407005544 | EDWARDS UTILITY MAPPING CORP | Business Entity Registration | Land Surveying | 2019-12-31 |

Showing 1 to 1 of 1 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).



COMMONWEALTH of VIRGINIA

Department of Small Business and Supplier Diversity

Terry McAuliffe
Governor
Maurice Jones
Secretary of Commerce & Trade

Tracey G. Jeter
Director

VIRGINIA UNIFIED CERTIFICATION PROGRAM

July 19, 2015

Dace Edwards
Edwards Utility Mapping Corp.
11 Marsh Run Road
Fredericksburg, VA 22406

Certification Number: DBE 679875

Dear Dace Edwards:

The Virginia Department of Small Business and Supplier Diversity (VDSBSD) has approved the continued certification of **Edwards Utility Mapping Corp.** as a Disadvantaged Business Enterprise (DBE) subject to the requirements of the DBE Regulation 49 CFR, Part 26 and all the laws of this state applicable to the transaction of business. Your firm's **Certification Eligibility Period began August 31, 2009.** Every year, prior to the anniversary of your certification, you are required to meet the annual submission requirement by submitting documents found online at www.sbsd.virginia.gov/dbecert.html.

We are pleased to inform you that we have certified your company in the following NAICS Code(s):

541370 Mapping Services, Utility

It is your responsibility to notify VDSBSD immediately of any changes in your firm such as name, address, ownership, officers, or Board of Directors. Please check the accuracy of your internet entry in the DBE Directory at www.dmb.virginia.gov. Your firm's certification is subject to our review at any time during the year and you may be required to provide any and all relevant documentation. Failure to cooperate by providing the requested information may lead to de-certification.

You may receive management and technical assistance by writing to the Department of Small Business and Supplier Diversity, 101 North 14th Street, 11th Floor, Richmond, VA 23219, or by calling (804) 786-6585. If you have questions, please contact Rebecca Bates at (804) 371-0488 or by email at rebecca.bates@sbsd.virginia.gov.

Sincerely,

Calvin M. Thweatt
Certification & Technical Services Manager

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

0407005783

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

PROFESSIONS: ENG



CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166



Jay W. DeBoer
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 AP/ELSC/DLA
BUSINESS ENTITY REGISTRATION

NUMBER: 0407005783 EXPIRES: 12-31-2019

PROFESSIONS: ENG

CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166



(FOLD)

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

DPOR-PC (02/2017)



Terry McAuliffe
Governor

Maurice Jones
Secretary of Commerce and Trade

COMMONWEALTH OF VIRGINIA
Department of Small Business and Supplier Diversity
1111 East Main Street, Suite 300
Richmond, Virginia 23219

Ida Outlaw McPherson
Director

VIRGINIA UNIFIED CERTIFICATION PROGRAM

July 18, 2014

Avtar Singh
CES Consulting, LLC
13991 Virginia Cedar Court
Gainesville, VA 20155

Certification Number: DBE 690040

Dear Mr. Singh:

The Virginia Department of Small Business and Supplier Diversity (VDSBSD) has approved the continued certification of **CES Consulting, LLC** as a Disadvantaged Business Enterprise (DBE), subject to the requirements of the DBE Regulation 49 CFR, Part 26 and all the laws of this state applicable to the transaction of business. Your firm's **Certification Eligibility Period began November 18, 2010**. This year, prior to **the anniversary of your certification**, you will be required to submit updated information (Affidavit of Continued Eligibility, Updated Contact Information Form, business and personal federal tax returns for the last tax year—*signed and dated*—and a current Personal Financial Statement of the Owner(s)).

We are pleased to inform you that we have certified your company in the following NAICS Code(s):

| | |
|--------|---------------------------------------------------------------|
| 541330 | Construction engineering services; Civil engineering services |
| 611430 | Quality assurance training |

It is your responsibility to notify VDSBSD immediately of any changes in your firm such as name, address, ownership, officers or Board of Directors. Please check the accuracy of your entry in our DBE Directory at www.dmbv.virginia.gov. Your firm's certification is subject to our review at any time during the year and you may be required to provide any and all relevant documentation. Failure to cooperate by providing the requested information may lead to de-certification.

You may receive management and technical assistance by writing to the Department of Small Business and Supplier Diversity, 1111 East Main Street, Suite 300, Richmond, VA 23219, or by calling (804) 786-6585. If you have questions, please contact Verniece Love at (804) 786-3100, or by email at verniece.love@sbsd.virginia.gov.

Sincerely,

Calvin M. Thweatt
Certification & Technical Services Manager

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

11-30-2018

NUMBER

4008001190

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION



DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
20 E TIMONIUM ROAD
SUITE 111
TIMONIUM, MD 21093-0000



Jan W. DeBoer
Jan W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

NUMBER: 4008001190 EXPIRES: 11-30-2018

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
20 E TIMONIUM ROAD
SUITE 111
TIMONIUM, MD 21093-0000



(FOLD)

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

DPOR-PC (05/2015)



Ralph S. Northam
Governor

Esther C. Lee
Secretary of Commerce & Trade

COMMONWEALTH of VIRGINIA

Department of Small Business and Supplier Diversity

Tracey G. Wiley
Director

VIRGINIA UNIFIED CERTIFICATION PROGRAM

April 17, 2018

Patricia E Dablock
Diversified Property Services, Inc.
20 E. Timonium Road, Ste. 111
Lutherville Timonium, MD 21093

Certification Number: DBE 626679

Dear Patricia E Dablock:

The Virginia Department of Small Business and Supplier Diversity (VDSBSD) has approved the continued certification of **Diversified Property Services, Inc.** as a Disadvantaged Business Enterprise (DBE) subject to the requirements of the DBE Regulation 49 CFR, Part 26 and all the laws of this state applicable to the transaction of business. Your firm's **Certification Eligibility Period began** . Every year, prior to **the anniversary of your certification**, you are required to meet the annual submission requirement by submitting documents found online at www.sbsd.virginia.gov.

We are pleased to inform you that your company remains certified in the following NAICS Code(s):

541618 Utilities management consulting services

It is your responsibility to notify VDSBSD immediately of any changes in your firm such as name, address, ownership, officers, or Board of Directors. Please check the accuracy of your internet entry in the DBE Directory at www.sbsd.virginia.gov. Your firm's certification is subject to our review at any time during the year and you may be required to provide any and all relevant documentation. Failure to cooperate by providing the requested information may lead to de-certification.

You may receive management and technical assistance by writing to the Department of Small Business and Supplier Diversity, 101 N. 14th Street, 11th Floor, Richmond, VA 23219, or by calling (804) 786-6585. If you have questions, please contact Antonio Miller at (804) 786-3104 or by email at antonio.miller@sbsd.virginia.gov.

Sincerely,

Calvin M. Thweatt
Director of Certification and Transportation Business Development

Dovetail Cultural Resource Group I, Inc.

Kerri S. Barile, Ph.D.
300 Central Road, Suite 200
Fredericksburg, VA 22401
Phone: (540) 899-9170
Fax: (540) 899-9137
kbarile@dovetailcrg.com
www.dovetailcrg.com

Certification Number: 647398

SWaM Certification Type:

Small Start Date: 02-13-2018

Women-Owned Start Date: 02-13-2018

SWaM Expiration Date: 01-01-2023

NIGP/Description:

| | |
|-------|--------------------------------------------------|
| 90629 | Environmental- Architecture |
| 90648 | Historical Preservation |
| 90714 | Architectural Services, Non-Licensed |
| 91811 | Anthropology Consulting |
| 91815 | Architectural Consulting |
| 91816 | Archaeological Consulting |
| 91819 | Buildings, Structures, and Components Consulting |
| 91843 | Environmental Consulting |
| 95605 | Research Services |
| 95630 | Historical Studies and Services |
| 96101 | Archaeological Services |

DBE Certification Type:

DBE Start Date: 01-01-2006

DBE Fed Type: DBE/WBE

DBE/ACDBE Certifying Agency: SBSD

NAICS Code/Description:

| | |
|--------|-----------------------------------|
| 541620 | Environmental Consulting Services |
|--------|-----------------------------------|

Pcard: N

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411001433

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

PROFESSIONS: ENG



FROEHLING & ROBERTSON, INC
6185 ROCKFISH GAP TPKE
CROZET, VA 22932



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

Jay W. DeBoer
Jay W. DeBoer Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001433 EXPIRES: 02-29-2020
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
6185 ROCKFISH GAP TPKE
CROZET, VA 22932



(FOLD)

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

DPOR-PC (02/2017)

Froehling & Robertson, Inc.

DBA: Froehling & Robertson, Inc.

Samuel S. Proctor
3015 Dumbarton Road
Richmond, VA 23228
Phone: (804) 264-2701
Fax: (804) 264-1202
sproctor@fandr.com

Certification Number: 649650

SWaM Certification Type:

Minority-Owned Start Date: 02-05-2018

SWaM Expiration Date: 02-05-2023

NIGP/Description:

| | |
|-------|------------------------------------------------------------------------------------------------------|
| 90742 | Geotechnical - Soils |
| 91843 | Environmental Consulting |
| 92500 | ENGINEERING SERVICES, PROFESSIONAL |
| 92523 | Dam Engineering |
| 92542 | Foundation Engineering |
| 92600 | ENVIRONMENTAL AND ECOLOGICAL SERVICES |
| 92678 | Remediation Services, Environmental (Including Rehabilitation Services Hazardous Waste and Mold Reme |
| 92683 | Site Assessment, Environmental |
| 96132 | Environmental Impact Studies |
| 96148 | Laboratory and Field Testing Services (Not Otherwise Classified) Incl. Hazardous Waste |

Peard: Y

3.2.10.3 Key Personnel DPOR Registration

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
04-30-2020

NUMBER
0402032576

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



BEN HARRY LINEBERRY JR
200 SHAWNEE AVENUE
WINCHESTER, VA 22601



Jay W. DeBoer
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)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA

PROFESSIONAL ENGINEER LICENSE

NUMBER: 0402032576 EXPIRES: 04-30-2020

BEN HARRY LINEBERRY JR
200 SHAWNEE AVENUE
WINCHESTER, VA 22601



(FOLD)

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

DPOR-PC (02/2017)

6

COMMONWEALTH of VIRGINIA

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

EXPIRES ON

07-31-2020

NUMBER

0402021215

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



MARK CHRISTOPHER BURRIS
11013 RIDGEBROOK DRIVE
MECHANICSVILLE, VA 23116

John W. DeBorja
DPOR Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021215 EXPIRES: 07-31-2020



MARK CHRISTOPHER BURRIS
11013 RIDGEBROOK DRIVE
MECHANICSVILLE, VA 23116

DPOR-LIC (02/2017)
(DETACH HERE)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2018

NUMBER

0402034544

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



DAVID D BRADESON
8342 SWAN WOODS ROAD
RHOADESVILLE, VA 22542



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

Jay W. DeBoer
Jay W. DeBoer, Director

3.3.1 Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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| Brief Resume of Key Personnel anticipated for the Project. | | |
| a. Name & Title: Billy Myers, DBIA, Design-Build Project Manager/Contract Administrator | | |
| 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): Chemung Contracting Corporation, Full Time | | |
| d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>17</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Mr. Myers has more than 17 years of extensive experience optimizing operations and profits for construction and project management operations using outstanding executive management and technical skills, and strong relationship building. Proven ability to direct construction projects with diverse sectors including federal, state, local and commercial clients. Recognized contributor with proficiency in guiding a broad range of project operations from pre-construction through close-out including, alternative technical concepts, design analysis, alternative schedules, permitting and code compliance, and CEI inspections. Seasoned Design-Build Project Manager with more than 14 years of experience using direct design-build practices managing design-build procurements from local VDOT LAP to Federal DOD projects. Expertise in coordinating and overseeing all aspects of design and construction, from conceptualization to completion, while fielding inquiries and proactively providing guidance and continuous status reports to owners, stakeholders, and investors. Proven track record of achieving construction goals, avoiding and efficiently mitigating disputes and consistently completing projects on time and budget. | | |
| Name of Firm: Chemung Contracting Corporation | Start Date: 2016 | End Date: present |
| Position: <i>Design-Build Project Manager/Contract Administrator</i> Provides oversight of the company's design-build procurement/construction process. Responsible for the development of company's procurement process for design-build projects, fielding inquiries, resolving disputes, developing and overseeing any required support associated with right-of-way acquisitions, environmental permitting and mitigation, and utility relocations, with Contract Administrator for Chemung's Operations. Director of Estimating duties include: all takeoff, project analysis, risk analysis, subcontractor/vendor quote solicitations, DBE participation, review all quotes and scopes, price all self-perform work, analysis of production capabilities, and compile/submit all relevant bidding information. | | |
| Name of Firm: Branch Highways, Inc. | Start Date: 2012 | End Date: 2016 |
| Position: <i>Design-Build Project Manager/Project Manager</i> Responsible for all phases of project management. Projects included reconstruction and new construction of highways, bridges and heavy civil work. Responsibilities included scheduling and supervision of manpower and equipment, owner/subcontractor/supplier contact and coordination, modification/extra work estimating, pricing and negotiation, claims management, EEO compliance, enforcement, and compliance with corporate safety regulations including training. | | |
| Name of Firm: Lifecycle Construction Services | Start Date: 2010 | End Date: 2012 |
| Position: <i>Design-Build Project Manager</i> Managed simultaneous federal design-build projects for Department of Defense, Army Corps of Engineers, Air Force, and NAVFAC. | | |
| Name of Firm: The Walsh Group-Archer Western Contractors | Start Date: 2008 | End Date: 2010 |
| Position: <i>Design-Build Project Manager</i> Responsible for providing oversight and monitoring of all stages of the project lifecycle; coordinated with internal and external stakeholders; ensured project delivery in accordance with the project schedule; worked closely with owners' representatives, designers, construction staff and quality teams. | | |
| Name of Firm: Holtzman Equipment & Construction Corporation | Start Date: 2004 | End Date: 2008 |
| Position: <i>Design-Build Project Manager/Construction Operations Manager</i> Oversight of construction development for one of the largest oil companies on the east coast. Coordinated the successful completion of upgrades for over 100 existing convenience stores/gas stations, bulk oil terminals, fast food restaurants, and casual dining restaurants in three states. | | |
| Name of Firm: Shirley Contracting Company, LLC | Start Date: 2001 | End Date: 2004 |
| Position: <i>Assistant Project Manager</i> | | |

Responsible for daily management of large construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, owner requisitions, public relations, and subcontractor management

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

Virginia Military Institute, Lexington, VA / Bachelor of Science / 2001 / Civil Engineering

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

Design-Build Profession / D-2378

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.)

Relevant Elements

- Intersection modifications
- Traffic signal
- MOT
- Environmental services
- Public involvement
- Utility relocations
- ROW acquisitions
- CEI services

Heritage Center Parkway/ Route 1 Improvements, Fairfax, VA, Prince William County DOT – DBPM. This \$6.6M project involved the design and construction of improvements that extended Heritage Center Parkway approximately 0.30 miles and provided a second entrance to U.S. Route 1. This existing two-lane private roadway is located within the 135-acre Marine Corps Heritage Center site. The project included design and construction of intersection improvements on U.S. Route 1 at the new entrance and construction of an overlook site adjacent to Heritage Center Parkway to create panoramic views of the Marine Corps Heritage Center and the National Museum of the Marine Corps. **Responsibilities:** As liaison, managed the integration of multiple military agencies, PWC DOT, and VDOT from conceptual design to final construction drawings along with management tasks. **Reference:** Mohammad Ayyoubi, 703-792-7193, mayyoubi@pwcgov.org | **Firm:** Branch Highways, Inc. | **Date:** 2013-2015

Prince William Parkway Improvements, Manassas, VA, Prince William County DOT – DBPM. This \$15.7M design-build project involved the design and construction of improvements to widen Prince William Parkway (from Old Bridge Road to Minnieville Road) from a four-lane roadway to six lanes for a length of approximately 1.8 miles with the addition of a bike path on the north side and sidewalk on the south side of road. Overall scope of work includes surveying, design, fielding inquiries, stakeholder coordination, environmental permitting, right of way acquisition, utility relocation, construction and quality control.

Reference: Mohammad Ayyoubi, 703-792-7193, mayyoubi@pwcgov.org | **Firm:** Branch Highways, Inc. | **Date:** 2012-2015

Relevant Elements

- Roadway widening/alignment
- ROW acquisition
- Shared-use path
- CEI services
- Utility relocations/coordination
- Traffic signal
- MOT
- Environmental
- Public Involvement

Relevant Elements

- Higher Education
- ROW acquisition
- TMP Plans
- Traffic Engineering
- Roadway Design
- Public Involvement
- Hydrologic & Hydraulic Design
- Utility coordination & relocation
- CEI services

Campus Drive (West Campus Connector) D-B, George Mason University, Fairfax, VA, GMU – DBPM. This \$17.6M project involved the creation of a connector road beneath an existing four-lane divided primary road (Route 123). This project blended a new roadways and improvements to existing roadways and created a gateway to the West Campus for future expansion of the university. Construction also included a maintenance building, a large canopy structure near the athletic fields, and relocation of tennis courts. **Responsibilities:** Responsible for oversight of all construction activities and design coordination to include contract administration, scheduling, quality control, public outreach, dispute resolution and ensuring safety. Responsible for coordination between multiple GMU agencies for the construction of maintenance buildings, large canopy structure near athletic fields and relocation of tennis courts. Led the team's utility relocation and environmental mitigation and permitting efforts.

Reference: Brad Glatfelter, 703-993-4051, bglatfel@gmu.edu | **Firm:** Branch Highways, Inc. | **Date:** 2012-2015

* 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.

N/A

Relevant Elements

- Road widening
- Utility adjustments
- Sidewalk
- Shared-use path
- Drainage design
- MOT plans
- Stakeholder coordination

Walney Road Widening & Bridge Replacement Design-Build, Chantilly, VA VDOT – QAM.

Managed QAM services on this \$12M D-B project for the widening of a 0.5-mile segment of Walney Road from two to four lanes and the addition of an on-street bike lane in each direction, a sidewalk on one side, and a shared-use path on the other. A sanitary sewer line was relocated and a precast concrete box-beam bridge with a concrete deck, 85 feet in length, replaced a functionally obsolete and structurally deficient bridge over Flat Lick Branch. **Responsibilities:** Managed staff coordination and performance of inspection personnel, prepared the QA/QC plan, managed inspection and materials testing, timely resolution of noncompliant work and materials, and accurate and up-to-date documentation. Coordinated with D-B contractor, VDOT staff, and key stakeholders.

Evidence of Good Performance: Established a partnering relationship with the contractor and successfully resolved field issues. For example, to mitigate delays caused by unresponsive utility providers, offered solutions for redesigning storm drainage and maintenance-of-traffic (MOT) plans to minimize the utility relocations. To mitigate delays in asphalt placement due to fluctuating temperatures, worked with the contractor to change the asphalt mix to a mix that could be placed at colder temperatures without sacrificing quality and obtained approval from VDOT’s materials section. In addition, pavement operations were planned in smaller segments to account for fluctuating temperatures.

Reference: MD “Arif” Rahman, PE, 703-259-1940, md.rahman@vdot.virginia.gov | **Firm:** Volkert, Inc. | **Date:** 2014 – 2016

Relevant Elements

- New roadway
- Addition of a turn lane
- Sidewalk
- Shared-use path
- Signal modifications
- Traffic control installations
- Stakeholder coordination

Middle Ground Boulevard Extension D-B, Newport News, VA, VDOT – QAM.

Managed QAM, inspection, and testing services on this \$32M Design-Build project, ensuring that all work was in conformance with the approved for construction plans and specifications. The project included a new four-lane roadway, a bridge over the CSX Railroad, a sidewalk, a shared-use path, enhanced landscaping and street lights, an additional turn lane, signal modifications, and traffic control installations.

Responsibilities: Managed staff coordination and performance of QA personnel, including preparation of the QA/QC plan, managed QA inspection and materials testing, timely resolution of noncompliant work and materials, and accurate and up-to-date documentation. Coordinated with D-B contractor, VDOT staff, and key stakeholders.

Reference: Bud Morgan, 757-494-5472, robert.morgan@vdot.virginia.gov | **Firm:** Volkert, Inc. | **Date:** 2012- 2015

Relevant Elements

- Interchange reconstruction
- Ramps
- Signs & new signals
- Storm drainage
- Sidewalks

I-81 / Route 50 / Route 522 Interchange Reconstruction, City of Winchester, VA, VDOT – Area Construction Engineer.

Managed the inspection process and construction inspection and testing staff during the \$8M reconstruction of an urban cloverleaf interchange. The project eliminated safety hazards by reconstructing and realigning the I-81 NB entrance ramp (that included a new bridge); rebuilding the SB off-ramp and deceleration lane; full-depth reconstruction of Routes 522 and 50; and constructing overhead signs, new signals, storm drainage, and sidewalks. **Responsibilities:** QA management involved verifying that construction of the complete bridge replacement widening complied with the specifications, standards, and contract documents. Provided oversight of comprehensive

materials testing. Addressed non-conformance issues, monitored corrective actions, and maintained detailed documentation. Monitored the schedule and budget and verified compliance with various regulations. Worked with designers and contractor to resolve design, construction, schedule, and budget issues; and analyzed and negotiated change orders. It was crucial to closely monitor and update the schedule, and proactively resolve issues before the schedule or cost was impacted, due to scheduling and incentive/disincentive provisions.

Evidence of Good Performance: Saved VDOT over \$100K by redesigning the construction of the NB on-ramp. Redesigned the SB off-ramp connection to Route 50 where significant improvements were realized in the flow of traffic and maneuverability of large trucks through the intersection. Negotiated and resolved the issue of excessive camber in the precast bulb-T concrete beams at no additional cost and delay to VDOT. The resolution involved on-site testing of the beams, and close coordination with VDOT’s Research Council and Assistant State Bridge Engineer. The project improved the LOS of the intersections by constructing multiple turn-lanes, through lanes, and realigned right-turn lanes. **Reference:** Randy Kiser, PE, 540-332-9095, randy.kiser@vdot.virginia.gov | **Firm:** VDOT | **Date:** 2006-2007

* 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.

Mr. Lineberry is not currently assigned to any specific projects and is available full-time for this project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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| Brief Resume of Key Personnel anticipated for the Project. |
| a. Name & Title: Mark Burris, PE, Deputy Director of Municipal & Highway Engineering, Mid-Atlantic Region |
| 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): Volkert, Inc., Full Time |
| d. Employment History: With this Firm <u>≤1</u> Years With Other Firms <u>35</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Mr. Burris has served as Design Manager for numerous Design-Build and P3 projects involving extensive multi-disciplinary coordination. He specializes in the design of major roadway, drainage, and structural projects involving environmental permitting, utility relocations, right-of-way (ROW) acquisition, and maintenance-of-traffic (MOT). Likewise, he has served as the project manager on numerous on-call task order contracts managing simultaneous tasks for VDOT, Statewide, NOVA District, Fredericksburg District, as well as municipalities (Hanover County, Henrico County, Chesterfield County, City of Richmond, City of Virginia Beach, City of Chesterfield, City of Norfolk and City of Portsmouth). Mr. Burris' expertise includes developing innovative solutions to mitigate project challenges and impacts, and extensive public engagement activities. He has experience coordinating with federal, state, and local municipal stakeholders and construction engineering support personnel. Mr. Burris also brings in-depth knowledge of VDOT processes and Common Sense Engineering (CSE). |
| Name of Firm: Volkert, Inc. Start Date: 2018 End Date: present Position: <i>Deputy Director of Municipal & Highway Engineering, Mid-Atlantic Region</i> Responsible for management of the roadway design group and oversight of design-build and design-bid-build projects in the District of Columbia, Virginia, and Maryland. |
| Name of Firm: GAI Consultants Start Date: 2012 End Date: 2018 Position: <i>Director of Transportation Engineering, Richmond Office</i> Responsible for oversight of development and design of projects through on-call contracts (for example, Dominion Energy and Columbia Gas), and individual transportation projects statewide. |
| Name of Firm: AECOM Start Date: 2007 End Date: 2012 Position: <i>Director of Transportation</i> Responsible for the transportation operations and served as the design manager for design-build transportation projects statewide. |
| Name of Firm: VDOT Start Date: 2005 End Date: 2007 Position: <i>Design Section Manager (Location & Design)</i> Served as program manager for the L&D Division for numerous on-call design task order teams and individual transportation projects. He also served as project manager on roadway and bridge improvement projects throughout the state. |
| Name of Firm: Wilbur Smith Associates Start Date: 2000 End Date: 2005 Position: <i>Associate-in-Charge</i> Responsibilities included serving as the office leader for five multi-disciplinary divisions, and as the design manager for design-build transportation projects |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, VA / Bachelor of Science / 1983 / Civil Engineering |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990 / Professional Engineer / VA #021215 |
| g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List 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.) |

I-264 Pavement Rehabilitation D-B, Virginia Beach, VA, VDOT– Design Manager.

Managed the \$72M design and construction of a 10-mile section of I-264, from the I-64/I-264 interchange to Parks Avenue. This major urban roadway project connects Norfolk to Virginia Beach’s ocean front and involved extensive public and stakeholder coordination to successfully and safely construct the improvements. Stakeholders included Virginia Beach; VDOT; FHWA; Federal and State agencies; multiple churches, businesses, neighborhoods, emergency response departments, and environmentally sensitive properties. **Responsibilities:** Managed the environmental and cultural resources services; traffic management services during construction; and public involvement throughout. Coordinated with regulatory agencies to obtain and comply with construction permitting requirements and monitoring construction activities to address water quality measures. The project elements included concrete pavement patching; shoulder widening; safety hardware upgrades; modifications to barriers, guardrails, curbs and signage; and adjustments to drainage structures and upgrades in substandard locations. **Challenges & Resolutions:** MOT and safety was a challenge on this project. Overhead message signs, VMS devices, social media, and project updates at public meetings were routinely utilized to communicate significant construction activities such as lane closures and traffic detours to the impacted public. The project was completed on-schedule and on-budget and had no fatalities or serious injuries. **Reference:** Frank Fabian, PE, 757-494-5483, Frank.Fabian@vdot.virginia.gov | **Firm:** GAI Consultants | **Date:** 2015

Relevant Elements

- Drainage improvements
- Environmental issues
- Stakeholder coordination
- Public involvement
- Traffic management
- MOT
- Permitting

Relevant Elements

- Roadway widening
- Intersection improvements
- Traffic design
- MOT
- ROW acquisition
- Utility design & relocation
- Signals & signs upgrades
- Utility adjustments
- Geotechnical engineering
- Project scheduling
- Construction inspection

Jamestown Corridor Improvements PPTA, Jamestown, VA, VDOT & Jamestown 2007 Corridor Constructors – Design Manager.

Responsible for the design and construction of part of this \$32M initiative to build needed transportation improvements in the Williamsburg-Jamestown area in preparation for the 400th anniversary of the founding of Jamestown. Route 199 improvements included widening two existing two-lane sections to four divided lanes consistent with the rest of the corridor; intersection improvements at Routes 199 and 31; and realignment of Route 359 on a new location outside the Jamestown Visitor Center’s parking areas to connect Route 31 with the Colonial Parkway. **Responsibilities:** Managed the roadway design; geotechnical engineering; signals and signs; MOT design; project scheduling; QA/QC; sound barrier design; ROW acquisition; utility relocation; and construction engineering inspection oversight. **Evidence of Good Performance:** Mr. Burriss was instrumental in developing an innovative approach to challenging geotechnical conditions – in lieu of excavation along the entire length of the project, utilized geogrids and wick drains for monitoring. This solution significantly reduced the overall construction cost, saving the project \$15M. The project was completed on-

budget and ahead of schedule. **Reference:** David Black, 757-253-5069, David.Black@vdot.virginia.gov | **Firm:** Wilbur Smith Associates | **Date:** 2003-2006

Relevant Elements

- Roadway widening
- Environmental issues
- Stakeholder coordination
- Public involvement
- Traffic management
- Complex MOT
- Traffic signals
- Grading
- Utility design & relocation
- ROW acquisition

North Gayton Road Extension PPTA, Henrico, VA, Henrico County & English Construction – Design Manager.

Responsible for the design and construction of a \$38M project involving the widening of the existing two-lane roadway to four lanes; a new six-lane divided roadway; a new bridge spanning I-64; two precast concrete culverts over small streams; and driveway improvements. Stakeholders included Henrico County, VDOT, FHWA, Federal and state agencies, multiple churches, businesses, neighborhoods, a recreational park, and environmentally sensitive properties. **Responsibilities:** Managed the 2.1-mile roadway design that included a bridge; 1.5-miles of a new roadway location; water lines extension along the project corridor; ROW acquisition; environmental and cultural resources support; traffic management during construction; grading diagram; utility design and relocation; public involvement; traffic signals; and a complex MOT sequence to minimize interruptions on the existing facility. **Challenges Met:** This major urban roadway project connects Henrico County’s major commercial Short Pump area with northern residential

neighborhoods. The project’s new facility provides significant traffic relief for the most congested intersection in Henrico County at Broad Street and Pouncey Tract Road. **Reference:** Rob Tieman, PE, 804-786-5869, Robert.Tieman@vdot.virginia.gov | **Firm:** AECOM | **Date:** 2007-2012

* 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.

N/A

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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| Brief Resume of Key Personnel anticipated for the Project. |
| a. Name & Title: David D. Bradeson, PE, Regional Project Manager |
| 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 the type of employment (Full time/Part Time): Chemung Contracting Corporation, Full Time |
| d. Employment History: With this Firm 12 Years With Other Firms 11 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): Mr. Bradeson manages a variety of projects from small site work jobs to multi-million-dollar projects. He also manages two AMRL accredited labs that test aggregate and asphalt materials. In his 23 years of construction experience, he has gained extensive knowledge in materials, structures, sitework, utilities, and paving and is understands all project specifications. Mr. Bradeson manages several projects concurrently throughout the year to include sitework and paving. He manages all crew and equipment resources to ensure every project has what is needed to expedite project delivery and is responsible for maintaining the CPM schedule including cost loading as required by specifications. He works directly with owners to ensure projects are on time and on budget. With his engineering background he assists with design issues from the field to expedite design changes and to ensure the most cost effect solution is found. Mr. Bradeson is responsible for cash flow projections, cost analysis, and monthly cost reporting to maintain project budgets. Name of Firm: Chemung Contracting Corporation (CCC) Start Date: 2006 End Date: present Position: <i>Regional Project Manager</i> Manages all projects in Virginia to include commercial site work, FAA, and VDOT and manage two AMRL accredited asphalt plant laboratories. Responsible for execution and coordination of all contracts. Work with owners' management, extensive knowledge of all construction specifications, CPM cost loaded scheduling, cost projection, pricing and negotiating contracts, claims mitigation, specification reviews. Name of Firm: Jones Brothers, Inc. Start Date: 1998 End Date: 2006 Position: <i>Project/Group Manager</i> Served as project and group manager for heavy highway construction including both bridges and highways. Responsibilities include: Coordination of crews and equipment between various states (VA, NC, SC, and FL), CPM scheduling, owner/subcontractor/supplier contact and coordination, modification/extra work estimating, cost projection, pricing and negotiation, claims management, EEO compliance, enforcement and compliance with corporate safety regulations, critical crane lift Engineer land and water, concrete form work design for bridges and box culverts. |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of North Carolina, Charlotte, NC / Bachelor of Science / 1995 / Civil Engineering Technology |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2002 / Professional Engineering / VA #034544 |
| g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List 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.) |

Relevant Elements

- Utility coordination & relocation
- Environmental services
- Traffic signal
- MOT
- Public involvement
- Geotechnical engineering
- Excavation

Route 29/666 Interchange, Culpeper, VA, VDOT – Construction

Manager. Leads all activities for this \$17.3M interchange project that includes earthwork, grading, paving, traffic signalization, MOT, box culvert, water, sewer, and overall management coordination with VDOT. The purpose of the project is to replace the existing at-grade intersection of Route 29 and 666 with a diamond interchange to improve traffic capacity and public safety. **Responsibilities:** CPM Cost loaded scheduling, manage subcontractors, cost projections, owner relations, determine and provide cost saving suggestions, manage all crews and equipment utilizations. Strengthened Chemung’s relationship with VDOT’s Culpeper District through strong partnering practices.

Reference: Wade Smith, 540-738-6261, wade.smith@vdot.virginia.gov | **Firm:** CCC | **Date:** 2015-present

Relevant Elements

- Construction under traffic
- Geotechnical engineering
- TMP design & construction
- Drainage construction under traffic
- Excavation

Route 29 By-pass, Amherst, VA, VDOT – Project Manager. Managed construction activities for this \$21.5M project that included coordination of nine new bridges (two for the NS Railroad) and two box culverts. Extensive oversight of the construction of one bridge over active Route 29 was achieved to maintain high safety inspections while maintaining an aggressive schedule. Additional duties include managing subcontractors, cost projections, CPM scheduling, concrete form design, manage all crews and equipment, critical lift engineering, safety, and EEO.

Reference: Larry Nash, 434-942-9256, nash_lw@vdot.state.va.us | **Firm:** Jones Brothers, Inc. | **Date:** 2003-2004

I-275 Interchange, St. Petersburg, FL, FDOT – Project Manager.

Managed all construction processes for the completion of four bridges, concrete activities, and asphalt paving on this \$32.6M project. Additional responsibilities included CPM Cost loaded scheduling, manage subcontractors, cost projections, owner relations, manage all crews and equipment, concrete form design, critical lift engineering, safety and EEO.

Reference: Sherman Johnson, 813-281-9069 | **Firm:** Jones Brothers, Inc. | **Date:** 2004

Relevant Elements

- Multiple segments
- Geotechnical monitoring
- Construction under heavy traffic
- Public involvement
- TMP design & construction

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

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

FAM – 66 Park and Ride – June 2019 completion

3.4.1(a) Lead Contractor 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: Route 29 & Route 666 Interchange Location: Culpeper, VA | Name: VDOT | Name of Client/ Owner: VDOT Phone: (540) 727-7038 Project Manager: Wade Smith Phone: (540) 738-6261 Email: Wade.Smith@VDOT.virginia.gov | 08/2017 | 08/2017 | \$18,689 | \$16,743 | \$10,931 |

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.

| | | |
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| <p>Relevant Project Elements</p> <ul style="list-style-type: none"> ▪ Interchange Construction ▪ Transportation Management Plan ▪ Stakeholder Coordination | <p>To improve safety and maximum capacity, VDOT designed this project to replace the existing at-grade intersection of Routes 29 and 666 with a diamond interchange. Once Eastern View High School was opened, the project funding was accelerated due to increased vehicle, pedestrian, and bicycle traffic. VDOT recommended the diamond interchange because of its lowest initial cost, prior preparation by VDOT, shortest construction duration, future modification capabilities, and familiarity to motorists. The scope includes raising Route 666 to an overhead crossing of Route 29 via a new interchange. For pedestrians and bicycle traffic, bike lanes would be added along with a sidewalk and shared use path.</p> |  |
| <p>Key Personnel</p> <p>Billy Myers David Bradeson Edward Dalrymple III</p> | <p>Chemung served as the prime contractor for the construction of the interchange. Responsibilities included roadway construction, bridge construction, traffic signals, storm drainage, maintenance of traffic, scheduling, aggregate, asphalt paving, box culverts, and construction management of subcontractors. In addition, the scope of work included constructing four box culverts, 190,000 CY of regular excavation, 147,299 CY of imported material, 8,400 LF of storm infrastructure, 80,000 TN aggregate, 44,000 TN asphalt paving, and 2,700 SY of bridge concrete. The relationships with VDOT's Culpeper District that were developed with Chemung Contracting and the lessons learned on the Rt. 29 & Rt. 666 Interchange project, will be used for the Albemarle Intersection Bundling project. This includes incorporating the exact same management team from Chemung.</p> <p>Lessons Learned</p> <ul style="list-style-type: none"> ▪ Team Partnering – Chemung and VDOT created the successful Partnering Program that incorporated honest and open communication to discuss project issues and aggressively resolve open conflicts. ▪ Phased Construction – Reduced seven phases of construction by running multiple phases concurrently to eliminate double handling of material and identified innovative safety measures that allowed the exclusion of 845LF temporary median barrier and attenuator saving VDOT \$37,350K. ▪ Public Safety – Developed strong relationships with Eastern View High School, stakeholder, to accommodate all activities throughout the school year. This includes redesigning and constructing the school's athletic facility fencing to achieve their safety expectations with the coordination of the fence installation to minimize future maintenance costs. <p>Evidence of Good Performance</p> <ul style="list-style-type: none"> ▪ Received a 100% on Construction Quality Improvement Program (CQIP) Review by VDOT. ▪ Received a 4 on VDOT's Contractor Performance Evaluation (CPE Interim Report) stating, "Chemung Contracting Corporation has displayed exemplary cooperation and coordination with the inspection staff and VDOT administration. Positive feedback from the local public have stated notice of the order and cleanliness of the project." ▪ Revised the TMP plan that eliminated a major detour and temporary portable cameras and provided a savings of \$110,250.00 to VDOT. ▪ Redesigned the bridge substructure resulting in a savings to VDOT of approximately 10% for the pier foundations. ▪ VDOT has received positive feedback from Culpeper County, Town of Culpeper citizens, Eastern View High School, and Rt. 29 motorists. This was accomplished through utilizing construction signage and variable message boards, to promote awareness of upcoming project impacts. ▪ Participation with stakeholders was paramount to maintain strong relationships. This included assisting traffic control through the project limits for such county-wide activities as the Culpeper Fest and Culpeper Air Fest along with maintaining regularly schedule activities throughout Eastern View High School. ▪ Chemung received numerous compliments for the project from VDOT personnel to include Garrett Moore - VDOT Chief Engineer, John Lynch – Culpeper District Engineer, and David Pearce – Culpeper District Maintenance Engineer along with Ernie Hoch - Culpeper County Administrator. ▪ The project was highlighted by VDOT's Commissioner, Charles Kilpatrick, during the Commissioner's Address at the 2016 VTCA Spring Transportation Conference. | |

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

| a. Project Name & Location | b. Name of the prime design consulting firm responsible for the overall project design. | c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities. | d. Contract Completion Date (Original) | e. Contract Completion Date (Actual or Estimated) | f. Contract Value (in thousands) | | g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands) |
|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------|----------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------|
| | | | | | Original Contract Value | Final or Estimated Contract Value | |
| Name: Route 29 & Route 718 Intersection Improvements Location: Culpeper, VA | Name: VDOT | Name of Client/ Owner: VDOT Phone: (540) 727-7038 Project Manager: Mauris Mackenzie Phone: (540) 244-8186 Email: Mauris.Mackenzie@VDOT.virginia.gov | 01/2017 | 12/2016 | \$866 | \$868 | \$868 |

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



Construction consisted of a restricted crossing U-turn intersection due to an increased speed limit, greater traffic volume, and restricted sight distance. This project incorporated a non-typical design, RCUT (restricted crossing U-turn) that differs from a conventional intersection that eliminates the left turn movement from the cross street. Drivers are required to turn right onto Route 29 southbound and then make a U-turn in the median prior to heading northbound on Route 29. This design allows for better line of sight for motorists and was one of the first RCUT designs implemented in Virginia. According to the FHA, RCUT's reduced crashes between 28 and 49 percent compared to stop-controlled intersection. Therefore, reducing fatal crashes by 70 percent and crash injuries by 42 percent.

Chemung served as the prime contractor for construction of intersection improvements. Responsibilities included excavation, installation of drainage pipe, aggregate material, asphalt concrete, guardrail, signage, pavement markings, and other miscellaneous work. All materials were provided by mines and asphalt plants owned by the company. Greater traffic volumes, limited sight clearance, and increased speed limit of Route 29 required a new configuration. In addition, daily coordination was implemented with adjacent businesses.

Relevant Project Elements

- Non-typical design
- Transportation Management Plan
- Stakeholder Coordination

Key Personnel

Billy Myers
David Bradeson
Edward Dalrymple III

Lessons Learned

- **Team Partnering** – Chemung and VDOT continued the long lasting successful Partnering Program that incorporated open communication to address project issues and best practices for the safety of the public and construction workers.
- **Safety Phasing** – Managed traffic management plan with implementing additional safety measures along Route 29.
- **Stakeholders** – Developed strong relationships with neighboring businesses to accommodate access and eliminate any restricted or entrance closures.

Evidence of Good Performance

- Contract was completed **27 days Ahead** of the fixed completion date.
- Construction of one of the **First** RCUT designs implemented in Virginia.
- Received a **4** on VDOT's Contractor Performance Evaluation (CPE Interim Report) Safety and Company Management of Project stating, "A review of the project by the Culpeper Safety Manager resulted in zero deficiencies, which is rare".
- Received **100%** on all of VDOT's Contractor Performance Evaluation (CPE Interim Report) Scores for the project's duration.
- VDOT has received positive feedback from Culpeper County, Adjacent Businesses, and Rt. 29 motorists. This was accomplished through utilizing TMP practices and VMS boards, to promote awareness of upcoming project impacts.
- Strong relationships were maintained with all stakeholders. Specifically accommodating special events for neighboring businesses and residence on Route 718.

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: Culpeper Regional Airport (T-Hangar & Executive Hangar Development) Location: Culpeper, VA | Name: Campbell & Paris Engineers | Name of Client/ Owner: Culpeper County Phone: (540) 727-3488 Project Manager: Alan Culpeper Phone: (540) 727-3488 Email: aculpeper@culpepercounty.gov | 08/2016 | 08/2016 | \$4,501 | \$4,472 | \$3,250 |

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Relevant Project Elements

- Non-typical design
- Specifications/Guidelines
- TMP
- Stakeholder Coordination

Key Personnel

Billy Myers
David Bradeson

The project consisted of the construction of 3 large hangars, Water Line, Sewer Line, Underdrain, RCP Storm Sewer, and the entire site was paved using Porous Pavement. Originally the project was designed to be constructed using two different types of pavement and differing cross sections, a P-402 (Airport Spec Porous Pavement) and P-401 (Airport Spec Surface Course, Non-Porous). At the beginning of the project Chemung Contracting approached the Engineer and Owner about changing the pavement types and cross sections due to constructability issues and the high cost of the specified pavement types. Chemung Contracting worked with the Engineer to develop a single pavement cross section that would result in a higher quality finished product, an entire porous surface (not just in the taxiways) and ultimately a less expensive finished project.

The use of porous pavement on this project was ideal for several reasons. First, because of previous construction at the airport there was no space to install a storm water retention basin which would have been required if an impervious pavement had been used. Secondly due to the FAA requirements on elevation changes for taxiways the site was designed with minimal fall which could have resulted in bird baths on the final surface, however due to the porous pavement there is never any standing water on the final surface. Finally, the site had historically been a very wet area, however when the underdrain system was installed as part of the porous pavement the site dried up dramatically, the constant removal of water under the pavement structure should extend the life of the pavement.



Chemung served as the prime contractor for the construction of all site work that included hangar building construction, subbase material placement, asphalt placement, storm drainage, erosion & control measures, etc. The relationships that were developed between Chemung Contracting and Culpeper Airport at the Culpeper Regional Airport (T-Hangar and Executive Hangar Development) project, will be used for the Albemarle Intersection Bundling project. The similar nature of these two projects and the fact that the construction and management teams from both Chemung Contracting and VDOT will work well together, established the foundation for a successful partnership that resulted in the construction of this project.

Lessons Learned

- **Team Partnering** – Chemung and Culpeper Airport created the successful Partnering Program that incorporated honest and open communication to discuss project issues and aggressively resolve open conflicts.
- **Redesign Pavement** – Assisted engineer to redesign the pavement section while minimizing construction and long-term maintenance costs.
- **Public Safety** – Developed strong relationships with Culpeper Regional Airport, stakeholder, to accommodate all activities throughout the year. This includes the Culpeper Air Fest.
- **Business Relations** – Immediately putting County requests first, identified problems in area and developed a resourceful solution weighing cost/benefits, and overcame obstacles to achieve objectives of the Culpeper County Regional Airport.

Evidence of Good Performance

- Received Outstanding reviews by all owners (FAA, DOAV, and Culpeper County)
- Received award from Virginia Asphalt Association (VAA 2016)
- Received other various recognitions for the design, construction, and quality to comply with FAA and DOAV specifications.
- Conscientious of the County's requirements and made sure defect-free product was delivered. Received excellent on the rating scale per past performance rating report.
- Strong relationships were maintained with all stakeholders. Specifically accommodating special events and for neighboring businesses and residence around the airport.

3.4.1(b) Lead Designer Work History Forms

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 Est.) | 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 Est.) | |
| Name: Improvements to the I-10/I-110 Interchange, Big Ridge Road/Popps Ferry Road, D'Iberville Boulevard, Lamey Bridge Road & Sangani Boulevard Location: D'Iberville, Mississippi | Name: Phase I: Gulf Equipment Corporation Phase II: Mallette Brothers Construction Co., Inc. | Name of Client: Mississippi DOT Phone: (601) 359-7001 Project Manager: Kelly Castleberry, PE Phone: (601) 544-6511 Email: kcastleberry@mdot.state.ms.us | 10/2011 | 04/2014 | Phase I: \$29,780 Phase II: \$11,407 | \$75,000 | \$1,364 |

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.

Relevant Project Elements

- Environmental documentation
- Supplemental survey
- Operational analysis
- Project risk analysis
- Detailed cost analysis
- Alternatives evaluation
- Preliminary plans & final plan for roadway & bridge design
- Lighting & signal design
- Stakeholder engagement
- Public involvement
- Utilized ProjectWise

This DDI was the first one constructed in Mississippi!

Similar Team Members

Keith Weakley, PE, DBIA

This project began as a planning study and evolved into design, and was constructed in three projects. Volkert developed the design and provided construction administration support services for the new **diverging diamond interchange (DDI)** at D'Iberville Boulevard, the Sangani Boulevard and MS 67 interchange; new bridges at *Lamey Bridge Road over I-10* (Phase I below); and a new interchange at *Popps Ferry Road/Big Ridge Road over I-110 bridge* (Phase II below). Completion of environmental and engineering studies was also required. The purpose of the project was to alleviate traffic congestion between I-10 and I-110, on Popps Ferry Road, D'Iberville Boulevard, and Lamey Bridge Road; and to improve access to and from I-110 to local collector distributor roads in D'Iberville.

The overall project was designed as whole, and divided into four construction projects (I-10/I-110 Phase III is yet to be constructed):

- **Sangani Boulevard Interchange Improvements**
- **I-10/I-110 Phase I:** including final construction plans for the D'Iberville Boulevard and Lamey Bridge Road Interchanges; C-D roads/frontage roads required to open the two interchanges; partial widening of D'Iberville Boulevard and Lamey Bridge Road; modification of the southern loops on I-110; and work necessary on I-10 to construct and open the two interchanges. The two interchanges are partial diamond interchanges with D'Iberville Boulevard being a diverging diamond.
- **I-10/I-110 Phase II:** included developing final construction plans for the Popps Ferry/Big Ridge Road Interchange; the widening of Big Ridge Road; and the relocation of Boney Avenue. Existing Big Ridge Road Bridge over I-110 was removed and replaced with a new bridge for the partial diamond interchange at Popps Ferry/Big Ridge Road. All bridge design utilized AASHTO LRFD Bridge Design Specifications and load rating per LRFR with interchange improvements.
- **I-10/I-110 Phase III:** I-10/I-110 Flyover not yet constructed

Design services included identifying required ROW to accommodate the improvements, and design of alternatives to be used throughout the completion of the EA/FONSI, which was signed in 2009. Prior to Volkert's involvement on the project, an IMR had been completed. As Volkert began to study the project, interchange concepts were further developed and modified. Based on traffic volumes and turning movement counts, it was determined a DDI would be best suited for the D'Iberville Boulevard interchange. A standard diamond interchange configuration was used for Popps Ferry Road and Lamey Bridge Road, however; the southeast quadrant of the Lamey Bridge Road interchange had environmental constraints that led to constructing a loop ramp in the southwest quadrant. The overall design was intended to provide better traffic circulation in and around the I-10/I-110 interchange where development has grown exponentially since Hurricane Katrina. Volkert conducted a detailed cost analysis and alternative evaluation that included the development of evaluation matrices for all alternates studied in the preliminary design and environmental analysis phases.



Key Challenges & Solutions

- Volkert designed the first DDI ever constructed in Mississippi, despite the fact that the State DOT had no design guidance for it. Volkert utilized Missouri's DDIs and FHWA's design guidance.
- Volkert developed solutions for maintenance-of-traffic (MOT) scheme challenges. The project is located in an urban congested area and is adjacent to and over an existing interstate. The existing *D'Iberville Boulevard Bridge over I-10* required demolition, resulting in the need for a detour of the interstate traffic. Volkert developed a nighttime detour to accommodate the demolition of the bridge onto the existing interstate. This efficient planning resulted in reopening the interstate to traffic within 12 hours.
- Due to the way the project was designed as a whole but divided into four construction projects, parts of the project were designed and constructed to an "interim" phase. Then the subsequent construction projects would begin, bringing all parts to the ultimate condition level.

Volkert utilized alternate retaining wall types (MSE and soil nail walls) on this project. A sound wall was also designed and constructed to provide noise reduction to an adjacent apartment complex.

Traffic engineering services included the development of designs and construction plans for traffic signals, roadway lighting, signing and pavement markings. Traffic signal timings were developed for the opening year using Synchro and a corridor timing plan was developed along Sangani Boulevard for signal coordination. Volkert performed an *Existing Conditions Analysis* where the LOS were evaluated using highway capacity software. The results indicated LOS below what was desired by MDOT and FHWA.

Stormwater management included Volkert developing MDOT's first phased E&SC plan and SWPPP for this project. Traditionally, the contractor developed the plan, but MDOT requested Volkert's assistance in developing the format for the design plans and coordinated the plan with Mississippi DEQ.

Construction services included structural and electrical shop drawing review, and supporting design issues that arose during construction.

Public involvement services included assisting MDOT with their program throughout the environmental process and design. Volkert developed presentations, project boards, and information sheets to inform the public and stakeholders. Volkert utilized ProjectWise to coordinate all project information with MDOT and within Volkert's team.

Volkert's multidisciplinary transportation services included freeway and local roadway, bridge, drainage, retaining wall, and sound wall design; traffic signal design; lighting design for three interchanges and local roads; survey; environmental NEPA documentation; capacity studies of all facilities; ROW acquisition and plans; utility coordination services; and construction administration services support.

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 Est.) | 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 Est.) | |
| Name: Courtland Interchange on Route 58 (Southampton Parkway) Location: Southampton County, VA | Name: Curtis Contracting, Inc. | Name of Client: VDOT Hampton Roads District Phone: (540) 332-9075 Project Manager: Bruce Duvall, PE Phone: (757) 494-5480 Email: bruce.duvall@vdot.virginia.gov | 03/2016 | 12/2018 | \$15,000 | \$15,000 | \$2,601 |

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.



Route 58 is a four-lane, divided, east-west highway and a National Highway Safety designated corridor, serving as a primary evacuation route and an economic thoroughfare connecting I-95 and I-85 with the Hampton Roads region.

Volkert provided multidisciplinary services that included project management; roadway design; traffic, structural, and hydraulic engineering; development of wetland permit sketches; plat preparation for right-of-way (ROW) acquisition; supplemental survey provided by current team member *Precision Measurements, Inc.*; and geotechnical engineering services for the design of a new interchange on Route 58. Volkert also prepared the Interchange Justification Report (IJR) to justify the need for the new interchange that consolidates Route 742, Route 58 Business spur, and Route 58 Business intersections on Route 58.

Volkert's design achieves an operationally efficient and safe interchange by consolidating three intersections and providing a gateway to Courtland.

The design includes a new 224-foot-long two-span interchange bridge, and ramps; two roundabouts; a new 525-foot-long five-span bridge over wetlands; roadway widening to add an auxiliary lane; constructed wetlands; retaining walls; signs; and pavement markings.

- **The roundabout design** replaced stop-controlled intersections, resulting in increased safety, and calmed traffic.
- **The structural design** includes jointless pre-stressed concrete bulb-tee bridges, providing long-term low maintenance solutions for VDOT.
- **The drainage design** utilized a combined open and closed system including curb and gutter sections. The storm drain was extended in lieu of a ditch system to accommodate the roadway and avoid ROW acquisition. Innovative design to minimize wetlands impacts used a 36-inch storm pipe under the roadway embankment and retaining walls, maintaining connectivity of the wetland areas near the bridge.
- **Traffic engineering services** included the development of the IJR on an accelerated schedule. As part of the IJR, Volkert conducted traffic data collection and analyses of six intersections. Methodologies presented in the *Highway Safety Manual* were used to predict crash frequencies with and without the proposed interchange for future years 2017 and 2036. Traffic and safety analyses of three alternatives were conducted and the transportation implications related to the build-out of each per VDOT and FHWA requirements (IIM-LD-200.8) were documented. The study results demonstrated that the existing at-grade connections cannot accommodate future traffic demands and a grade-separated interchange was recommended with two ramp terminal roundabouts to provide unimpeded traffic flow along US 58, and enhance mobility and vehicular safety through the corridor.

Volkert's design approach involved multiple disciplines to achieve a context-sensitive design that preserves the scenic and environmental resources of the area – wetlands and property owned by the *Cheroenhaka Indian Tribal Heritage Foundation* – and adds lasting value while achieving VDOT's goal for an operationally efficient and safe interchange.

Evidence of Good Performance

Volkert met VDOT's design schedule on-time and within budget, providing a cost-effective design that reduced wetlands and ROW impacts, eliminated left turns, provided safer access, and calmed traffic.

Relevant Project Elements

- New interchange with structures & ramps
- 2.9-miles of roadway designed
- IJR on an accelerated schedule
- Two new roundabouts
- Route 58 roadway widening
- Safety & operations improvements
- Drainage and SWM
- Innovative SWM design included 1.5 acres of surface-flow constructed wetlands
- Transportation Management Plan
- Signing & pavement marking
- MSE retaining walls
- Minimize ROW acquisition
- Utility relocation coordination
- Challenging geotechnical conditions

Similar Team Members

- Keith Weakley, PE, DBIA
- Robert Hester, PE
- Ty Lee, PE
- Jason Pisani-Jiménez, PE
- Bharat Bhargava, PE
- Hari Thaker, PE, PTOE
- Manuel Richardson, PE, PTOE
- Brian Graham, PE

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 Est.) | 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 Est.) | |
| Name: Martin Luther King Expressway Extension, Elizabeth River Crossing/Midtown Tunnel (D-B) P3 Location: Portsmouth, VA | Name: SKW Constructors (Skanska, Kiewit, Weeks Marine Joint Venture) | Name of Client.: Elizabeth River Crossing, LLC & VDOT Phone: (757) 932-4400 Project Manager: Jeff Sullivan Phone: (757) 673-9483 Email: jeff.sullivan@kiewit | 10/2012 | 11/2016 | \$210,000 | \$210,000 | \$11,922 |

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.

Relevant Project Elements

- 4.9-miles of roadway designed
- Interchange modifications
- Interchange ramp modifications
- Side road improvements
- Bridge design
- Landscape architecture design
- Added auxiliary lane to improve merge area on interstate
- H&H, SWM, E&SC & drainage improvements
- Retaining walls
- Type C TMP
- MOT
- Signage & pavement marking
- Minimized ROW acquisition to 70 properties
- Urban pedestrian plaza design
- Context-sensitive solutions
- High traffic volume successfully maintained throughout the four phases of construction
- I-264 widening & two bridge widenings

Volkert managed the engineering and design of the \$210M MLK Expressway Extension, a significant component of the \$2.1B Elizabeth River Tunnels P3 project—as a subconsultant to WSP | Parsons Brinckerhoff.

Volkert's multidisciplinary design team provided project management; roadway design; traffic, structural, and hydraulic engineering design; landscape architecture design; and construction phase services. In addition, Volkert developed the design of two new interchanges at I-264 and High Street; two bridge widenings on I-264; the widening of I-264 to add auxiliary lanes; modifications to the London Boulevard interchange; side road improvements; an urban pedestrian plaza; retaining walls; and new stormwater management (SWM) facilities.

Issues and Solutions

Volkert utilized a context-sensitive design approach in order to minimize impacts to the traveling public and the local historic elements. The design of the BMP SWM facilities complied with the performance criteria of the *Chesapeake Bay TMDL*, and maximized the available space for SWM facilities while minimizing impacts on an aging and over-taxed storm drain system.

This complex project also required detours to accommodate long-term partial and full lane and ramp closures at two interchanges along the mainline of I-264. Volkert conducted traffic analyses to determine impact of the detours on the surrounding roadway network, including analyses of 21 intersections under pre-construction and detour conditions. As a result of the study, Volkert developed a TMP including a Temporary Traffic Control Plan (TTCP) and Traffic Operations Plan (TOP) designed to maintain traffic for the 70,000 vehicles per day along I-264 while meeting the construction schedule.

Volkert's design met the challenge of tight horizontal and vertical geometric constraints, and also carefully avoided a historic African American cemetery, and disturbance to a hazmat area. Volkert also provided documentation supporting a design exception for a ramp with a 20-mph design radius at the modified interchange at London Boulevard to preserve a historic church; and used retaining walls to preserve properties in a historic neighborhood.

Volkert developed the design with the objective of keeping costs at a minimum where possible. A segment of the project incorporates 18 EPS and MSE walls as a cost-effective alternative to bridge construction, and which reduced the project footprint and minimized ROW impacts. Significant cost savings were also achieved by using cost-effective materials where appropriate, which reduced the amount and size of equipment required for construction. High-performance steel reduced the overall quantity and cost of steel

Evidence of Good Performance

The context-sensitive design minimizes impacts to historic resources; maintains connectivity between neighborhoods; incorporates streetscape enhancements and an urban plaza on High Street to serve as a gateway into the historic district; incorporates aesthetic treatments on and under the bridges; and turned SWM ponds into attractive water features.

With an extremely fast-track design, the project progressed from 30% roadway plans to RFC (100%) drawings, within a span of approximately 10 months, and fell within budget.

Similar Team Members

- Keith Weakley, PE, DBIA
- Jason Pisani-Jiménez, PE
- Hari Thaker, PE, PTOE
- Brian Graham, PE
- Oliver Boehm, RLA

