

Albemarle Route 20/Route 649/  
Route 1494 Intersection



# STATEMENT OF QUALIFICATIONS

## Transportation Improvements at Hydraulic Road and US 29 Design-Build

City of Charlottesville and  
Albemarle County, VA

State Project No.: 0029-M03-371, C501, P101, R201  
Federal Project No.: STP-5104 (299)  
Contract ID Number: C00118880DB114



Albemarle Bundle  
Albemarle County, VA



Midlothian Turnpike Widening DB  
Chesterfield County, VA



MLK Pedestrian Bridge  
City of Portsmouth, VA

Submitted by



In Association With



Submission Due: June 7, 2022 at 4:00 PM

P.O. Box 769  
West Point, VA 23181  
Phone: 804.843.4633  
Fax: 804.843.2545

# 3.2

# Letter of Submittal



Submitted by



*Curtis Contracting Inc.*

In Association With



**WALLACE  
MONTGOMERY**



# CURTIS CONTRACTING, INC.

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

June 7, 2022

Mr. Bryan Stevenson, PE, DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

RE: Transportation Improvement at Hydraulic  
Road and US 29  
Design-Build | RFQ #C00118880DB114  
3.2 Letter of Submittal

Dear Mr. Stevenson:

Curtis Contracting Inc. (CCI) is pleased to submit to VDOT our response to your Request for Qualifications (RFQ) for the above-mentioned project. CCI provides exceptional quality in each and every project we construct. Our core values focus on quality above profit and ensure our customer is completely satisfied. With Wallace Montgomery (WM) as our Lead Designer, CCI offers VDOT a Team experienced in design-build with a shared approach to partnering and integrating innovative solutions and a proven track record of delivering successful transportation infrastructure projects on time and within budget.

**3.2.1 Full Legal Offeror Name and Address:** Curtis Contracting, Inc., 7481 Theron Road, West Point, VA 23181

**3.2.2 Point of Contact:**

Stephen L. Ordnung, DBIA, Vice President  
7481 Theron Road, P.O. Box 769  
West Point, Virginia 23181  
(P) 804.843.4633 (F) 804.843.2545  
[s.ordnung@curtiscontracting.net](mailto:s.ordnung@curtiscontracting.net)

**3.2.3 Principal Officer:**

Andrew R. Curtis, Jr., President  
7481 Theron Road, P.O. Box 769  
West Point, Virginia 23181  
(P) 804.843.4633 (F) 804.843.2545  
[a.curtis@curtiscontracting.net](mailto:a.curtis@curtiscontracting.net)

**3.2.4** Curtis Contracting, Inc., a corporation, will be the sole proposer/entity with VDOT will directly contract; will undertake the financial responsibility; and has no liability limitations. Our corporate structure includes: Andrew R. Curtis Jr., President; Raymond Jarvis, Vice President Finance/Secretary; and Stephen L. Ordnung, Vice President Operations.

**3.2.5** The Lead Contractor for the project will be Curtis Contracting, Inc. and the Lead Designer will be Wallace, Montgomery & Associates, LLP.

**3.2.6** Curtis Contracting, Inc.'s affiliated companies are reported on Attachment 3.2.6 provided in the Appendix. Wallace, Montgomery & Associates, LLP has no affiliated or subsidiary companies.

**3.2.7** Signed Certification Regarding Debarment Forms for Primary and Lower Tier Covered Transactions are included as Attachments 3.2.7(a) and 3.2.7(b) in the Appendix.

**3.2.8** Curtis Contracting, Inc. is currently Prequalified (active status) with VDOT, vendor number **C333**. A copy of our prequalification certificate is included as an attachment to this Letter.

**3.2.9** A surety letter stating the Curtis Contracting, Inc. is capable of obtaining a performance and payment bond based on the current estimated contract value, along with which bonds will cover the project and any warranty periods, is provided as Attachment 3.2.9 in the Appendix.

**3.2.10** All required DPOR licenses and SCC registration information is provided as Attachment 3.2.10.

**3.2.11** Curtis Contracting, Inc. is committed to achieving the twelve percent (12%) DBE goal for the entire value of this Contract.

The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal. We are excited for this opportunity and confident that our Team will complete this project on time and within budget.

Sincerely,  
**CURTIS CONTRACTING, INC.**

  
Stephen L. Ordnung, DBIA  
Vice President

# 3.3

## Offeror's Team Structure



Submitted by



In Association With



### 3.3.1 Key Personnel

The Curtis Contracting, Inc. (CCI) Design-Build Team (DBT) was formed with the intention of reassembling the team that is successfully completing the Albemarle Intersection Bundling Design-Build Project (Albemarle Bundle). In fact, the Project Team has worked together so well that you will notice throughout our Statement of Qualifications (SOQ), that many of the key personnel, support staff, subcontractors, and subconsultants are reprising the very same role that they played on the Albemarle Bundle. We firmly believe that the proven success we have working together will result in another high-quality project being delivered for VDOT under budget and ahead of schedule. In that regard, CCI has assembled the following highly-qualified and experienced Key Personnel to provide confidence to VDOT that the Project and risks will be effectively managed through their personal competence, accountability, and availability to successfully deliver the Transportation Improvements at Hydraulic Road and US 29 Project. Each are currently working on the Albemarle Bundle. Steve Ordnung and Avtar Singh return as the Design-Build Project Manager and Quality Assurance Manager, respectively. Julia Simo and Cole Eller have been critical to the success of the Albemarle Bundle and are being promoted into leadership roles for this Project.

**Design-Build Project Manager (DBPM):** *Steve Ordnung, DBIA* (CCI) will serve as the primary point of contact, and as an Officer of CCI, has the full authority to resolve all matters with VDOT. He will be responsible for delivering the Project and integrating all design-build (DB) aspects, including design; construction; and quality management. Steve will be heavily involved in developing and monitoring the Project's critical path method schedule to ensure design and construction efforts are well-planned, well-executed, and completed on-time. Steve will coordinate with project stakeholders; support public outreach; and be fully accessible to answer project inquiries.

**Quality Assurance Manager (QAM):** *Avtar Singh, PE, CCM, DBIA* (CES) will serve as the QAM and will report directly to the DBPM. He will be responsible for developing the Project's construction Quality Assurance (QA) plan and managing its execution. He will ensure the work, materials, sampling, and testing conform to the contract requirements and the approved construction documents and that all required Quality Control (QC) and QA inspections have been performed prior to certifying monthly payment applications. Avtar will have direct access to VDOT and he will not be involved in construction operations.

**Design Manager (DM):** *Julia Simo, PE* (WM) will serve as the DM and will report directly to the DBPM. She will oversee the Project's multi-disciplined design efforts, ensuring the designs conform with the contract documents and VDOT policies/guidelines such as illustrating erosion and sediment control information on plan sheets as required by the Environmental Engineering Department. Julia will be responsible for establishing the design QA/QC program and ensuring conformance. She will be involved with stakeholder/public outreach. Julia will remain involved during construction to oversee any clarifications, plan modifications, shop drawing reviews, etc.

**Construction Manager (CM):** *Cole Eller* (CCI) will serve as the CM and will report directly to the DBPM. He will manage all aspects of the Project's construction and QC. Cole will be fully integrated into the design process by providing constructability reviews and suggestions to improve construction safety, means, and methods. During construction, Cole will be physically onsite, and will ensure the materials used and work performed meet contract requirements.

### 3.3.2 Organizational Chart

Our organizational chart illustrates CCI DBT's Key Personnel and functional and reporting structure. Solid lines on the chart identify the clear reporting relationships between the DBPM and the design and construction teams to manage, design, and construct the Project. Dashed lines represent indirect reporting and/or communication. The chart shows a clear separation and independent relationship between the construction QC and QA programs.

**FUNCTIONAL RELATIONSHIPS AND TEAM COMMUNICATIONS** | CCI's approach to project coordination and decision-making emphasizes teamwork and partnering within our Team, VDOT and project stakeholders. *We have learned that mutual trust and a willingness to make real-time decisions will successfully deliver DB projects.* Our DBPM will be responsible for full execution of the work under the contract. The DBPM will receive direct support from the DM, CM, and QAM. To facilitate timely materials acquisitions and continuous construction efforts, the DM will be responsible for managing a Design Team of roadway, structural, hydraulic, and traffic engineers to expedite quality final design submittals. The CM will serve as liaison to facilitate coordination between construction staff and the design Team during design development. The CM will oversee the project schedule. The construction Project, Safety, and Quality Control Managers (QCM) as well as the superintendents will report directly to the CM to ensure all materials and work align with the contract documents. The QCM will be responsible for administering the QC Plan and maintaining all material logs and as-built data.

The DM and CM will support the Public Relations Manager (PRM) with support data and schedule updates, so public outreach efforts can address local concerns and communicate real-time project progress. In coordination with DBPM and VDOT, the PRM will establish the project's outreach strategy and oversee its public relations.

The QAM will lead all preparatory inspection meetings and will receive timely notice of all construction activities to coordinate QA resources. He will have access to all the meetings, records, and construction and fabricator facilities to ensure the construction complies with contractual and design requirements. He will maintain a log of construction deficiencies/non-conformances and has the authority to issue a stop work order. The QAM will have direct support from the Lead Quality Assurance Inspectors (LQAI), who will be onsite full-time during construction, and will be responsible to observe construction as it is being performed. The LQAI will be directly supported by other QA inspectors to confirm that inspection and testing activities, and correction of work nonconformities are being performed per the contract requirements.

CCI recognizes that weekly internal progress meetings are critical and should start immediately upon *award to make sure that the Project starts right, stays right, and finishes right*. These weekly progress meetings will include key construction and design staff and address project schedule, design status, construction progress, contract administration, safety, public outreach, and project issues in a timely manner. In addition, we will hold regular interval (monthly or bi-weekly) project coordination meetings with the Design-Build Team's designers and builders, QCM, and the QAM; VDOT; and stakeholders to enhance partnering and resolve pertinent issues/concerns.

**DESIGN-BUILD VALUE-ADDED SUPPORT STAFF** | To proactively mitigate risks and prevent schedule delay, we assembled a Team that has experience designing and constructing similar projects. Our Design Team includes uniquely qualified support specialists, including **Eric Sender, PE, DBIA**, and **Bill Richards, PE.**, who will serve as **Design-Build Advisors**. Eric and Bill are currently the Design Manager and Construction Manager, respectively, on the Albemarle Bundle and will serve as mentors for Julia and Cole who will be performing these roles on the Hydraulic Road & US 29 Improvements. Our Team and VDOT will benefit from being able to tap into their decades of design-build experience to ensure that the Project is delivered on budget and ahead of schedule. Additional value-added support staff and the unique experience they bring to our Team includes:

**Value Added Team Staff**

 <p><b>Beau Gutridge, PMP</b> currently serving as the QA Lead Inspector on the Albemarle Bundle and will reprise his role on this Project. He is proficient with PlanGrid and will be responsible for all daily QA inspection and document compliance. Beau's efforts are consistently evaluated among the highest CQIP scores for VDOT DB projects.</p>	 <p><b>Monya McMichael</b> is currently serving as the QC Manager on the Albemarle Bundle and will reprise her role on this Project. Monya possesses all required VDOT materials certifications and will lead a team of QC Inspectors to make sure that all materials incorporated into the project meet the project's stringent QC standards.</p>
<p><b>Bowman Ronnie Van Cleve</b> served as the Right-of-Way Manager on the Albemarle Bundle and will perform the same duties on this Project. His local knowledge and experience working in VDOT's Culpeper District will expedite the ROW Acquisition process for our Team.</p>	<p><b>Bowman Richard Bennett</b> is reprising his role as Utilities Manager on the Albemarle Bundle. He brings over 50 years of utility relocation experience and a vast network of private utility company contacts to our Team so we can make sure utilities are expeditiously relocated.</p>
 <p><b>Brian Adkins</b> will serve as Bridge Superintendent and report directly to the CM to ensure quality construction of the pedestrian bridge. Brian has over 30 years of bridge construction experience and has constructed over 50 bridges throughout VA and the Mid-Atlantic. Brian has been a bridge superintendent with CCI since 2016.</p>	 <p><b>Ian Johnston, PE</b> served as an Element Manager/Lead Road Designer on the Albemarle Bundle and will serve as a Design QA/QC Manager on this Project. Ian was a Design PM for VDOT's Hampton Roads District for 6 years and will use his knowledge of state/federal guidelines to perform independent reviews of all roadway designs.</p>
 <p><b>Robert Ridgell, PE, CCM, DBIA</b> has over a decade of boots-on-the-ground construction management experience, which includes some of VDOT's most complex DB projects. He will work with the Design Team to make sure that the plans are designed efficiently and are constructible.</p>	 <p><b>Ian Millikan, PE, CCM, DBIA</b> will lead value engineering efforts to identify efficiencies that can be implemented on the project. He is very familiar with CCI's means and methods, having served as the Owner's Rep. on two DB projects with CCI as the Lead Contractor (Meadowville Interchange and Route 60 Widening).</p>

**Project Stakeholders**

US Post Office, UVA, Charlottesville HS, Buford MS, Walker Upper and Greenbrier ES, Charlottesville Area Transit (CAT), Charlottesville Police-District 5, Charlottesville/Albemarle Rescue Squad, Charlottesville Fire Station #1, EMS, Region Ten Community Services, Heathwood Apartments, Brandywine Court, Meadowbrook Heights, The Meadows, Oak Terrace, Lynnhaven, Inglewood Square, Turtle Creek, Granite Park, \*Impacted Businesses

City of Charlottesville and Albemarle County, VA



**Public Relations**

William Cockrell, AICP (EPR)

**Design-Build Project Manager**

Steve Ordnung, DBIA (CCI)

**Quality Assurance Manager**

Avtar Singh, PE, PE, PMP, DBIA (CES)

**Design Manager**

Julia Simo, PE (WM)

**Design-Build Advisors**

Eric Sender, PE, DBIA (WM)  
Bill Richards, PE (CCI)

**Construction Manager**

Cole Eller (CCI)

**Quality Assurance**

**Lead QA Inspector**  
Beau Gutridge, PMP (CES)

**QA Inspectors**  
CES

**QA Lab**  
F&R

**Design QA/QC**

Mark Ledebur, PE (WM)  
Ian Johnston, PE (CN)

**\*Impacted Businesses**

Kroger  
Whole Foods  
Dominion Power  
Trader Joes  
7-Eleven/Exxon  
Meineke Car Care  
Days Inn  
Country Inn & Suites  
Northrop Grumman  
Pepsi-Cola  
Soul Korean BBQ  
Maharaja Indian Cuisine  
Burtons Grill & Bar

**DESIGN TEAM**

<p><b>Structural Design Lead</b> Matt Davis, PE (WM)</p> <p><b>Hydraulics/SWM/E&amp;S Lead</b> Diane Durscher, PE (WM) Christos Damalas, PE (CN)</p> <p><b>Signing, Marking &amp; Signals Lead</b> Ryan Mattern, PE, PTOE (WM) Whitney Duffy, PE, PTOE (CN)</p> <p><b>Landscaping Design Lead</b> Megan Maffeo, PLA (FTLA)</p> <p><b>Geotechnical Lead</b> Peng "Paul" Zhang, PE (DMY)</p> <p><b>Pavement Lead</b> Satish Thyagarajan, PE (WM)</p> <p><b>Constructability Lead</b> Robert Ridgell, PE (WM)</p> <p><b>Value Engineering Lead</b> Ian Millikan, PE (WM)</p>	<p><b>Roadway Design</b> Simone Champaigne, PE (WM) Wes Parker, PE (CN)</p> <p><b>ADA/Pedestrian/Trail Design</b> Russ Anderson, PE (WM)</p> <p><b>MOT &amp; TMP Lead</b> John Rectanus, PE, PTOE (WM)</p> <p><b>Right-of-Way Manager</b> Ronnie Van Cleve (BC)</p> <p><b>Utility Coordination Manager</b> Richard Bennett (BC)</p> <p><b>Field Surveys Lead</b> Obadyah Foord, LS (BC)</p> <p><b>Environmental Permit Lead</b> Jessica Klinefelter, CEP, CWB (WM)</p> <p><b>HAZMAT Coordination Lead</b> Brian Wyatt (ECS)</p>
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**Utility Owners**  
Comcast; Dominion Energy, City of Charlottesville; Albemarle Co Svc Authority; AT&T; Century Link; Level 3; Lumos Network; Lighttower Fiber; Quest; UVA Fiber; Riviana River Water and Sewer Authority

**Environmental Agencies**  
USACOE, VDEQ, VDHR

**CONSTRUCTION TEAM**

**General Superintendent**  
Scott Williams (CCI)

**Roadway Superintendent**  
Reginald Lindsey (CCI)

**PlanGrid Task Manager**  
Sean Eavers (CCI)

**TTC Coordinator**  
Matt McDaniel (CCI)

**Bridge Superintendent**  
Brian Adkins (CCI)

**Utility Coordinator**  
Dustin Herndon (CCI)

**Safety Manager**  
Richard Jordan (CCI)

**Environmental Compliance**  
Daniel Ellis (CCI)

**E&S Manager**  
Ralph Voyles (CCI)

**DBE Compliance Coordinator**  
Crystal Rammell (CCI)

**Construction QC**

**QC Manager**  
Monya McMichael (CCI)

**QC Inspectors**  
ECS

**QC Lab**  
ECS

**LEGEND**

- Reporting
- - - - - Communication
- 🔑 Key Personnel
- ★ DBE Subconsultant
- CCI Curtis Contracting, Inc.
- WM Wallace Montgomery
- CN Clark Nexsen
- CES CES Consulting, LLC ★
- BC Bowman Consulting
- DMY DMY Engineering ★
- EPR EPR, P.C. ★
- ECS ECS Mid-Atlantic
- FTLA Floura Teeter Landscape Architects ★
- F&R Froehling & Robertson

# 3.4

## Experience of Offeror's Team



Submitted by



*Curtis Contracting Inc.*

In Association With



**WALLACE  
MONTGOMERY**

### 3.4 EXPERIENCE OF OFFEROR'S TEAM

#### Lead Contractor - Curtis Contracting, Inc. (CCI) Design-Build Experience

CCI, established in 1985, has formed a successful partnership with VDOT to deliver urban transportation projects ahead of schedule and under budget. CCI's experience with VDOT's design-build (DB) program dates back to 2003 as part of the team that constructed the Route 199 Jamestown 2007 Corridor Improvements. Since then, CCI has delivered 14 DB projects. We have substantial experience as a lead contractor overseeing all aspects of design and construction including public outreach; utility impacts/relocations coordination; complex temporary traffic control; right-of-way acquisitions; environmental permitting; innovative intersections; traffic signalization; and overhead/ground mounted signing. *There is no better example to showcase CCI's experience on projects with a similar scope and complexity than the **Albemarle Intersection Bundling Design-Build project**, affectionately referred to as the "Albemarle Bundle." The Albemarle Bundle consists of six separate intersection and interchange improvements located within Albemarle County that were bundled together in one design-build contract. We have successfully partnered with VDOT to deliver four of the project elements ahead of schedule and are on track to deliver the final two elements ahead of schedule as well. On the Design-Build Performance Evaluation for the First Quarter of 2022, VDOT's Project Manager Will Stowe commended CCI for their commitment to maintaining a safe workzone, noting that, "**The Contractor puts an emphasis on keeping MOT safe, this includes making minor adjustments recommended by the Department, correcting things immediately after a snowstorm, and submitting different MOT sequencing for a safer project.**"*

CCI is the right size for this Project. Like larger companies, we are able to handle the broad reach and comprehensive range of services inherent in projects of this size and complexity; however, we offer a more personalized approach to customer service. Our capacity aligns with our current workload: We are not distracted by other, larger projects, and we will ensure VDOT gets the focus and dedication they deserve from us on this Project. CCI is also dedicated to exceeding the DBE participation goal set forth for this Project. We are very proud of our DBE heritage that began with our establishment in 1985 by Virginia Curtis as a Small and Woman-Owned Business. Upon Ms. Curtis' passing in 2010, CCI remains steadfast in her honor to promote and support DBE firm participation.

#### CCI's Urban Intersection Experience

In addition to projects included in Appendix 3.4.1, CCI's resume of urban intersection projects experience includes:

**Route 199 Jamestown 2007 Corridor Improvements Design-Build:** CCI was the Lead Contractor for three segments of this \$32M corridors improvements project. CCI's scope included the reconstruction and expansion of the Route 199/Quarterpath Road, Route 199/Jamestown Road, and Jamestown Road/Route 359. The project included right-of-way acquisitions, utility relocations, traffic signalization, complex maintenance of traffic (MOT), drainage retrofit/rehabilitation improvements and extensive public outreach/relations.

**Warhill Infrastructure Development and Intersection Improvements Design-Build:** CCI was the Lead Contractor for this \$37M roadway capacity improvements project. CCI's scope included the reconstruction and expansion of the Route 60/Centerville Road intersection and the construction of a new signalized intersection at Centerville Road/Opportunity Way. Additionally, CCI constructed the roadway and associated infrastructure to support the development of the 500-acre Warhill site. Infrastructure scope included right-of-way acquisitions; utility relocations; traffic signalization; MOT; drainage improvements; and public relations.

#### Lead Designer - Wallace Montgomery (WM) Design-Build Experience

As Lead Designer, WM delivered its first DB project, Middletown Road Phase 1B2 Realignment/ Capacity Improvements for Charles County, MD, in 2006. Since then, WM has served as Lead Designer providing full services transportation, civil, and structural engineering service for five other DB projects, including the AASHTO award-winning Maryland Route 404 Corridor Safety/Operations Improvements project and the I-95 Contee Road Interchange DB project. WM applies innovative solutions that produce significant cost and construction time savings. *They are excited reprise their role as Lead Designer on the CCI Team because so many elements of this project are similar to the **Albemarle Bundle**. They're commitment to success on the Albemarle Bundle was noted on the Design-Build Performance Evaluation for the First Quarter of 2022 when the VDOT Project Manager stated, "**The Designer continues to address the Department's design review comments with an attitude of what is best for the project vs. an attitude of only doing the bare minimum.**"*

**WM's Innovative Intersection Experience**

WM has earned a reputation throughout the Mid-Atlantic for its expertise designing innovative intersections. In total, their portfolio includes over thirty roundabouts, six DDIs, more than three dozen RCUTs, and ten Continuous Green T intersections. WM also offers expertise in multimodal and road diet transportation designs with an extensive applications of the National Association of City Transportation Officials (NACTO) Urban Street Design Guidelines. In addition to projects included in Appendix 3.4.1, WM's resume of innovative intersection and multimodal project experience includes:

**I-95 at Temple Avenue Interchange Design-Build:** As the innovative intersection subject matter expert on the design-build team, WM optimized the design of the first three-lane roundabout in Virginia to replace a signalized intersection at the I-95 interchange ramp intersection with Temple Avenue. The roundabout features bypass lanes at each approach that allow traffic to travel through the area without entering the roundabout intersection. This innovative design alleviates angle crashes and extensive backups during peak hours. In addition to the geometric design, WM provided a phased MOT plan that kept all traffic movements operational during construction. *The project won the 2017 ASHE National Project of the Year Award in the Under \$20M Category.*

**US Route 301/MD Route 304 Dual Roundabout Interchange:** WM designed an innovative grade separated double roundabout interchange to improve safety at a high crash location. US 301 is a multi-lane arterial that experienced both a high rate and high severity of crashes at cross-streets near a local high school. US 301 and MD 304 are both major truck routes. The two roundabouts on MD 304 connect the on- and off-ramps to US 301 and feature a 22-ft wide travel lane with a 150-ft inscribed diameter and 15-ft concrete truck apron that was specifically engineered to accommodate WB-67 design vehicles. To accommodate the larger vehicles, WM designed turning movements in the acute angle quadrants with truck aprons to reduce the travel way pavement. As part of this project, WM also designed RCUT improvements at the US 301 and MD 305 intersection about 1.2 miles to the north. *The project received the MdQI 2017 MDOT SHA Modal Excellence and an ACEC-MD 2018 Outstanding Project Award.*

**Seventh Street Multimodal Project:** WM developed this multimodal project to improve safety and mobility for all road users along a half-mile corridor of midtown Harrisburg, Pennsylvania. The Seventh Street is a targeted growth area for the City's central business district. WM's design transformed Seventh Street to a Complete Street that provides proven safety countermeasures and multimodal transportation options, *the WM design included a road diet; a protected intersection at Herr Street; landscaped median; a separated two-way cycle track; two raised mid-block crossings with pedestrian refuge islands; upgraded transit facilities, including a floating bus stop; and signal upgrades, including Leading Pedestrian Intervals and Accessible Pedestrian Signals.*

The table below summarizes the six CCI and WM work history forms that feature projects of similar scope and complexity with the proposed elements of the Hydraulic Road & US 29 Improvements Design-Build Project.

APPENDIX 3.4.1 WORK HISTORY FORMS	Albemarle Bundle – Rte 20/Rte 649 Roundabout	MLK Expressway Extension	Rt. 60 4 to 6 Lane Widening	Albemarle Bundle – US 250/Rte 151 Roundabout	MD Rt. 5 Branch Ave. Metro Access	Ager Road
<b>Project Relevance</b>						
Design-Build	❖	❖	❖	❖		
Finished On-Time or Early	❖	❖	❖	❖	❖	❖
Developed Urban Corridor		❖	❖		❖	❖
Innovative Design/Construction	❖	❖		❖	❖	❖
Congestion Mitigation During CN	❖	❖	❖	❖	❖	
Communication with Businesses		❖	❖	❖	❖	❖
Multiple Project Elements	❖	❖	❖	❖	❖	❖
Fast Track Schedule	❖	❖	❖	❖		
Complex Maintenance of Traffic	❖	❖		❖	❖	
Commercial ROW Impacts		❖	❖	❖	❖	❖
Pedestrian & ADA Compliance		❖			❖	❖
Significant Utility Impacts	❖	❖	❖	❖	❖	

# 3.5

## Project Risks



Submitted by



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3.5 PROJECT RISKS

Critical Risk #1 Maintenance of Traffic

The Curtis Contracting, Inc. (CCI) Design-Build Team (DBT) understands the importance of maintaining a safe work environment that provides positive guidance to motorists, pedestrians, cyclists and transit riders through multiple adjacent work zones. The DBT has extensive experience with managing risks inherent with executing maintenance of traffic (MOT) on high volume primaries and secondary roadways including traffic shifts, business access, material delivery to constrained work zones, and providing exemplary customer service to the travelling public’s input and feedback. Given that the Project includes features such as a roundabout, right-in right-out intersections, a continuous green “T” intersection, and modifications to a major intersection at US 29 and Hydraulic Road the Project represents significant complexity in MOT. This complexity is in addition to conventional work zone concerns such as narrowing, distracted drivers, and speed variations. Our Team will utilize its extensive experience with sequencing bundled projects, developing TMPs consistent with IIM-TE-351.5, and focusing on driver education to lessen the risks resulting from MOT and traffic shifts. *Driver education will be accomplished through advanced signing and public relations outreach prior to significant operational changes. Communicating through conventional , social media, and grassroots methods with businesses and residents.*

**WHY THIS RISK IS CRITICAL** | There were 4,854 reported work zone crashes in the Commonwealth in 2021, resulting in 1,861 injured persons and 28 fatalities. Work zones require heightened awareness and distracted driving is a leading cause of crashes. Furthermore work zones modify commonly driven routes from driver expectations resulting in confusion, speed differentials, and perceived obstacles. Poorly configured work zones substantially exacerbate the underlying challenges with unexpected shifts, reduced reaction times, improper pedestrian routing and control, and excessively narrow travel ways. Poorly executed MOT may lead to injuries, fatalities, lawsuits, negative press, and construction delays or added cost. A primary focus of any construction project is getting every person, working on or passing through the project, home safely every night. To achieve high performance work zones, considerations for MOT need to be at the forefront of every discipline in the Design Team. Storm Water Management and Erosion and Sediment Control (E&SC) plans must be designed hand-in-hand with the MOT sequence to ensure that travel lanes and work area maintain drainage. Bridge and Structural plans must be designed to contemplate allowable lane closures, safe overhead working conditions, and roadway clearances. Utility relocation and drainage work must contemplate equipment access, excavation or pit protection, and production rates as they relate to reopening travel lanes and MOT phasing.



Given these considerations, the MOT and sequence of construction are inherently linked. Even though this contract is touted as five separate projects, they are all in such close proximity to one another that the public will view them as a single project. Traffic flows or issues from one will impact the others. It is important to consider and avoid impacts due to compounding effects, which may be caused by consecutive and adjacent work zones under construction. Recent events such as the sinkhole opening on Hydraulic Road near Whole Foods, and the standing water and flooding at the pedestrian bridge location north of Zan Road on northbound Route 29 are fresh on the minds of locals. It’s critical to note that these situations demonstrate the urban developed nature of the Project and the cascading effects of even localized traffic impediments.

**RISK IMPACT** | MOT risk factors not properly managed have many potential negative impacts including:

- Pedestrian, Bicycle and Vehicle Safety
- Reduced Business Access and Patronage
- Erosion of Public Confidence in VDOT
- Impacts to Local Emergency Response
- Work Zone Safety
- Schedule Delays
- Cascading Impacts to the Regional Traffic

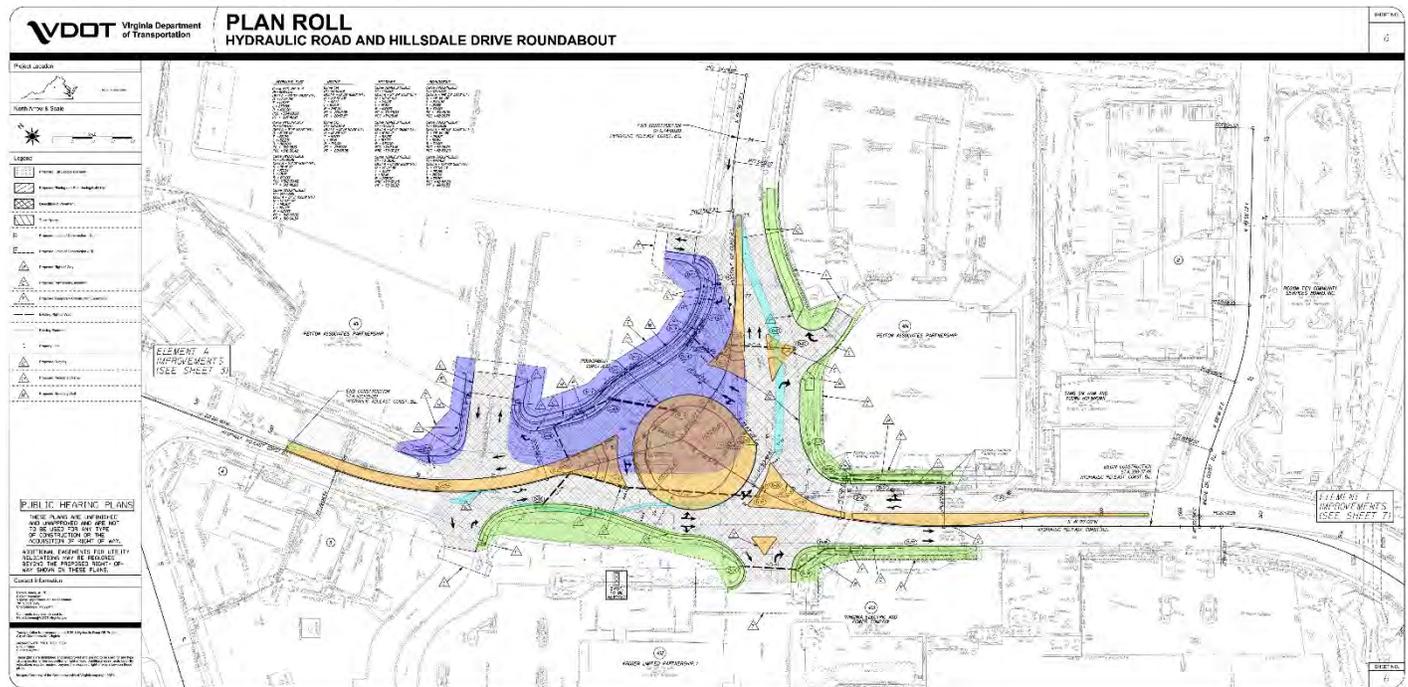
Many businesses already deal with limited access. Further curtailing access could result in decreased economic activity, public and business community complaints, and potential lawsuits. Especially considering the recent economic impacts of the pandemic, where businesses remained challenged to provide continuous services and

product deliveries. Extended detours for residents, schools, and emergency services could result in negative public perception or erosion of public confidence in VDOT. Even well-designed detours and MOT shifts, when not properly and timely communicated, lead to reduced safety and potential delays.

Pedestrian crossings are currently non-existent across sections of Route 29, and many of the side streets do not have pedestrian recall. Further reducing crossing locations in the temporary traffic control plans may cause unsafe mid-block crossings or pedestrians traversing through hazardous work zones. Establishing temporary conditions that are not ADA-compliant disproportionately impacts disabled persons and may create the potential for litigation. The roundabout construction represents a significant challenge to ADA compliant mobility during construction

Queuing and delays induced by work zone incidents represent a significant danger to local residents due to delays in emergency services response. Minutes and seconds can be the difference in outcomes when it comes to emergency response to medical emergencies. ***This portion of MOT risk is not simply an inconvenience—this can be the difference in life and death.***

**RISK MITIGATION STRATEGY** | The experience of the CCI Team to install innovative MOT solutions directly reduces these risks and is the focus of our mitigation strategy. This involves being in constant communication with VDOT and the public throughout MOT sequencing. This allows the CCI Team to have the ability to pivot quickly and respond to any imminent needs such as emergencies or weather events.



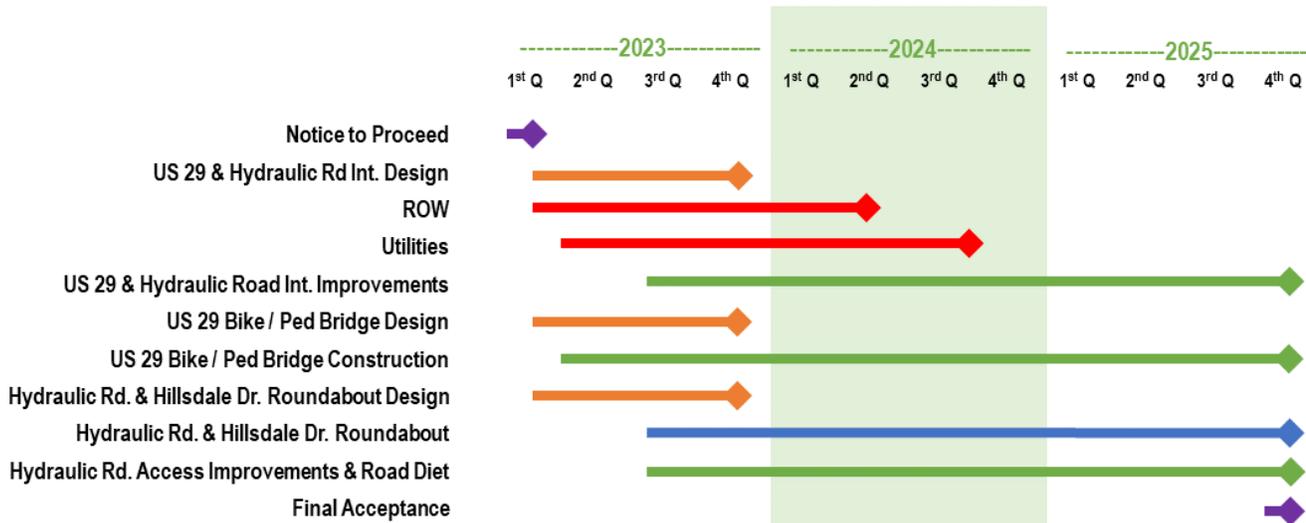
The CCI DBT’s key to mitigating this risk is to:

MOT Mitigation Strategies		
Risks	Component	Mitigation Strategy
Cascading Impacts to the Regional Traffic	GPS and Navigation Service Coordination	Prior to the implementation of major traffic shifts or access changes the Team will coordinate with VDOT Public Communications and <b><i>perform outreach to services such as Waze, TomTom, Google Maps, and Here in addition to VA Traffic</i></b> to provide modified map information. This enables routing that accounts for work zone impacts reducing confusion and normalizing regional traffic routing.
Pedestrian, Bicycle and Vehicle Safety	Sequence of Construction, Traffic Management Plans	Consider grading of existing side streets and create <b><i>Sequence of Construction Plans</i></b> to enable establishment and maintenance of Pedestrian mobility during construction. Also focus on <b><i>Pedestrian Detour Plans</i></b> as part of <b><i>Traffic Management Plans</i></b> as needed to maintain ADA compliance where is currently exists and incorporate strategies to improve compliance in other locations.

Work Zone Safety	Utility Coordination	<i>Coordinate early with utility franchise owners</i> to complete design and develop the MOT plans needed for them to relocate their overhead and underground services safely.
Schedule Delays	Sequence of Construction	We will ensure that the <i>Sequence of Construction Plans</i> accommodate expedient completion of certain components to enable improved MOT during later phases. For example, we realize that we must build the roundabout and have it functioning prior to completing the work along Hydraulic Road to the east of the roundabout to allow modification of Millen and Brandywine to right-out only movements. To accomplish this, the utility relocations in this area must be complete prior to building the roundabout. All items related to the roundabout will be on the critical path.
Erosion of Confidence in VDOT	Scoping and Public Hearing Commitments and Intent	We will build upon the public hearing materials to <i>communicate the long-term traffic changes</i> , without deviating materially from the intentions and commitments of VDOT during the Public Hearing phase. We will make sure that we communicate temporary changes to traffic patterns well in advance prioritizing impacting communities and industries. It is important to note this census tract has over 30% Hispanic population, so we will make sure that meeting materials, newsletters, and email blasts distributed via Constant Contact or MailChimp are in both English and Spanish.
Schedule Delay	Procurement and Fabrication	We will <i>establish the construction phasing and sequence such that long-lead items</i> and those that are typically delayed (e.g., signal, light poles, and overhead signing structures) have ample time to arrive on site prior to installation, enabling MOT phase advancement. Given that utility relocations will be critical to MOT implementation and that utility materials are very susceptible to product delays, this will be a crucial area for monitoring and mitigation.
Work Zone Safety and Pedestrian, Bicycle, and Vehicle Safety	Roadway Geometry  Work Zone Speed Reduction	The alignment of Hydraulic Road has several curves with limited sight distance, and we will ensure that there is adequate <i>horizontal and vertical sight distance</i> during each phase of the MOT. Visibility to pedestrians will also be an important consideration, along with ensuring that traveled ways are ADA-compliant to the fullest extent practicable. Roundabouts are typically designed for low speeds, 20-25 mph. The DBT foresees completing a work zone speed limit request for Hydraulic Road that is signed and sealed by a Virginia professional engineer to help motorists become accustomed to the lower speeds required to navigate the future roundabout contributing to <i>driver education</i> .
Cascading Impacts to Regional Traffic	ITS, Timing, and Coordination Planning	We will <i>leverage the existing interconnect and ITS elements</i> in the Route 29 corridor to optimize traffic flows during each work phase. Corridor timings will be adjusted as needed.
Schedule Delays	Pedestrian Bridge Erection	In the event there is a delay due to material acquisition, we can modify our construction approach via <i>accelerated bridge construction</i> . This could include utilization of engineering and construction methods that will allow for the superstructure(s) spans for the pedestrian bridge over Route 29 to be delivered and assembled at a nearby off-site location, including a leased area along the edge of roadway either upstream or downstream of the final bridge location. Northrop Grumman has excess area along its frontage that could be used to perform the final connection of the superstructure and deck sections, which could be constructed in parallel with the foundation and substructure work. This would shave significant time off a traditional construction approach.
Schedule Delays	Resource Management and Work Planning	We will use the <i>nimble, cross-trained construction teams</i> that are currently completing the Albemarle Bundle projects, which are similar in scope to the Route 29 and Hydraulic Road improvements. In the event that an unforeseen field condition or material delay occurs, they can quickly pivot to accelerating the work in a different section of the project.

Work Zone Safety	E&SC Plans Drainage Plans	Each MOT phase will have a narrative that <i>describes any drainage changes</i> resulting from the phase change, with E&SC plans that <i>clearly identify the E&amp;SC items to be moved, built, or remain in place</i> prior to the construction phase starting. We have found that these detailed plans not only help to secure approval quickly, but clearly shows our field personnel and subcontractors the sequence the items not to be installed or removed.
Impacts to Local Emergency Response	First Responder Coordination	The Team will have meetings with local emergency response organizations with a focus on emergency response delays and <i>alternative accesses or work zone modifications to improve EMS/Fire/Police response times. This will improve outcomes for those in need.</i> Meetings will occur prior to each major traffic shift or access change and follow up deliverables such as access mapping will be a priority.
Reduced Business Access and Patronage	Communication Planning Grassroot Business Outreach	The Team will utilize newsletters to business mailing lists via MailChimp and ConstantContact to convey upcoming work zone modifications to access and routing. Businesses will receive information and graphics they can utilize to communicate with their clientele to best minimize impacts to patronage. Furthermore in the event of specific access impacts, Team members will reach out to affected businesses and meet to discuss their concerns and devise mitigations.

**CONCEPTUAL CONSTRUCTION SEQUENCE WITH RESOURCE MANAGEMENT** | We anticipate sequencing the project improvements within combined work zones to expedite ROW acquisitions and utility relocations, and if possible accelerating or staggering those improvements/work zones to minimize overall impacts to the vehicular and pedestrian traffic. Our anticipated combined improvements/work zone are: 1) US 29 Intersections at Hydraulic Road and Angus Road; 2) US 29 Pedestrian Bridge; and 3) Hydraulic Road Roundabout at Hillsdale Drive and the Hydraulic Road Access Improvements and Road Diet.



**ROLE OF VDOT AND OTHER AGENCIES** | Our DBT anticipates that both VDOT (and possibly the City) will be engaged in the prompt review and approval of TMP and TTC plan submittals. VDOT will review public outreach materials (updates, newsletters, email blasts) and post them to the Project website. Our Team will provide these materials with adequate review time and will coordinate over-the-shoulder meetings as needed at times convenient to our VDOT partners to balance expedient comment resolution with thorough review, reduce repeat reviews, and minimize required resources from our partners.

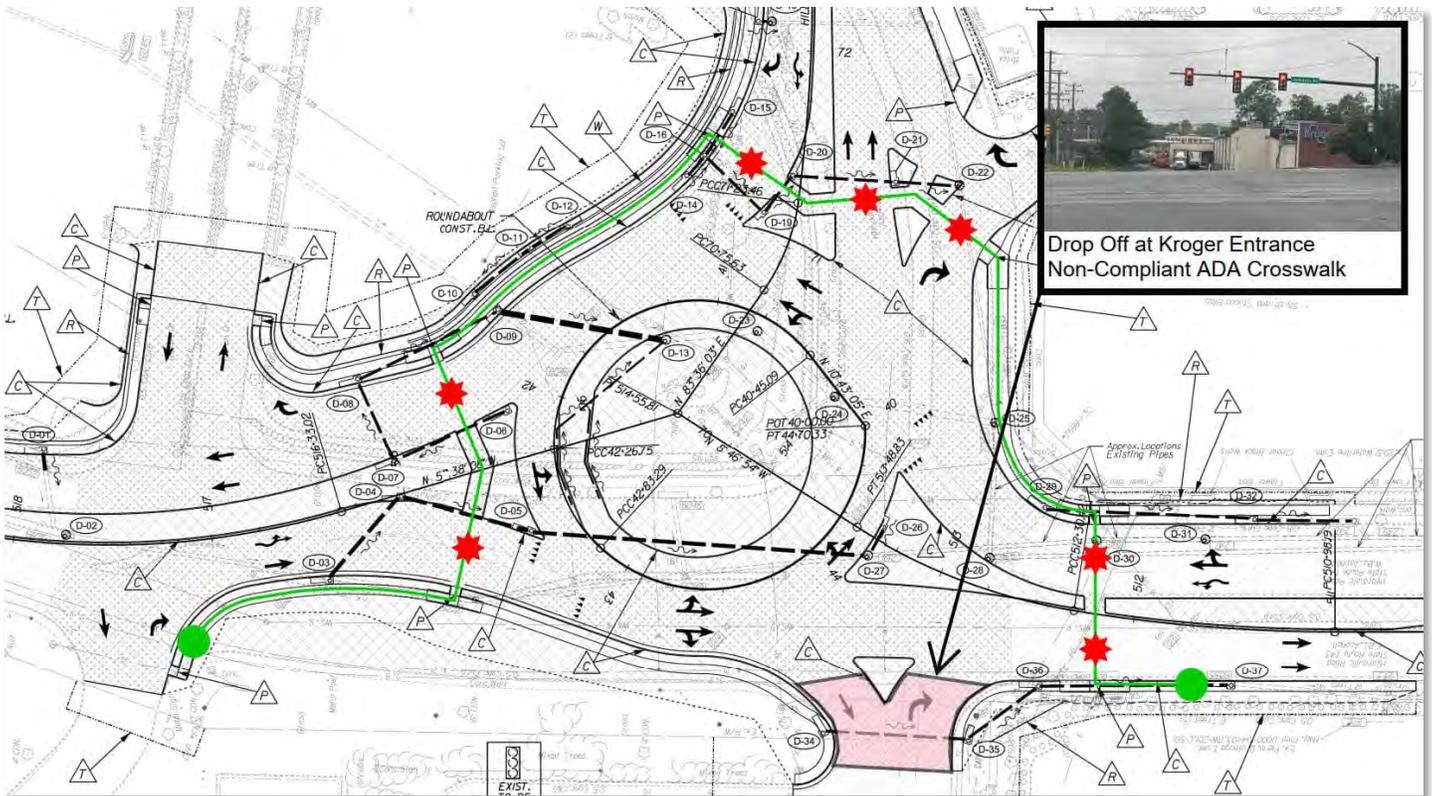
**Critical Risk #2 Maintaining ADA-Compliant Pedestrian Access During and After Construction**

The CCI DBT understands the importance of ensuring that accessible pedestrian routes to be provided as part of the Project, and that they are maintained to the fullest extent practicable during construction. *The Team observed the criticality of this issue first hand during our visits to the Project area. This issue was also discussed at length during the Public Hearing hosted by VDOT on May 25<sup>th</sup>.*

**WHY THIS RISK IS CRITICAL** | Title II of the Americans with Disabilities Act (ADA) requires state and local governments [regardless of project Federal funding] provide those with disabilities an equal opportunity to benefit from public programs, services, and activities (e.g. public education, employment, transportation, recreation, health care, social services, courts, voting, and town meetings). More specific guidance on accommodations for those with disabilities is codified in Section 504 of the Rehabilitation Act and Section 15.2 of the Code of Virginia, and detailed in the Public Right of Way Access Guidelines (PROWAG). Section 200 of the VDOT Road and Bridge Standards includes highly specific standards for the design and construction of pedestrian ramps featuring detectable warning surfaces. These designs accommodate both wheelchair users and the visually impaired. When combined with auditory signal queues the hearing impaired are also accommodated. Failing to provide accommodations for the disabled may result in marginalizing disadvantaged persons separating them from essential goods and services such as groceries, medical care, or other public services.

The Hydraulic Road and US 29 Improvements feature several high risk elements that contribute to this risk:

Project Element	Project Element Criticality
Hydraulic Road Roundabout	The roundabout concept as currently presented omits a crosswalk crossing the southern Kroger Entrance. This omission results in an additional five traffic conflict points and approximately 4 minutes of additional pedestrian travel time. This is presumably due to existing roadway grading at the southern entrance preventing ADA compliance of a new crossing.
Rt 29 Pedestrian Bridge	Pedestrians, in particularly the visually impaired, will require positive guidance and routing to the newly constructed pedestrian bridge to change existing pedestrian behaviors of crossing at Zan Road and Seminole Court.



Project Element	Project Element Criticality
Pedestrian Detectable Service Ramps Throughout	VDOT has recently observed design issues on a variety of projects throughout its program with integrating fully compliant ADA pedestrian ramps into new construction. This issue has been a particular challenge on widening and interchange modifications on existing high volume roadways where grade changes represent a significant construction challenge.

Median Grade differential at Route 29/Exxon	Within Route 29 at the Exxon adjacent crossing significant elevation differences are evident between the sides of the median. The location features a gas line utility underlying the area. Managing ADA compliance while avoiding drainage issues will be difficult in this location.
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**RISK IMPACT** | When determining the criticality of maintaining ADA compliant pedestrian access during and after construction, our Team also considered the number of pedestrians present in the Project area. During our site reconnaissance, we found a surprisingly high number of pedestrians were present within the Project limits. As vacant or underutilized commercial parcels become redeveloped, pedestrian traffic will only increase.

Accessible pedestrian routes require large refuge islands, safe and intuitive crossing locations, gentle grades and cross slopes, and adequate sight distance to motorists and pedestrians. Several potential impacts may result from a failure to adequately consider ADA compliant pedestrian access.

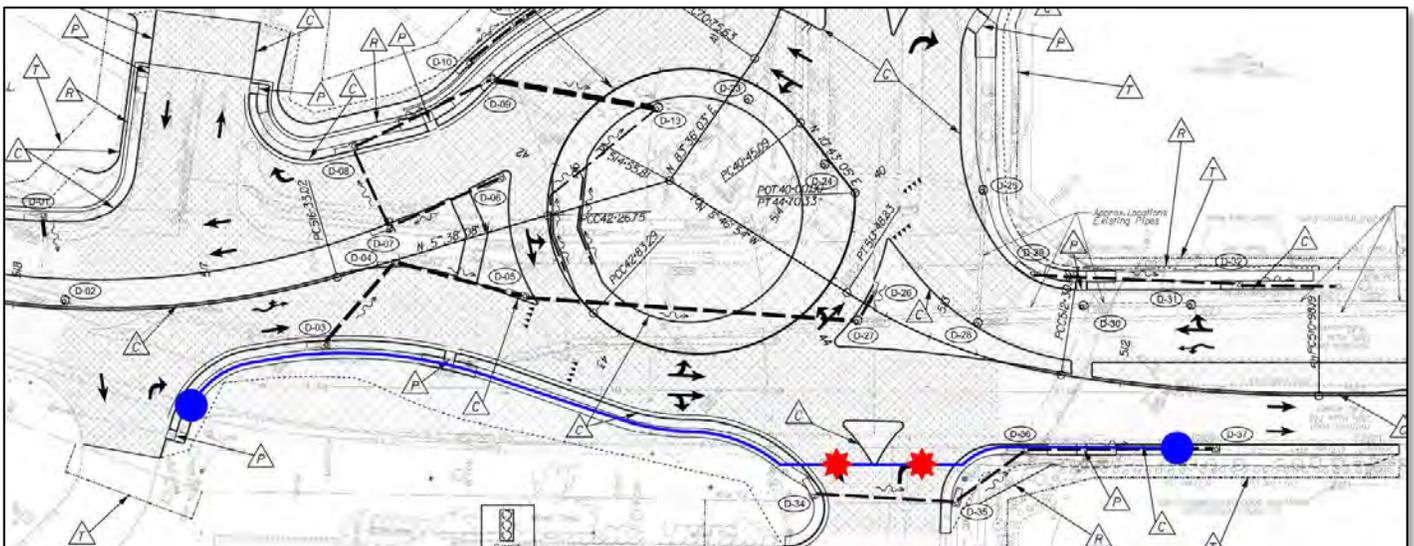
- Pedestrian routing with excessive indirect routing may result in dangerous mid-block crossings, undesirable pedestrian/motorist conflicts, and delays to both pedestrians and motorists.
- Excessively steep grades or uneven surfaces may prevent those with walkers or manual wheelchairs from using the facility, and is a challenge for those with mechanical aids.
- Unprotected drop-offs or adjacent steep slopes create hazards.
- Standing water may pond at low points on sidewalks, which in winter will freeze and create icy conditions in addition to depositing hazardous debris on the walking surface.

The culmination of failing to mitigate this risk will be marginalizing disadvantaged communities, reduced mobility for transportation alternatives, and ultimately negative press, lawsuits, injuries, or even pedestrian fatalities.

**RISK MITIGATION STRATEGY** | The Project Team has actively developed the following mitigation strategies to this risk, utilizing information provided in the RFQ documents, conveyed by VDOT in the Public Hearing, and observed during site reconnaissance.

**Design Coordination:** We understand the importance of coordinating the horizontal and vertical elements of the roadway and roadside design to provide an accessible pedestrian route across roadways as well as adjacent to them. The roadway design must ultimately focus on not only providing adequate access to WB-50 vehicles, but should also accommodate wheelchair users that may be more prone to utilize routing adjacent to essential goods such as groceries at the Kroger or Whole Foods in the vicinity of the roundabout. These designs will present geometric challenges. Our Team will evaluate elements such as retaining structures or extended sidewalk/path approach grading to meet ADA transition grading requirements, while remaining within the prescribed right-of-way limits. Furthermore, our Team will evaluate alternatives to minimize conflict points between motorists and pedestrians, such as adding a southern pedestrian crossing at the roundabout.

**Coordination with Adjacent Businesses and Site Plans:** Care must be taken to ensure that ADA-compliant access remains for existing businesses, and that compliant access can be reasonably provided to businesses and services as



part of future developments. This will include incorporating observations and planning from adjacent developments

to ensure access and sight lines are maintained. As an example, our Team observed several sight distance and access issues at the Whole Foods entrances and exits, including stock piles of tables and shelves within some existing sight lines; as well as, tall hedges block sight lines to proposed pedestrian accesses. Holistic coordination between designers, right-of-way negotiators, the construction Team, and VDOT, to incorporate these types of observations will be a necessity to mitigating access issues and maintaining ADA compliance.

**Understanding of ADA Laws and Regulations:** Our Team has years of experience developing ADA standards for state and county DOTs. WM created ramp details and an accompanying “flip book” for Maryland DOT field staff to use when inspecting each type of ramp during construction or when performing ADA assessments. The flip book included step-by-step instructions, and included details for installing detectable warning surfaces (DWS). We understand the recent VDOT guidance to install DWS across both roadway crossings and high volume commercial entrances, and to install the DWS adjacent to the back of curb, following the curvature of the ramp. WM’s experience in providing these services for other DOTs will allow our Team to quickly identify and troubleshoot field conditions that could otherwise impact ADA compliance.

**Positive Guidance for the Visually Impaired:** Once the Project is complete, the only three designated crossings of Route 29 will be at Angus Road, Hydraulic Road, and the new pedestrian bridge. Each crossing is unique with respect to the vision impaired. Our Team will examine barrier or other positive guidance measures in the area of Route 29 between Zan Road and Seminole Court to direct users, particularly the visually impaired, to cross safely at the pedestrian bridge.

**Coordinating Drainage and Pedestrian Access Routes:** The roadway, drainage, and SWM designers will coordinate to ensure that drainage whether from the roadway or offsite is directed to appropriate conveyances rather than flowing across sidewalks and shared use paths or ponding at ADA ramp locations, which could lead to icing in winter and debris accumulation.

**Safety Countermeasures at Crossings:** In addition to ADA-compliant ramps, pushbuttons, and pedestrian signals our Team will coordinate with VDOT to determine additional cost-effective countermeasures to advise drivers of the presence of pedestrians. Warning signs, rectangular rapid flash beacons (RRFBs), or advance warning markings may provide additional safety benefits.

**ROLE OF VDOT AND OTHER AGENCIES** | Our Team has considered the mitigations discussed here in addition to an integrated holistic design approach to reduce VDOT’s overall design and construction involvement to the standard design review efforts. Our Team will produce clear illustrations and outlines of design decisions to facilitate efficient verbal discussions and decision-making regarding ADA compliance elements. This technique will be used to minimize resubmissions and additional review efforts on the part of VDOT. Access routes and features will be examined and designed to appropriately balance project time, budget, and quality objectives with excellence in pedestrian access and ADA compliance.

### Critical Risk #3 Timely Utility Coordination and Relocation

The CCI DBT understands the importance of *ensuring utilities are either clear or have considerable schedule float prior to beginning the roadway work*. On this Project, in particular underground and overhead utility impacts have a very high potential to impact the schedule. There is a significant amount of underground electric; gas; sewer; water; fiber/cable/telecom; traffic signal and lighting; pavement underdrain; and storm drain pipes and conduits of varying age and condition lurking beneath the soil at each project location. Early identification, operator coordination, and relocation can be the difference between an expertly and efficiently performed utility relocation and an unmanageable maelstrom.

**WHY THIS RISK IS CRITICAL** | Residents, businesses, essential services, and motorists alike all rely on consistent utility service whether providing drinking water or operating a traffic signal. Damage to utilities not only poses an immediate risk of injury to workers, but can have far-reaching effects such as loss of economic activity, diminished living conditions in served communities, or even loss of critical life support or medical devices. Utility repairs are costly both in time and money for the actual repair, but also for the production loss to the conflicting construction project. While much of the proposed work at the Project is taking place at or near existing grades overlying underground utilities, signal equipment and foundations, bridge abutments & erection, light poles, drainage structures, and pedestrian improvements may require relocations. Grading and heavy equipment over existing utilities may also necessitate relocations to provide adequate cover and protection for existing utilities. This will also include considerations for future maintenance access. Several key locations on the project will necessitate the need for effective and timely utility relocations including:

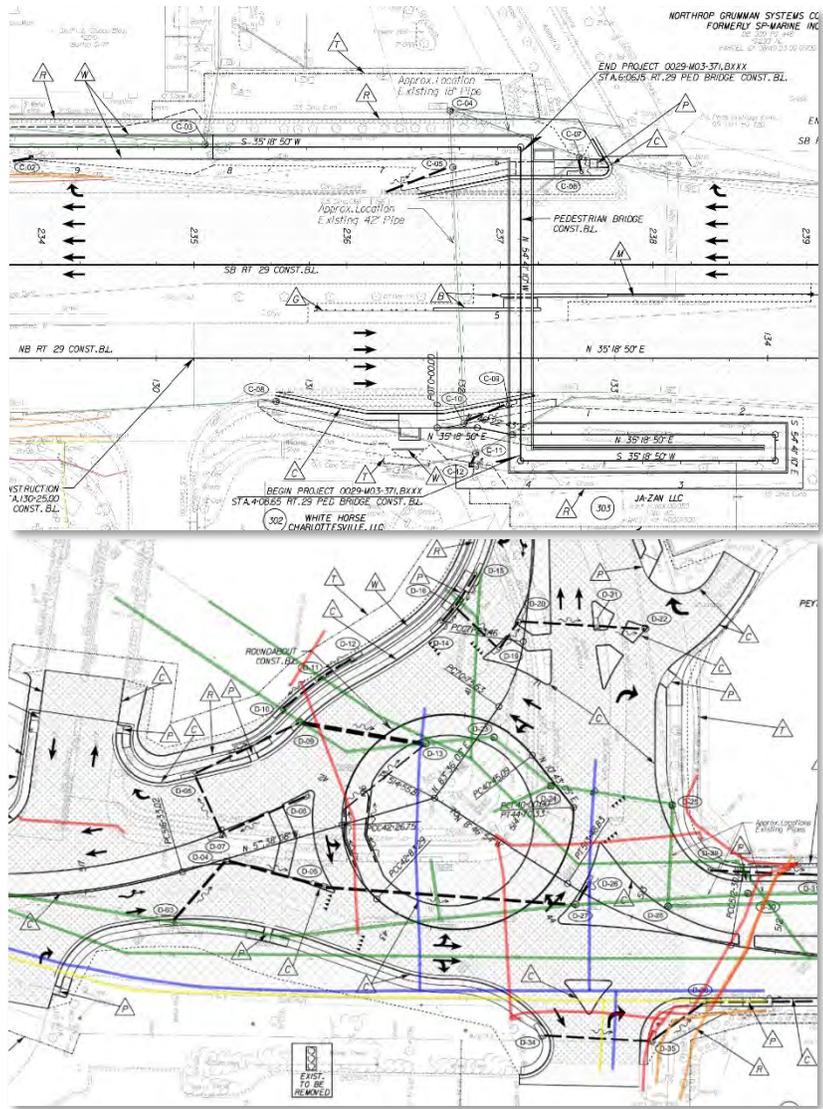
**Pedestrian Bridge at Route 29**

The construction of the Pedestrian Bridge at Route 29 will likely require the relocation of existing sanitary and storm sewers prior to the installation of the bridge abutment foundation elements. The installation of a center pier in the median of Route 29 may also require relocation of the existing 42” pipe crossing Route 29. This conflict will become an element of consideration for the ultimate span configuration of the pedestrian bridge.

**Hydraulic Road Roundabout**

The Hydraulic Road Roundabout presents as substantial number of likely utility relocations not only for physical conflicts during construction, but also for long-term serviceability. Generally, utility operators and those responsible for roadway maintenance prefer to confine utilities to location serviceable with minimal disruption to traffic or the operation of the utility. In addition to the quantity of underlying utilities, right-of-way clearance on some of the neighboring parcels may take additional time for right of entry and clearance to perform relocation work. Further compounding the risk in the area of the roundabout is the existing relatively steep grade where a large water main, sewer main, and storm sewer underlie the proposed roundabout. Grading to achieve final geometry at the roundabout with these existing slopes will likely require relocations if only to achieve necessary cover of the remaining utilities.

The utility relocations in these locations could drive both the roundabout and the pedestrian bridge to the critical or near critical path of the Project schedule. The utilities must be relocated at each location, respectively, prior to the start of subsurface work or grading activities. The nature of utility ownership and the relocation process makes it difficult to sequence utilities as separate geographic work packages. Utility operators will insist on wholesale relocation work when possible, to avoid temporary works, reduce demand on their crews, minimize interruption of services, and minimize their design efforts. The Team also acknowledges the current supply chain challenges



particularly for water and sewer piping as well as electrical conductors and other materials. If these challenges alone don't illustrate the criticality of utility relocations to project success; the recent sinkhole observed on May 24 near Whole Foods on Hydraulic Road in the area of the proposed roundabout is a clear example of the risks posed by poorly executed utility installation or relocation. Leaking pipes, improper backfill, and poorly compacted soils all have the potential to create voids that can undermine roadways, buildings, and structures.

**RISK IMPACT** | The overall magnitude of the risk and therefore a measure of the potential impact can be seen in the the images above indicating some of the necessary utility relocations for the Project. Failure to relocate conflicting utilities in a timely fashion can result in

insurmountable delays to a construction project as the contractor is at the mercy of the utility operator or their certified contractors. Improperly designed or laid out utility relocations present a safety hazard to project personnel, surrounding properties, and motorists. In the event of an improperly relocated gas line, a utility strike can result in explosive gas accumulation and ignition. Further impacts can occur from constructability constraints imposed by conflicting utilities during the erection of bridges, signing, and signals. Right of way and utility relocation also must be performed in a complimentary way to ensure compliance with laws and regulations for acquisitions. Poor utility relocation design can impact right-of-way negotiations through additional property impacts, easement requirements, and service interruptions. Utility relocations at each work site must take place before we can even begin to complete the Project scope. Utility outages to critical facilities, businesses, and residences can quickly become emergency situations. Our Team recognizes the importance of minimizing utility relocation and easement footprints to minimize property impacts, maintain the Project budget, and meet the Project schedule.

**RISK MITIGATION STRATEGY** | Our Team proposes to utilize the services of Ronnie Van Cleve and Richard Bennett of Bowman Consulting as the DBT Right-of-Way Manager and as the DBT Utility Coordinator, respectively. Both have demonstrated considerable experience in DB utility relocation work. Our Team proposes the following mitigations to utility relocation risks:

Risk Component	Mitigation Strategy
Utility Relocations Responsibility	The Design Team will fill out the UC-10 with all potential conflicts at each project location, and the DBT Utility Coordinator will organize, hold, and prepare minutes for a Utility Coordination Meeting as part of the scoping efforts to identify the footprint of the roadway and drainage improvements, determine any utility upgrades proposed within the corridor, and establish relocation areas with adequate horizontal and vertical offsets from existing utilities.
Utility Relocation Integration with Design & ROW	The DBT Utility Coordinator and Right-of-Way Manager will be in attendance at regular DBT integration and constructability meetings. These meetings will also focus on coordinating Utility Relocation sequence to minimize project critical path dependence on Utility Operators. <i>The goal of the Design Team will be to implement Avoidance by Design to the maximum extent possible.</i>
Utility Relocation Schedule Integration	Utilities <i>will be tracked in the Critical Path Schedule as geographically discrete work packages with appropriate logic ties representative of realistic Utility Operator resources and commitments.</i> This tracking will allow our Team to proactively mitigate any delays in the relocations or material design changes.
Supply Chain Disruptions	Our Team will also <i>identify materials subject to long lead times induced by supply chain disruptions.</i> To mitigate these lead times, the DBT Utility Coordinator will engage the Construction Manager and Constructability Lead to investigate material availabilities by contacting suppliers directly. The results of these inquiries will be shared with the DBT Utility Coordinator and Design Manager to ensure long lead elements receive priority in design completion and therefore procurement.
Utility Strike Avoidance and Conflict Detection	The DBT will submit utility tickets, pothole utilities, and verify markings via survey to incorporate information into 3-D modelling in the vicinity of grading and subsurface elements. The DBT has found that having the 3-D picture of the existing utilities, and showing them accurately on cross-sections, not only shows “open” areas that are available for relocations, drainage, and SWM improvements; it also helps with establishing the construction staging and any protection that may be required.  The DBT will hold Toolbox Talks that cover safety working in and around utilities. The Design Team will identify areas where hand-digging is recommended, and signage will be provided warning equipment operators of utility lines above.

**ROLE OF VDOT AND OTHER AGENCIES** | Our Team anticipates little to no efforts on the part of VDOT to complete utility relocations in compliance with the intent of VDOT’s contract. Utility relocation meeting minutes, relocation plans, and design coordination will be provided to VDOT for their information and discretionary oversight. The DBT will coordinate with utility franchise owners to determine the cost share for each relocation and prepare agreements. VDOT’s regional and special projects utilities personnel may be consulted regarding the status of any pre-existing or prescribed agreements or easements to assist in this effort.

# Attachment 3.1.2

# SOQ Checklist



Submitted by

In Association With



**ATTACHMENT 3.1.2**

**Project: 0029-M03-371**

**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.

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

**ATTACHMENT 3.1.2**

**Project: 0029-M03-371**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	<b>Appx. 3.2.10</b>
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	<b>Appx. 3.2.10</b>
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	<b>Appx. 3.2.10</b>
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	<b>Appx. 3.2.10</b>
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	<b>n/a</b>
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	<b>Page 1</b>
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	<b>Page 2</b>
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	<b>Appx. 3.3.1</b>
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	<b>Appx. 3.3.1</b>
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	<b>Appx. 3.3.1</b>
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	<b>Appx. 3.3.1</b>

**ATTACHMENT 3.1.2**

**Project: 0029-M03-371**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Organizational chart	NA	Section 3.3.2	yes	<b>Page 4</b>
Organizational chart narrative	NA	Section 3.3.2	yes	<b>Page 2 - 3</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	<b>Appx. 3.4.1</b>
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	<b>Appx. 3.4.1</b>
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	<b>Pages 7-15</b>

Attachment  
2.10

# Form C-78-RFQ Acknowledgement of Addenda



Submitted by



*Curtis Contracting Inc.*

In Association With



WALLACE  
MONTGOMERY

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

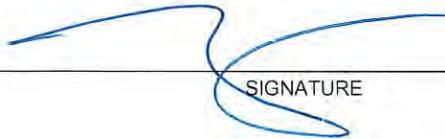
RFQ NO. C00118880DB114  
 PROJECT NO.: 0029-M03-371

**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 – April 19, 2022  
(Date)
2. Cover letter of Addendum #1- May 10, 2022  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)



SIGNATURE

6/7/2022

DATE

Stephen L. Ordnung, DBIA

PRINTED NAME

Vice President

TITLE

Attachment  
3.2.6

List of Affiliated and  
Subsidiary Companies



Submitted by



*Curtis Contracting Inc.*

In Association With



WALLACE  
MONTGOMERY



Attachment  
3.2.7

Debarment Forms



Submitted by

In Association With



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 0029-M03-371**

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

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

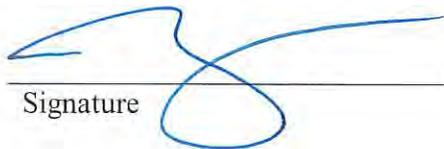
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

  
\_\_\_\_\_  
Signature

6/7/2022  
Date

Vice President  
Title

Curtis Contracting, Inc.  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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.

	6/7/2022	Partner
_____ Signature	_____ Date	_____ Title

\_\_\_\_\_  
Wallace, Montgomery & Associates, LLP  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0029-M03-371**

- 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

May 5, 2022

Date

Director of Right of Way and  
Utility Coordination

Title

Bowman Consulting Group Ltd.

Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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

05/06/2022

\_\_\_\_\_  
Date

President

\_\_\_\_\_  
Title

CES Consulting, LLC

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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

May 5, 2022

\_\_\_\_\_  
Date

Principal

\_\_\_\_\_  
Title

Clark Nexsen, Inc.

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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.

 _____	May 9, 2022 _____	Senior Vice President _____
Signature	Date	Title

DMY Engineering Consultants Inc.  
\_\_\_\_\_  
Name of Firm

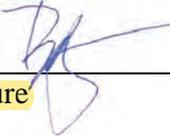
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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.

	5/9/2022	Vice President
<b>Signature</b>	Date	Title

ECS Mid- Atlantic LLC  
Name of Firm

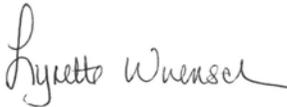
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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.



5-4-22

President

---

Signature

---

Date

---

Title

EPR, PC

---

Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-M03-371**

- 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.

 _____	May 6, 2022 _____	Partner _____
Signature	Date	Title

Floura Teeter Landscape Architects, Inc.  
\_\_\_\_\_  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0029-M03-371**

- 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.



Digitally signed by Gary Allen Bruce --  
F&R  
DN: cn=Gary Allen Bruce -- F&R c=CA  
o=CertifiO - Empl. ou=Froehling &  
Robertson Inc.  
Reason: I have reviewed this  
document  
Location:  
Date: 2022-06-03 11:51-04:00

\_\_\_\_\_  
Signature

6/3/2022  
\_\_\_\_\_  
Date

Regional Vice President  
\_\_\_\_\_  
Title

Froehling & Robertson, Inc.  
\_\_\_\_\_  
Name of Firm

Attachment  
3.2.8

**VDOT Prequalification  
Evidence**



Submitted by

In Association With





Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 5/25/2022

- C -

Vendor ID: C333  
Vendor Name: CURTIS CONTRACTING, INC.  
Prequal Level: Prequalified  
Prequal Exp: 03/31/2023

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

Vendor ID: D1057  
Vendor Name: D & M CONCRETE CONSTRUCTION, INC.  
Prequal Level: Prequalified (Currently Inactive)  
Prequal Exp: 04/30/2023

-- PREQ Address --

P.O. BOX 5963  
VIRGINIA BEACH, VA 23471  
Phone: (757)395-4499  
Fax: (757)395-4461

Work Classes (Listed But Not Limited To)

- 006 - PORTLAND CEMENT CONCRETE PAVING
- 022 - INCIDENTAL CONCRETE
- 101 - EXCAVATING

Bus. Contact: LEE-DUNN, LAURA  
Email: LAURA@DMCONCRETE.NET

-- DBE Information --

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

Attachment  
3.2.9

Evidence of Obtaining Bonding



Submitted by

In Association With



May 10, 2022

Mr. Bryan W. Stevenson, P.E., DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: Curtis Contracting, Inc.  
Request for Qualifications – a Design-Build Project  
Transportation Improvements at Hydraulic Road and US 29  
Contract ID Number: C00118880DB114

Dear Mr. Stevenson:

Hampton Roads Bonding has the privilege of providing surety bonds for Curtis Contracting, Inc. This account is written through Travelers Casualty and Surety Company of America (“Travelers”), a Connecticut corporation, licensed to transact business in the Commonwealth of Virginia. Travelers has an AM Best Rating of A++ with a financial strength category of XV and is listed on the U.S. Treasury Circular 570: Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies

During our relationship, we have observed Curtis Contracting, Inc.’s outstanding performance and consider them to be among our most valued surety clients. Currently, we have in place a bonding program for single projects in excess of \$75,000,000 with an aggregate bonding program of \$125,000,000. Accordingly, Curtis Contracting, Inc. can obtain from Travelers a 100% Performance Bond and 100% Labor and Materials Bond in the amount of the anticipated cost of construction. Said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Please note, bond approval is subject to satisfactory underwriting conditions including but not limited to Curtis Contracting, Inc.’s financial condition at the time of request, acceptable contract terms, acceptable bond forms and confirmation of full financing.

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

Regards,



Daniel J. Grygo  
Attorney-in-Fact



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

**POWER OF ATTORNEY**

**KNOW ALL MEN BY THESE PRESENTS:** That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, St. Paul Fire and Marine Insurance Company, and Farmington Casualty 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 Daniel J. Grygo of Virginia Beach, VA, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge the following bond:

**Surety Bond No.:** Bid Bond  
**OR**

**Principal:** Curtis Contracting, Inc.  
**Obligee:** Virginia Department of Transportation

**Project Description:** Transportation Improvements at Hydraulic Road and US 29 - C00118880DB114

**IN WITNESS WHEREOF,** the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 21st day of April, 2021.



State of Connecticut

By   
Robert L. Raney, Senior Vice President

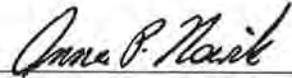
City of Hartford ss.

On this the 21st day of April, 2021, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies 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, 2026



  
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, 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

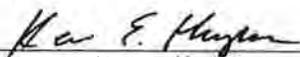
**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice 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 each of the Companies, 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 10th day of May, 2022.



  
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(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Attachment  
3.2.10

## SCC and DPOR Registration Documentation



Submitted by



In Association With



**ATTACHMENT 3.2.10**

**State Project No. 0029-M03-371**

**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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Curtis Contracting Inc	02733335	Corporation	Active	7481 Theron Road West Point, VA 23181	Contractor	2701031525	03/31/2022
Wallace Montgomery & Associates, LLP	K0007346	Limited Liability Partnership	Active	2920 W. Broad Street Suite 18 Richmond, VA 23230	Business Entity Branch ENG, LS	0411001629	02/29/2024
				8150 Leesburg Pike Suite 403 Vienna, VA 22182	Business Entity Branch ENG, LS	0411001087	02/29/2024
				10150 York Road Suite 200 Hunt Valley, MD 21030	Business Entity Branch ENG, LS	0407005814	12/31/2023

**ATTACHMENT 3.2.10**

**State Project No. 0029-M03-371**

**SCC and DPOR Information**

Bowman Consulting Group Ltd.	11139594	Corporation	Active	3951 Westerre Pkwy, Suite 150 Richmond, VA 23233	Business Entity Branch A, E, LS, CID & LA	0411000610	2/28/2022
				1300 Central Park Blvd., Fredericksburg, VA 22401	Business Entity Branch A, E, LS, CID & LA	0411000421	2/29/2024
				9815 Godwin Dr., Manassas, VA 20110	Business Entity Branch A, E, LS, CID & LA	0411000497	2/28/2022
CES Consulting, LLC	S3416007	Limited Liability Company	Active	23475 Rock Haven Way, Suite 255, Dulles, VA 20166	Business Entity ENG	0407005783	12/31/2023
Clark Nexsen, Inc.	0190175-0	Corporation	Active	4525 Main Street, Suite 1400, Virginia Beach, VA, 23462	Business Entity ENG, LA, ARC, CID	407006529	12/31/2023
DMY Engineering Consultants Inc.	07688955	S-Corporation	Active	4170 Lafayette Center Drive, Suite 500, Chantilly, VA 20151	Business Entity ENG	0407005631	12-31-2023
ECS Mid-Atlantic	S-120821-6	Limited Liability Company	Active	14026 Thunderbolt Place, Suite 100 Chantilly, VA 20151	Business Entity Branch ARC, ENG	407004628	12/31/2023

**ATTACHMENT 3.2.10**

**State Project No. 0029-M03-371**

**SCC and DPOR Information**

EPR, PC	07344856	S-Corporation	Active	902 East Jefferson St., #101, Charlottesville, VA 22902	Professional Corporation ENG	0405001919	12/01/23
Floura Teeter Landscape Architects, Inc.	F1543497	Foreign	Active	800 N. Charles Street, Suite 300, Baltimore, MD 21201	Professional Corporation LA	0405001874	12/31/2023
Froehling & Robertson, Inc.	0027211-2	Corporation	Active	6185 Rockfish Gap Turnpike, Crozet, VA 22932	Business Entity Branch ENG	0411001433	2/29/2024



## Entity Information

### Entity Information

Entity Name: CURTIS CONTRACTING, INC.

Entity ID: 02733335

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 07/15/1985

Status Date: 07/15/1985

VA Qualification Date: 07/15/1985

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: 07/31/2022

Jurisdiction: VA

Charter Fee: \$0.00

Registration Fee Due Date: 07/31/2022

### Registered Agent Information

RA Type: Entity

Locality: NORFOLK CITY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION BUSINESS IN VIRGINIA

Name: VB Business Services, LLC

Registered Office Address: 500 WORLD TRADE CTR, 101 W MAIN ST,  
NORFOLK, VA, 23510 - 0000, USA

### Principal Office Address

Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) | [Contact Us](#)  
Address: ([https://www.scc.virginia.gov/clk/clk\\_contact.aspx](https://www.scc.virginia.gov/clk/clk_contact.aspx))

7481 THERON RD, PO BOX 769, WEST POINT, VA,  
23181 - 0000, USA

([https://www.scc.virginia.gov/cir/cir\\_contact.aspx](https://www.scc.virginia.gov/cir/cir_contact.aspx))

(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASateCorpComm>)

### Principal Information

Title	Director	Name	Address	Last Updated
S/VP	No	RAYMOND E. JARVIS JR.	684 FAIRFAX WAY, WILLIAMSBURG, VA, 23185 - 0000, USA	07/07/2016
CHAIRMAN	Yes	ANDREW R CURTIS	563 FED LANE, MANAKIN SABOT, VA, 23103 - 0000, USA	07/07/2016
Vice President	No	STEPHEN L. ORDUNG	2808 FORGE ROAD, TOANO, VA, 23168 - 0000, USA	07/07/2016

### Current Shares

Total Shares: 1000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

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## Entity Information

### Entity Information

Entity Name: Wallace, Montgomery & Associates, LLP  
Entity ID: K0007346

Entity Type: General Partnership  
Entity Status: **Active**

Series LLC: N/A  
Reason for Status: GP - LLP Status Only

Formation Date: 10/13/2010  
Status Date: 10/13/2010

VA Qualification Date: 10/13/2010

Period of Duration: N/A

Industry Code: 0 - General  
Annual Continuation Report Due Date: N/A

Jurisdiction: MD  
Charter Fee: N/A

LLP Status: Yes

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: CHARLOTTESVILLE CITY

RA Qualification: Member of the Virginia State Bar

Name: Joseph W. Cooch

Registered Office Address: 701 E Water St Ste 101, Charlottesville, VA, 22902 -  
5499, USA

### Principal Office Address

Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) | [Contact Us](#)

([https://www.scc.virginia.gov/clk/clk\\_contact.aspx](https://www.scc.virginia.gov/clk/clk_contact.aspx))

([https://www.scc.virginia.gov/CLK/CLK\\_CONTACT.aspx](https://www.scc.virginia.gov/CLK/CLK_CONTACT.aspx))

Address: 10150 YORK RD STE 200, HUNT VALLEY, MD,

(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASateCorpComm>)

Virginia Office Address

Address:

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

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[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: Bowman Consulting Group Ltd.

Entity ID: 11139594

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 11/13/2020

Status Date: 11/25/2020

VA Qualification Date: 11/25/2020

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: DE

Charter Fee: \$750.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity

Locality: RICHMOND CITY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION BUSINESS IN VIRGINIA

Name: CORPORATION SERVICE COMPANY

Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 -  
4100, USA

### Principal Office Address

Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) | [Contact Us](#)  
Address: ([https://www.scc.virginia.gov/clk/clk\\_contact.aspx](https://www.scc.virginia.gov/clk/clk_contact.aspx))

12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA ([https://www.scc.virginia.gov/cir/cir\\_contact.aspx](https://www.scc.virginia.gov/cir/cir_contact.aspx))  
(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASateCorpComm>)

## Principal Information

Title	Director	Name	Address	Last Updated
Treasurer, Executive Vice President	No	Bruce Labovitz	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Vice President	No	Charles E Powell	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
President, Chairman	No	Gary P Bowman	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Executive Vice President	Yes	James DePietro	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Executive Vice President	Yes	Jesse Goldfarb	4450 W. EAU GALLIE BLVD, STE 232, Melbourne, FL, 32934, USA	11/10/2021
Vice President	No	M. Scott Delgado	13461 SUNRISE VALLEY DRIVE, Herndon, VA, 20171, USA	11/10/2021
Assistant Secretary, Executive Vice President	Yes	Michael G Bruen	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Executive Vice President	No	Patricia Hollar	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Executive Vice President	Yes	Patrick Quante	101 SOUTH STREET, S.E. , Leesburg, VA, 20175, USA	11/10/2021
Secretary, Executive Vice President	Yes	Robert A Hickey	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020

## Current Shares

Total Shares: 360000

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Filing History RA History Name History Previous Registrations  
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Garnishment Designees

Image Request

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: CES Consulting, LLC

Entity ID: S3416007

Entity Type: Limited Liability Company

Entity Status: **Active**

Series LLC: No

Reason for Status: Active

Formation Date: 10/14/2010

Status Date: 10/14/2010

VA Qualification Date: 10/14/2010

Period of Duration: Perpetual

Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY  
not listed below as SPECIFIED in Section 13.1-543  
of the Code of Virginia

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: N/A

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: FAIRFAX COUNTY

RA Qualification: Member or Manager of the Limited Liability  
Company

Name: AVTAR SINGH

Registered Office Address: 12423 Henderson Rd, Clifton, VA, 20124 - 2021,  
USA

([https://www.scc.virginia.gov/cir/cir\\_contact.aspx](https://www.scc.virginia.gov/cir/cir_contact.aspx))

Principal Office Address

(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VAS475SOCComm>)  
Address: VAS475 SOC COMM WAY, SUITE 255, DULLES, VA,  
20166 - 0000, USA

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[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Protected Series](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: Clark Nexsen, Inc.  
Entity ID: 01901750  
Entity Type: Stock Corporation  
Entity Status: **Active**  
Series LLC: N/A  
Reason for Status: Active and In Good Standing  
Formation Date: 11/27/1978  
Status Date: 05/16/1989  
VA Qualification Date: 11/27/1978  
Period of Duration: Perpetual  
Industry Code: 0 - General  
Annual Report Due Date: N/A  
Jurisdiction: VA  
Charter Fee: \$3820.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual  
Locality: VIRGINIA BEACH CITY  
RA Qualification: Officer of the Corporation  
Name: TERESA HALL  
Registered Office Address: 4525 MAIN STREET, STE. 1400, VIRGINIA BEACH,  
VA, 23462 - 0000, USA

### Principal Office Address

Address: 4525 Main St Ste 1400, Virginia Beach, VA, 23462 -  
23462, USA  
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(<https://www.facebook.com/VirginiaStateCorporationCommission>)

Principal Information

(<https://twitter.com/VAStateCorpComm>)

Title	Director	Name	Address	Last Updated
	Yes	PETER ARANYI	1111 METROPOLITAN AVE. STE. 333, CHARLOTTE, NC, 28204 - 0000, USA	09/27/2019
President	Yes	TERESA S HALL	4525 MAIN STREET STE. 1400, VIRGINIA BEACH, VA, 23462 - 0000, USA	09/27/2019
	Yes	SAMUEL ESTEP	4525 MAIN STREET STE. 1400, VIRGINIA BEACH, VA, 23462 - 0000, USA	09/27/2019
	Yes	ROBERT BURKHOLDER	4525 MAIN ST. STE. 1400, VIRGINIA BEACH, VA, 23462 - 0000, USA	09/27/2019
	Yes	CLYMER CEASE	333 FAYETTEVILLE ST. STE. 1000, RALEIGH, NC, 27601 - 0000, USA	09/27/2019

Current Shares

Total Shares: 1000000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

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## Entity Information

### Entity Information

Entity Name: DMY ENGINEERING CONSULTANTS INC.

Entity ID: 07688955

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 09/06/2013

Status Date: 10/25/2021

VA Qualification Date: 09/06/2013

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$50.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: FAIRFAX COUNTY

RA Qualification: Director of the Corporation

Name: WEIYI MA

Registered Office Address: 4170 LAFAYETTE CENTER DRIVE, SUITE 500,  
CHANTILLY, VA, 20151 - 0000, USA

### Principal Office Address

Address:  
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4170 Lafayette Center Dr Ste 500, Chantilly, VA,  
20151 - 1254, USA

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(<https://twitter.com/VASateCorpComm>)

### Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	Weiyi Ma	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Wamiq Hamid	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Peng Zhang	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Xin Chen	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019

### Current Shares

Total Shares: 10000

[Filing History](#)

[RA History](#)

[Name History](#)

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[Garnishment Designees](#)

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[Back](#)

[Return to Search](#)

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[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: ECS Mid-Atlantic, LLC

Entity ID: S1208216

Entity Type: Limited Liability Company

Entity Status: **Active**

Series LLC: No

Reason for Status: Active

Formation Date: 04/16/2004

Status Date: 04/16/2004

VA Qualification Date: 04/16/2004

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: N/A

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: FAIRFAX COUNTY

RA Qualification: Officer or Director of a Corporation that is a Member or Manager of the Limited Liability Company

Name: JAMES A ECKERT

Registered Office Address: 14026 THUNDERBOLT PL STE 100, CHANTILLY, VA, 20151 - 0000, USA

### Principal Office Address

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([https://www.scc.virginia.gov/civ/civ\\_contact.aspx](https://www.scc.virginia.gov/civ/civ_contact.aspx))  
Address: 14026 THUNDERBOLT PL STE 100, CHANTILLY, VA,  
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[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Protected Series](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: EPR, P.C.

Entity ID: 07344856

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 03/08/2011

Status Date: 03/08/2011

VA Qualification Date: 03/08/2011

Period of Duration: Perpetual

Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY  
not listed below as SPECIFIED in Section 13.1-543  
of the Code of Virginia

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$50.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: ALBEMARLE COUNTY

RA Qualification: Director of the Corporation

Name: LYNETTE WUENSCH

Registered Office Address: 3205 WATTS STATION DR, CHARLOTTESVILLE, VA,  
22911 - 0000, USA

Principal Office Address

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([https://www.scc.virginia.gov/cik/cik\\_contact.aspx](https://www.scc.virginia.gov/cik/cik_contact.aspx))  
Address: 902 E JEFFERSON STREET, UNIT 101,  
(<https://www.facebook.com/VirginiaStateCorporationCommission>)  
CHARLOTTESVILLE, VA, 22902 - 0000, USA  
(<https://twitter.com/VASateCorpComm>)

### Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	LYNETTE WUENSCH	3205 WATTS STATION DRIVE, CHARLOTTESVILLE, VA, 22911 - 0000, USA	01/23/2019
Vice President	Yes	WILLIAM WUENSCH	3205 WATTS STATION DR., CHARLOTTESVILLE, VA, 22911 - 0000, USA	01/23/2019

### Current Shares

Total Shares: 5000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: FLOURA TEETER LANDSCAPE ARCHITECTS, INC.

Entity ID: F1543497

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: N/A

Status Date: 12/21/2011

VA Qualification Date: 10/05/2006

Period of Duration: Perpetual

Industry Code: 73 - Architects

Annual Report Due Date: N/A

Jurisdiction: MD

Charter Fee: \$50.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION BUSINESS IN VIRGINIA

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808,  
USA

### Principal Office Address

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800 N Charles St Ste 300, Baltimore, MD, 21201, USA  
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(<https://www.facebook.com/VirginiaStateCorporationCommission>)  
(<https://twitter.com/VASateCorpComm>)

### Principal Information

Title	Director	Name	Address	Last Updated
PRESIDENT/CEO	Yes	JOAN FLOURA	800 N Charles St Ste 300, Baltimore, MD, 21201, USA	08/18/2021
VP/SEC/TREAS	Yes	AARON TEETER	800 N. CHARLES ST., SUITE 300, BALTIMORE, MD, 21201 - 0000, USA	09/19/2019

### Current Shares

Total Shares: 5000

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[Garnishment Designees](#)   [Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: FROEHLING & ROBERTSON, INCORPORATED

Entity ID: 00272112

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 10/11/1924

Status Date: 11/13/2009

VA Qualification Date: 10/11/1924

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$2480.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: RICHMOND CITY

RA Qualification: Member of the Virginia State Bar

Name: J. THOMAS O'BRIEN Jr.

Registered Office Address: 411 E Franklin St Ste 600, Spotts Fain Pc,  
Richmond, VA, 23219 - 2200, USA

### Principal Office Address

Address:  
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([https://www.scc.virginia.gov/clk/clk\\_contact.aspx](https://www.scc.virginia.gov/clk/clk_contact.aspx))

3015 Dumbarton Rd, Henrico, VA, 23228 - 5831,  
USA

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### Principal Information

Title	Director	Name	Address	Last Updated
	Yes	ARNOLD M PROCTOR JR	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	09/17/2019
	Yes	G RANDOLPH WEBB Jr.	401 49TH ST, VIRGINIA BEACH, VA, 23451 - 2826, USA	10/07/2021
President, COO	No	MICHAEL W MATTHEWS	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021
Secretary, Treasurer, Chief Financial Officer	No	TERESA L CAREY	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021
Chief Executive Officer, Board Chairman	Yes	SAMUEL S PROCTOR	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021

### Current Shares

Total Shares: 1100000

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[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

03-31-2024

NUMBER

2701031525

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* ASB CBC H/H LSC RBC



CURTIS CONTRACTING INC  
PO BOX 769  
WEST POINT, VA 23181



*Demetria J. Mills*  
Demetria J. Mills, Director

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

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\*CLASSIFICATIONS\* ASB CBC H/H LSC RBC  
NUMBER: 2701031525 EXPIRES: 03-31-2024



(FOLD)

CURTIS CONTRACTING INC  
PO BOX 769  
WEST POINT, VA 23181

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# COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON

02-29-2024

NUMBER

0411001629

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



*Demetrios J. Mellis*  
Demetrios J. Mellis, Director

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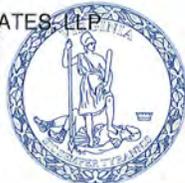
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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001629 EXPIRES: 02-29-2024  
PROFESSIONS: ENG  
WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



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EXPIRES ON

02-29-2024

NUMBER

0411001087

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

PROFESSIONS: ENG



WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



*Demetrios J. Melis*  
Demetrios J. Melis, Director

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BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001087 EXPIRES: 02-29-2024  
PROFESSIONS: ENG  
WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2023

NUMBER

0407005814

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

PROFESSIONS: ENG



WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005814 EXPIRES: 12-31-2023  
PROFESSIONS: ENG  
WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



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# DPOR - Richmond, VA Office

## COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation  
9960 Mayland Drive, Suite 400, Richmond, VA 23233  
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EXPIRES ON  
02-28-2022

NUMBER  
0411000610

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

PROFESSIONS: ENG, LS



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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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BOARD FOR APELSCIDLA  
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PROFESSIONS: ENG, LS  
BOWMAN CONSULTING GROUP LTD  
3951 WESTERRE PKWY  
SUITE 150  
RICHMOND, VA 23233



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DPOR-PC (02/2017)

## License Lookup

### License Lookup

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License Details

Related Licenses



<b>Name</b>	BOWMAN CONSULTING GROUP LTD
<b>License Number</b>	0411000610
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	3951 WESTERRE PKWY SUITE 150, RICHMOND, VA 23233
<b>Initial Certification Date</b>	2009-07-17
<b>Expiration Date</b>	2024-02-29

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2024

NUMBER

0411000421

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

PROFESSIONS: LS, ENG



BOWMAN CONSULTING GROUP LTD  
1300 CENTRAL PARK BLVD  
FREDERICKSBURG, VA 22401



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*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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Department of Professional and Occupational Regulation

BOARD FOR AP/LS/CID/LA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000421 EXPIRES: 02-29-2024  
PROFESSIONS: LS, ENG  
BOWMAN CONSULTING GROUP LTD  
1300 CENTRAL PARK BLVD  
FREDERICKSBURG, VA 22401



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COMMONWEALTH of VIRGINIA

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9960 Mayland Drive, Suite 400, Richmond, VA 23233

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EXPIRES ON

02-28-2022

NUMBER

0411000497

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS



BOWMAN CONSULTING GROUP LTD  
9815 GODWIN DR  
MANASSAS, VA 20110



*Mary Broz-Vaughan*  
Mary Broz-Vaughan Director

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## License Lookup

### License Lookup

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License Details

Related Licenses



<b>Name</b>	BOWMAN CONSULTING GROUP LTD
<b>License Number</b>	0411000497
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	9815 GODWIN DR, MANASSAS, VA 20110
<b>Initial Certification Date</b>	2007-10-24
<b>Expiration Date</b>	2024-02-29

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EXPIRES ON

12-31-2023

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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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NUMBER: 0407005783 EXPIRES: 12-31-2023

PROFESSIONS: ENG

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



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EXPIRES ON

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0407006529

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

PROFESSIONS: ENG, ARC, CID, LA



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



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*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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PROFESSIONS: ENG, ARC, CID, LA  
CLARK NEXSEN INC  
4525 MAIN ST STE 1400  
VIRGINIA BEACH, VA 23462



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12-31-2023

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0407005631

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BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



DMY ENGINEERING CONSULTANTS INC  
4170 LAFAYETTE CENTER DR  
SUITE 500  
CHANTILLY, VA 20151



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EXPIRES ON

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0411000662

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS-ENG



ECS-MID-ATLANTIC LLC  
4004 HUNTERSTAND CT  
STE 102  
CHARLOTTESVILLE, VA 22911



*Demetrius J. Mello*  
Demetrius J. Mello, Director

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# ECS Mid-Atlantic, LLC - an Engineering Consulting Services, Ltd. company

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David Huggins  
4004 Hunterstand Court  
Suite 102  
Charlottesville , Virginia 22911

Phone: (434) 973-3232  
Fax: (434) 973-3238  
[DHuggins@ecslimited.com](mailto:DHuggins@ecslimited.com)

**Quality Management System** - accredited since 11/9/2012  
R18, C1077 (Concrete), D3740 (Soil), E329 (Concrete), E329 (Soil)

**Soil** - accredited since 8/29/2018  
R58, T88, T89, T90, T99, T180, T193, T265, T310, D421, D422, D698, D1140, D1557, D1883, D2216, D2487, D2488, D4318, D4718, D6938

**Aggregate** - accredited since 12/1/2021  
T85, C127

**Concrete** - accredited since 11/9/2012  
M201, R60, R100, T22, T97, T119, T121, T152, T196, T231 (7000 psi and below), T309, C31, C39, C78, C138, C143, C172, C173, C231, C511, C617 (7000 psi and below), C1064, C1231 (7000 psi and below)

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PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG



EPR, P.C.  
3205 WATTS STATION DR  
CHARLOTTESVILLE, VA 22911



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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0405001874

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AND LANDSCAPE ARCHITECTS  
PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: LA



FLOURA TEETER LANDSCAPE ARCHITECTS, INC  
800 N. CHARLES ST.  
STE 300  
BALTIMORE, MD 21201



  
Mary Broz-Vaughan, Director

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PROFESSIONS: LA  
FLOURA TEETER LANDSCAPE ARCHITECTS, INC.  
800 N. CHARLES ST.  
STE 300  
BALTIMORE, MD 21201



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0411001433

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



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



*Demetrios J. Melis*  
Demetrios J. Melis, Director

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



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# Froehling & Robertson, Incorporated

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Clyde Simmons  
6185 Rockfish Gap Turnpike  
Crozet , Virginia 22932-0295

Phone: (434) 823-5154

Fax:

[csimmons@fandr.com](mailto:csimmons@fandr.com)

**Quality Management System** - accredited since 2/28/2012

R18, C1077 (Aggregate), C1077 (Concrete), D3740 (Soil), E329 (Aggregate), E329 (Concrete), E329 (Soil)

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T166 (Cores), D2726 (Cores), D2950

**Soil** - accredited since 5/2/2013

R58, T88, T89, T90, T99, T100, T180, T193, T217, T265, T310, T311, D421, D422, D698, D854, D1140, D1557, D1883, D2216, D2487, D2488, D4318, D4643, D4944, D6938

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R76, T11, T21, T27, T84, T85, T255, C40, C117, C127, C128, C136, C566, C702

**Concrete** - accredited since 2/28/2012

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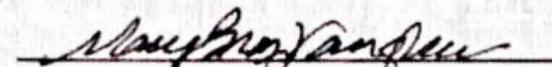
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE



JULIA SERRA SIMO  
2040 LAWSON LAWSON LANE  
VINTON, VA 24179



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Mary Broz-Vaughan, Director

COMMONWEALTH of VIRGINIA

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PROFESSIONAL ENGINEER LICENSE



AVTAR SINGH  
12423 HENDERSON ROAD  
CLIFTON, VA 20124



*Demetria J. Mella*  
Demetria J. Mella, Director

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PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402035169 EXPIRES: 01-31-2023

AVTAR SINGH  
12423 HENDERSON ROAD  
CLIFTON, VA 20124



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# Attachment 3.3.1

# Key Personnel Resumes



Submitted by

In Association With



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Stephen Ordnung, DBIA – Vice President Operations</b>	
b. Project Assignment: <b>Design Build Project Manager (DBPM)</b>	
c. Name of the Firm with which you are employed at the time of submitting SOQ: <b>Curtis Contracting, Inc. – Full Time</b>	
<p>d. Employment History: With this Firm <b>16</b> Years With Other Firms <b>17</b> Years  Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p><u><b>Curtis Contracting, Inc.</b></u>  <b>Start Date: May 2006 End Date: Present Position: Vice President, Operations</b>  <b>Responsibilities:</b> Steve is responsible for providing oversight and monitoring all stages of the design-build (DB) projects: coordinating with internal and external stakeholders; ensuring that projects align with the project schedule; and working closely with owner representatives, designers, construction staff, and quality teams. His clients have included: Chesterfield County; James City County; Federal Highway Administration; Virginia Department of Transportation (VDOT); North Carolina Department of Transportation; Maryland Department of Transportation State Highway Administration; and US Army Corps of Engineers.</p> <p><u><b>Archer Western Contractors</b></u>  <b>Start Date: December 1995 End Date: May 2006 Position: Program Manager</b>  <b>Responsibilities:</b> Steve oversaw and monitored all stages of the DB and bid-build projects. Steve was responsible for projects in the Mid-Atlantic region and ensured delivery of all projects in accordance with the project schedule, contract documents, and the safety and quality compliance and initiatives. He worked closely with owner representatives, designers, project management, and construction staff.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Wentworth Institute of Technology, Boston, Massachusetts/BS/1992/Construction Management</b> <b>Worcester Industrial Technical Institute, Worcester, Massachusetts/AS/1988/Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2020/DBIA Designated Design-Build Professional/D-3235</b>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(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.)</b></p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>	
<b>VDOT – Albemarle Intersection Improvements Bundling Design-Build, Albemarle County, VA</b>	
<b>Project Role:</b> DBPM	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 07/2020	<b>End Date:</b> Present
<p><b>Responsibilities and Job Duties:</b> Steve is managing the overall DB process, including public relations; design; permitting; RW acquisitions; utility coordination; QA/QC; environmental protection; safety; scheduling; and construction for this \$28M project. The contract is a bundle of six separate intersection and interchange safety/operations improvements projects around the City of Charlottesville. Improvements include a diverging diamond interchange (DDI) at I-64 (Exit 124) and US Route 250; a new Rio Mills Road to Berkmar Drive connector roadway; interchange ramp improvements along US 29 at I-64 (Exit 118) and Fontaine Avenue; and converting the US 250 with Route 151 and Route 20 with Routes 649 and 1494 intersections into single lane roundabouts. Work efforts include the structural stream crossings replacements of Route 151 at Stockton Creek with a 4-cell 6'x12' box culvert and Route 20 at an unnamed Tributary to North Fork Rivanna River with dual 42" concrete pipes. Steve was responsible for overall project delivery, team leadership, stakeholder communication with VDOT, Albemarle County, and Permitting Agencies. A leadership focus area centered on consultant and subcontractor performance in the implementation of innovative means and methods for MOT in a highly constrained work zone environment with restricted MOT durations (<b>Risk 1 – Maintenance of Traffic</b>) due to heavy truck and University of Virginia Traffic. Management of the bundled project by its nature was multi-faceted and required adaptability to varying roadway functional classifications and characteristics with portions of</p>	

the project including interstate interchange construction while others focused on secondary roadway extension including shared-use path bicycle and pedestrian facilities. **(Risk 2 – Pedestrian and ADA Accommodations)**. The project also featured significant utility relocation efforts ranging from gas line relocations to secure governmental owned communications lines. A specialty subconsultant was brought on for this task ultimately reporting to and providing recommendations to the DBPM and his staff for implementation. **(Risk 3 – Timely Utility Coordination and Relocation)**

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Innovative Design/Construction	Mitigating Congestion During CN	Communicated with Businesses
Multiple/Bundled Project Elements	Fast Track Schedule	Complex MOT
Commercial ROW Impacts	Pedestrian & ADA Compliance	Significant Utility Impacts

**Project Successes**

*Three of the six bundled project elements (interchange modifications along US Route 29, Fontaine Avenue, and the Rio Mills Connector Road) were completed almost 22 months ahead of the contract completion date.*

**Owner Contact:** VDOT, William Stowe, 540.827.7287

**Chesterfield County – Midlothian Turnpike (Route 60) Widening Design-Build**

<b>Project Role:</b> DBPM	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 03/2015	<b>End Date:</b> 06/2016

**Responsibilities and Job Duties:** Steve managed the overall DB process, including public relations; design; utility coordination; right-of-way, QA/QC; environmental protection; safety; schedule; and construction for this 1.25-mile 4-to-6 lane widening of Route 60 in Chesterfield County. Efforts also included major at-grade intersection widening, signals and new entrances at a significant commercial development that was anchored by a new Wegman’s and other retail store fronts and parking. In addition, the project included a bridge widening, shoulder and drainage upgrades. As the DBT’s main point of contact, he was responsible for communicating and coordinating with Chesterfield County, VDOT, permitting agencies, local private developer, HOAs, and stakeholders. **Exceptional Performance:** Within one month of receipt of the Notice to Proceed, Steve expedited the schedule to advance design and start construction work. Steve sequenced construction to allow for Phase I to be completed in just nine months.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Mitigating Congestion During CN	Communicated with Businesses	Multiple/Bundled Project Elements
Fast Track Schedule	Commercial ROW Impacts	Significant Utility Impacts

*This was one of the first successfully completed locally administered DB projects in the Commonwealth of Virginia.*

**Owner Contact:** Chesterfield County; Jesse Smith, 804.748.1037

**ERC – Martin Luther King Expressway Extension Contract A**

<b>Project Role:</b> Senior Project Manager	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 08/2013	<b>End Date:</b> 12/2016

**Responsibilities and Job Duties:** Steve was responsible for the management of the overall project including permitting, utility coordination, quality control, environmental protection, safety, schedule and construction for this \$47 million project. The project included construction of a new interchange for Interstate 264 with Route 58 MLK Boulevard Extension and Route 17 Fredrick Blvd. *The project also included the design and construction of a pre-engineered 153’ span pedestrian bridge and switch backs over a major roadway.* Steve was responsible for the communication and coordination with VDOT, City of Portsmouth, permitting agencies and other stakeholders on the project. **Exceptional Performance:** Steve led schedule recovery efforts when a major subcontractor defaulted, and another was behind schedule. He developed an efficient construction approach for foundation construction and mobilized CCI crews to mitigate any overall schedule impacts and reach substantial completion a month ahead of schedule. *This project received the ENR 2017 Project of the Year Award.*

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Innovative Design/Construction	Mitigating Congestion During CN	Multiple/Bundled Project Elements
Fast Track Schedule	Complex MOT	Significant Utility Impacts

**Owner Contact:** SKW Constructors, LLC; Wade Watson, 757.673.9487

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Avtar Singh, PE, CCM, DBIA – President and Quality Assurance Manager</b>	
b. Project Assignment: <b>Quality Assurance Manager (QAM)</b>	
c. Name of the Firm with which you are employed at the time of submitting SOQ: <b>CES Consulting, LLC</b>	
d. Employment History: With this Firm <b>10</b> Years With Other Firms <b>16</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <u><b>CES Consulting, LLC</b></u> <b>Start Date: December 2010 End Date: Present Position: President/Quality Assurance Manager</b> <b>Responsibilities:</b> Avtar is a hands-on manager who actively manages QA and QC services for DB and P3 projects. He develops and updates QA/QC plans and monitors compliance; conducts QA audits of the design QA/QC plan; manages QA inspection and testing; approves materials testing reports; identifies and resolves non-compliant work; certifies compliance to contract requirements; leads preparatory inspection meetings; prepares QA reports and NCRs; maintains the non-conformance log, deficiency log, and project testing /frequencies Materials Notebook.  <u><b>VDOT Northern Virginia District</b></u> <b>Start Date: December 2006 End Date: December 2010 Position: Area Construction Engineer</b> <b>Responsibilities:</b> Avtar managed VDOT DBB projects and provided oversight of locally administered projects in Prince William and Loudoun counties. He was responsible for constructability and biddability reviews prior to advertisement, project startup and execution, pay application certifications, and contract closeouts. He resolved contractual issues and field issues; reviewed and negotiated work orders; and resolved construction and schedule claims.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>George Washington University, Washington, DC/Master’s Certificate/2007/Project Management</b> <b>Queens University, Kingston, Ontario in Canada/MS/1994/Civil Engineering</b> <b>Queens University, Kingston, Ontario in Canada/BS/1992/Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2020/DBIA Designated Design-Build Professional/D-3235</b> <b>2001/Professional Engineer/VA #0402 035169</b> <b>Certifications:</b> CMAA, Certified Construction Manager, #2127; DBIA, Design Build Professional, #141914; DEQ Dual Combined Administrator (exp 05/2024); Intermediate Work Zone (exp 02/2023); OSHA 30-Hour Safety Training	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>  <b>(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.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT - Albemarle Intersection Improvements Bundling Design-Build, Albemarle County, VA</b>	
<b>Project Role:</b> QAM	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 09/2019	<b>End Date:</b> Present
<b>Responsibilities and Job Duties:</b> Avtar is responsible for the implementation of the project Quality Assurance program. The contract is a bundle of six separate intersection and interchange safety/operations improvements projects around the City of Charlottesville. Improvements include a diverging diamond interchange (DDI) at I-64 (Exit 124) and US Route 250; a new Rio Mills Road to Berkmar Drive connector roadway; interchange ramp improvements along US 29 at I-64 (Exit 118) and Fontaine Avenue; and converting the US 250 with Route 151 and Route 20 with Routes 649 and 1494 intersections into single lane roundabouts. He drafted the QA/QC plan; manages QA inspection and testing to confirm contract compliance and certifies contract compliance for monthly pay applications. He verifies environmental compliance observations and inspections are performed; design QA/QC plan requirement are implemented, and issues and resolved non-conformances. Challenges of the bundle for quality include construction under heavy traffic adding to safety concerns and work constraints ( <b>Risk 1 – Maintenance of Traffic</b> ); the effective execution of 6 concurrent projects at various phases of scoping, design, and construction; and scheduling and maximizing the work of staff resources to inspect and document multiple projects simultaneously. The QA team brought about several value additions	

on the project including performance of bolt testing, materials, and installation acceptance processes, including providing QC access to testing equipment to prevent a 6- to 8-week project delay. Value-engineering asphalt procedures on-site that provided a better quality final product. Suggesting alternative pavement structures in areas of shoulder repair for the Fontaine Avenue Ramp Improvements, which resulted in improved pavement strength for VDOT and cost savings by the contractor. He implemented the PlanGrid system for QA/QC field documentation despite it not being required by contract, allowing more efficient sharing of higher quality documentation and improved inspection performance.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Innovative Design/Construction	Mitigating Congestion During CN	Communicated with Businesses
Multiple/Bundled Project Elements	Fast Track Schedule	Complex MOT
Commercial ROW Impacts	Pedestrian & ADA Compliance	Significant Utility Impacts

*Under Avtar's leadership, the QA services received an excellent CQIP score of 96.97% which exceeded the Culpeper District's CQIP target.*

**Owner Contact:** VDOT, William Stowe, 540.827.7287

**VDOT - Warrenton Southern Interchange**

<b>Project Role:</b> QAM	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 02/2018	<b>End Date:</b> 11/2020

**Responsibilities and Job Duties:** Avtar was responsible for the implementation of the project Quality Assurance program. The innovative interchange project consisted of a modified barbell interchange with 2 roundabouts at each end of a precast-concrete overpass to replace a signalized intersection. This involved constructing a new 173-foot-long precast-concrete bridge over Route 29, 2 roundabouts at each end, and a 2,000-foot-long pedestrian path across the bridge (**Risk 2 – Pedestrian and ADA Accommodations**). He drafted the QA/QC plan; manages QA inspection and testing to confirm contract compliance, certifies contract compliance for monthly pay applications. He also verifies environmental compliance observations and inspections are performed; design QA/QC plan requirement are implemented, issued and resolved non-conformances for work not conforming to contract or design requirements; and coordinated with the FHWA Area Engineer to ensure FHWA expectations and requirements were satisfied. He added value by recommending solutions to field challenges such as safety concerns due to extensive work in heavy traffic (**Risk 1 – Maintenance of Traffic**) and multiple MOT patterns to allow construction of the multiple ramps coming off the roundabouts. In a 2020 VDOT performance evaluation the, QA/QC plan he developed as well as the QA materials testing and QA inspection services received an *'Exceeds Expectations' rating*.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Roundabout Construction
Innovative Design/Construction	Mitigating Congestion During CN	Complex MOT
Pedestrian & ADA Compliance		

*Due to Avtar's leadership and attention to detail, the QA team received a CQIP score of 100%*

**Owner Contact:** VDOT, Gregory Cooley, 434.906.7979

**VDOT - Route 29 Solutions**

<b>Project Role:</b> QAM	<b>With Current Firm:</b> Yes
<b>Beginning Date:</b> 02/2015	<b>End Date:</b> 10/2017

**Responsibilities and Job Duties:** Avtar was responsible for the implementation of the project Quality Assurance program. The Route 29 Solutions Bundle included an accelerated bridge construction (ABC) of a grade-separated intersection at Route 29 and Rio Road; a widening of a 3-mile segment of Route 29 from 4 to 6 lanes; and a 2.3-mile extension of Berkmar Drive including a new 715-foot-long bridge crossing over the Rivanna River, a bike lane, sidewalk and shared use path. He drafted the QA/QC plan; manages QA inspection and testing to confirm contract compliance and certifies contract compliance for monthly pay applications. He verifies environmental compliance observations and inspections are performed; design QA/QC plan requirement are implemented, issued and resolved non-conformances for work. He recommended solutions that involved maintaining heavy traffic volumes and safety for many pedestrians (**Risk 2 – Pedestrian and ADA Accommodations**); wet and dry utility relocations with numerous latent conflicts and tight urban workspaces (**Risk 3 – Timely Utility Coordination and Relocation**); and maintaining access and minimizing impacts to businesses. The accelerated bridge construction was completed 51 days ahead of the 108-day schedule.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Innovative Design/Construction	Mitigating Congestion During CN	Communicated with Businesses
Multiple/Bundled Project Elements	Fast Track Schedule	Complex MOT
Commercial ROW Impacts	Pedestrian & ADA Compliance	Significant Utility Impacts

*The project won Pinnacle Award for Engineering Excellence and Grand Award for Engineering Excellence from the ACEC/VA and the Design-Build Excellence in Engineering from DBIA Mid-Atlantic.*

**Owner Contact:** VDOT, Gregory Cooley, 434.906.7979

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Julia Simo, PE, Project Manager</b>	
b. Project Assignment: <b>Design Manager</b>	
c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Wallace Montgomery</b>	
d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <u>Wallace Montgomery</u> <b>Start Date: June 2020 End Date: Present Position: Project Manager</b> <b>Responsibilities:</b> Julia manages complex roadway design projects and multidiscipline design teams. She facilitates coordination with project stakeholders, VDOT, localities, utility owners, and adjacent/corridor property and business owners. She is well versed in AASHTO's highways/streets and roadside design policies/guidelines as well as the VDOT's Roadway Design and Drainage Manuals and Road & Bridge Standards. Julia is a natural leader that can tackle any issue thrown her way and was recently identified by Civil + Structural Engineer Magazine as one of the 2022 Rising Stars (Top 25 Engineers under 40 years) in the Architectural and Engineering industry.  <u>Virginia Department of Transportation</u> <b>Start Date: July 2018 End Date: June 2020 Position: Senior Construction Engineer</b> <b>Responsibilities:</b> Julia was VDOT's eConstruction Program Manager in VDOT's Construction Division. She led a pilot program for the use of ProjectWise Deliverables Management and was responsible for implementing VDOT's PlanGrid Tablet Based Inspection program.  <b>Start Date: June 2015 End Date: July 2018 Position: Structural Engineer</b> <b>Responsibilities:</b> Julia was responsible for designing, analyzing, and checking structural elements She prepared preliminary and final designs for bridge projects, ensuring compliance with AASHTO LRFD and VDOT specifications. Julia served as a Technical Advisor for structures on Design-Build projects and was responsible for developing RFP requirements and conceptual plans before award and performing structural design reviews after award.  <u>HDR</u> <b>Start Date: April 2015 End Date: June 2015 Position: Junior Structural Engineer</b> <b>Responsibilities:</b> Julia was responsible for the design and constructability of a curved and flared Bulb-T bridge carrying Route 13 over Indian Creek. This role included design reviews, QAQC, and constructability reviews that led to an innovative pier construction method that was successfully built.  <u>Virginia Department of Transportation</u> <b>Start Date: June 2012 End Date: April 2015 Position: Associate Engineer</b> <b>Responsibilities:</b> Julia worked on the in-house bridge design projects in Northern Virginia as well as assisted the District's Construction Project Controls Team. She calculated cost estimates for change orders on a complex Design-Build Project.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Richmond, Richmond, Virginia/M.B.A./2019/Data Analytics</b> <b>George Washington University, Washington, DC/M.S./2014/Civil Engineering</b> <b>Old Dominion University, Norfolk, Virginia/B.S./2012/Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2016/Registered Professional Engineer/VA Registration #0402056898</b>	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>  <b>(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.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT – Albemarle Intersection Improvements Bundling Design-Build, Albemarle County, VA</b>	
<b>Project Role:</b> Assistant Design Manager	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 07/2020	<b>End Date:</b> Present

**Specific Responsibilities:** Julia is leading the roadway design and coordination with subconsultants, contractor, FHWA and VDOT to ensure all facets of the project's design meets the technical requirements and Contract Documents. The contract is a bundle of six separate intersection and interchange safety/operations improvements projects around the City of Charlottesville. Improvements include a diverging diamond interchange (DDI) at I-64 (Exit 124) and US Route 250; a new Rio Mills Road to Berkmar Drive connector roadway; interchange ramp improvements along US 29 at I-64 (Exit 118) and Fontaine Avenue; and converting the US 250 with Route 151 and Route 20 with Routes 649 and 1494 intersections into single lane roundabouts. Julia oversees compliance with the design's QA/QC program to ensure all design submittals, shop drawings, and as-builts are delivered to VDOT with the utmost quality. She regularly coordinates with VDOT and local jurisdictions due to constrained construction sites and restricted MOT durations (**Risk 1 – Maintenance of Traffic**) because of heavy truck and University of Virginia traffic. Most notably, this includes during the redesign of the Diverging Diamond Interchange to accommodate superload vehicles – a first in the country. In addition, she coordinated the design of pedestrian accommodations along Rio Mills Road to avoid additional right-of-way and utility impacts while ensuring contract requirements were met. (**Risk 2 – Pedestrian and ADA Accommodations**) and analyzed potential impacts caused by Charlottesville Gas relocations (**Risk 3 – Timely Utility Coordination and Relocation**) to storm sewer in the vicinity of the Diverging Diamond Interchange.

**Similarities with the Hydraulics Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Innovative Design/Construction	Mitigating Congestion During CN	Communicated with Businesses
Multiple/Bundled Project Elements	Fast Track Schedule	Complex MOT
Commercial ROW Impacts	Pedestrian & ADA Compliance	Significant Utility Impacts

*The success of the project and efficiencies realized by the design team was recently highlighted in the Spring 2022 Edition ASHE Scanner, a publication that has been around since 1965 to highlight transportation accomplishments by the American Society of Highway Engineers.*

**Owner Contact:** VDOT; William Stowe, 540.827.7287

**Loudoun County DTCI – Route 50/Route 606 Intersection Improvements, Loudoun County, VA**

<b>Project Role:</b> Project/Design Manager	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 07/2020	<b>End Date:</b> Present

**Specific Responsibilities:** Julia is leading all design efforts on this \$15M multidisciplinary project to improve operations and safety at one of Loudoun County's most congested intersections. This project provides roadway widening and intersection capacity improvements along Lee Jackson Memorial Highway/John Mosby Highway (US Route 50) and Loudoun County Parkway (VA Route 606). Southbound traffic turning right onto westbound Route 50 results in significant queues and delays during the AM and PM peak hours. As a result of this congestion, this southbound-to-westbound movement at the intersection experiences a high rate of accidents. The high volume of traffic at this intersection will require a complex MOT plan to provide a channelized right turn lane from VA Route 6060 SB to US Route 50 WB. (**Risk 1 – Maintenance of Traffic**). A new signalized pedestrian crossing of the western leg of the intersection will connect residential development on the south side of Route 50 to commercial development on the north side. In addition, Julia is coordinating with Loudoun County representatives and local stakeholders to determine the location of a new 10' wide shared use path. (**Risk 2 – Pedestrian and ADA Accommodations**). Route 606 is adjacent to Dulles International Airport and a major Dominion Energy transmission line. Julia worked with the Hydraulics Engineer for the project to minimize stormwater impacts on the MWAA property and eliminate any impacts to the Dominion utilities. (**Risk 3 – Timely Utility Coordination and Relocation**). She also leads all design QA/QC reviews for the project.

**Similarities with the Hydraulics Road and US 29 Design-Build Project:**

Developed Urban Corridors	Mitigating Congestion During CN	Communicated with Businesses
Fast Track Schedule	Complex MOT	Significant Utility Impacts
Commercial ROW Impacts	Pedestrian & ADA Compliance	

**Owner Contact:** VDOT; Mark McIntosh, 571.258.3978

**VDOT–Chatham Bridge, Fredericksburg District, VA (\$23.4M)**

<b>Project Role:</b> Design Manager	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 06/2015	<b>End Date:</b> 07/2018

**Specific Responsibilities:** Julia was responsible for Stage I approval, 30% plans, stakeholder coordination, and development of a 3D engineered model and rendering for this \$23.4M project to repair and replace the historic Rte. 3 Bridge over Rappahannock River. The bridge is a 1,007' long 10-span steel bridge. Project consisted of widening the bridge up to current standards, and geometric reconfiguration to replace the existing sidewalks with a new shared use path that ties into an adjacent share use path project. Project included a design waiver for shoulder widths, and an existing wingwall cast against a historic building built in 1814. 3D engineered model and rendering assisted with coordination efforts to close the bridge during construction as opposed to having to maintain one lane of traffic in each direction (**Risk 1 – Maintenance of Traffic**). Julia designed the bridge to include a shared use path that connects to the Belmont Ferry Farm Trail (**Risk 2 – Pedestrian and ADA Accommodations**) and successfully coordinated utility relocations so the gas line and Verizon fiber optic bored under the Rappahannock River and were not tied to the structure (**Risk 3 – Timely Utility Coordination/Relocation**).

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

On-Time or Early Delivery	Developed Urban Corridors	Innovative Design/Construction
Communicated with Businesses	Fast Track Schedule	Significant Utility Impacts
Commercial ROW Impacts	Pedestrian & ADA Compliance	

*The project recently received a 2022 Engineering Excellence Award of Merit from the ACEC – Virginia Chapter.*

**Owner Contact:** VDOT; Karl Larson, 804-986-0821

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>George "Cole" Eller – Project Manager</b>	
b. Project Assignment: <b>Construction Manager (CM)</b>	
c. Name of the Firm with which you are employed at the time of submitting SOQ: <b>Curtis Contracting, Inc.</b>	
d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>13</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <u><b>Curtis Contracting, Inc.</b></u> <b>Start Date: March 2020 End Date: Present Position: Senior Construction Manager</b> <b>Responsibilities:</b> Cole is responsible for managing all facets of field operations that required for successful delivery of projects including, but not limited to: project personnel safety, coordination with design team and stakeholders; subcontractor scheduling and coordination; allocation of proper resources, and oversees construction activities to ensure that the project team follows quality standards, safety regulations, sequence of construction, daily work plans, and drives the achievement of milestone goals. Cole coordinates directly with the Design Manager, sharing innovative design ideas to overcome constructability issues before they arise in the field. <u><b>Corman Kokosing Construction Company</b></u> <b>Start Date: March 2016 End Date: February 2020 Position: Senior Construction Manager</b> <b>Responsibilities:</b> Cole was responsible for the success of several high-profile bridge and roadway projects, each with unique design and constructability challenges. Coordinated changes and quickly developed plans and scheduled resources to implement action in the field. Cole was directly responsible for document control including timely submission of engineered drawings, RFI's, stakeholder communications, progress updates, project billing, from pre-construction to final completion. Cole managed several projects, simultaneously under construction, and did so with an excellent safety record. <u><b>Allan Myers (Formerly American Infrastructure)</b></u> <b>Start Date: June 2014 End Date: February 2016 Position: Construction Manager</b> <b>Responsibilities:</b> Cole successfully delivered several high-profile projects, each with unique design and constructability challenges. Cole was directly responsible for developing the baseline schedule in Primavera and entering progress updates. Cole managed several projects, simultaneously under construction, and did so with an excellent safety record. <u><b>SEMA Construction</b></u> <b>Start Date: June 2009 End Date: May 2014 Position: Construction Manager/Project Engineer</b> <b>Responsibilities:</b> Cole played a key role in the construction of multiple bridge and highway construction projects, built for the Texas Department of Transportation. Developed pre-construction submittals, managed field operations, coordinated subcontractors, and was responsible for ensuring quality and safety standards were upheld. <u><b>JTL Construction, Inc.</b></u> <b>Start Date: June 2005 End Date: December 2008 Position: Project Superintendent</b> <b>Responsibilities:</b> Cole managed field operations for residential construction projects and developed plans and designs for review and approval by local municipalities and property owners.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>West Virginia University/BS/2008/Construction Management</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Virginia DEQ Responsible Land Disturber #RLD08861</b> <b>VDOT Erosion &amp; Sediment Control Contractor Certification #4-00244</b>	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>  <b>(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.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT – Albemarle Intersection Improvements Bundling Design-Build, Albemarle County, VA</b>	
<b>Project Role:</b> Assistant Construction Manager	<b>With Current Firm?</b> Yes
<b>Beginning Date:</b> 09/2019	<b>End Date:</b> Present

**Responsibilities and Job Duties:** Cole is managing integration of the design team’s recommendations and intents into the construction of the project to ensure construction activities comply with quality and safety standards inherent to the design and ultimately the contract. The contract is a bundle of six separate intersection and interchange safety/operations improvements projects around the City of Charlottesville. Improvements include a diverging diamond interchange (DDI) at I-64 (Exit 124) and US Route 250; a new Rio Mills Road to Berkmar Drive connector roadway; interchange ramp improvements along US 29 at I-64 (Exit 118) and Fontaine Avenue; and converting the US 250 with Route 151 and Route 20 with Routes 649 and 1494 intersections into single lane roundabouts. He coordinates the review and approval of deliverables including, but not limited to: RFI’s, shop drawings, baseline schedule progress updates, applications for payment, DBE goal tracking/achievement, and the resolution of issues, deficiencies, and non-conformances created in PlanGrid. He additionally worked closely with property owners and local businesses to address concerns related to construction including coordination of MOT activities and impacts (**Risk 1 – Maintenance of Traffic**). Once utility relocation plans were approved, he managed the relocation of utilities by developing close working relationships with the utility owners and their installation crews. (**Risk 3 – Timely Utility Coordination and Relocation**) He acted a liaison between the design and construction teams to ensure project wide awareness of critical issues.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

Design-Build Delivery	On-Time or Early Delivery	Developed Urban Corridors
Innovative Design/Construction	Mitigating Congestion During CN	Communicated with Businesses
Multiple/Bundled Project Elements	Fast Track Schedule	Complex MOT
Commercial ROW Impacts	Pedestrian & ADA Compliance	Significant Utility Impacts

*Three of the six bundled project elements (interchange modifications along US Route 29, Fontaine Avenue, and the Rio Mills Connector Road) were completed almost 22 months ahead of the contract completion date.*

**Owner Contact:** VDOT; William Stowe, P.E., 540.827.7287

**I-64 Over Route 156 Airport Drive Bridge Replacement**

<b>Project Role:</b> Construction Manager	<b>With Current Firm?</b> No
<b>Beginning Date:</b> 12/2018	<b>End Date:</b> 02/2020

**Responsibilities and Job Duties:** Cole oversaw construction from cradle to grave in a supervisory role over the construction team. This project replaces two structurally deficient bridges with substandard clearance on I-64 over Route 156 Airport Drive using prefabricated bridge units in an accelerated bridge construction methodology, converting a full cloverleaf interchange to partial cloverleaf, removing two ramps, new signalized median crossovers on Route 156, increasing bridge clearance to 16’-6”, and widens the median for temporary pavement to accommodate phasing (**Risk 1 – Maintenance of Traffic**). The project includes several notable technical elements including Ultra High Performance Concrete (UHPC), MSE wall construction, and pile driving. He acted in a supervisory role the project construction team including equipment and material procurement, work planning for production, quality and safety, budget and production control, subcontractor performance, chairing progress meeting, risk management and mitigation, project documentation and submittal reviews, approval and management, and quality control management.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

On-Time or Early Delivery	High Volume Routes	Innovative Construction
Mitigating Congestion During CN	Communicated with Businesses	Fast Track Schedule
Complex MOT	Innovative Bridge Work	

**Owner Contact:** VDOT; Brian Ramsey, P.E., 804.585.3579

**McIntire Park Pedestrian Railroad Bridge**

<b>Project Role:</b> Construction Manager	<b>With Current Firm?</b> No
<b>Beginning Date:</b> 11/2017	<b>End Date:</b> 12/2018

**Responsibilities and Job Duties:** Cole oversaw construction from cradle to grave in a supervisory role over the construction team. This project consisted of cast in place concrete form-liner walls with an architectural finish, battered H-Pile abutment foundations, bridge abutments, future lighting, ADA compliant shared use path and bridge crossing (**Risk 2 – Pedestrian and ADA Accommodations**), 124’ single span prefabricated pedestrian bridge erection over Norfolk Southern railroad, SIP deck pans, concrete bridge deck placement, and innovative pedestrian safety measures. He acted in a supervisory role the project construction team including equipment and material procurement, work planning for production, quality and safety, budget and production control, subcontractor performance, chairing progress meeting, risk management and mitigation, project documentation and submittal reviews, approval and management, and quality control management.

**Similarities with the Hydraulic Road and US 29 Design-Build Project:**

On-Time or Early Delivery	Innovative Construction	Fast Track Schedule
Architectural Finish/Aesthetics	Pedestrian Bridge Construction	Local Experience

**Owner Contact:** City of Charlottesville; Chris Gensic, 434.970.3656

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

# Attachment 3.4.1

# Work History Forms



Submitted by

In Association With



**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	
<b>Route 20/Route 649 Roundabout Project Element of the Albemarle Intersection Improvements Bundling Design-Build Contract</b>  <b>Albemarle County, VA</b>	<b>Wallace Montgomery</b>	Name of Client: <b>Virginia Department of Transportation</b> Phone: <b>540.827.7287</b> Project Manager: <b>William Stowe, PE, DBIA</b> Phone: <b>540.827.7287</b> Email: <b>William.Stowe@VDOT.Virginia.gov</b>	<b>02/2023</b>	<b>01/2023</b> (Estimated total project one month early; individual element estimated 09/2022)	<b>\$28,556</b>	<b>\$29,103</b> (Overage due to client negotiated traffic features, specialized vehicle, and landscaping enhancements)	<b>\$29,103</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

	<p><b>Project Description</b> Curtis Contracting, Inc. (CCI) is serving as the Lead Contractor on Design-Build Team (DBT) to design and construct the Albemarle Intersection Bundling Design-Build Project (Albemarle Bundle). The contract is one of VDOT's first to introduce the concept of project bundling into its design-build portfolio. Project Bundling was formally introduced by the Federal Highway Administration (FHWA) as part of the Every Day Counts 5 (EDC-5) – Innovations campaign. According to FHWA, bundling projects saves time and cost by streamlining project delivery requirements and leveraging design expertise. The Albemarle Bundle includes six spot locations for roadway safety/operation improvements around in Albemarle County, Virginia:</p> <ul style="list-style-type: none"> <li>• Converting the Route 20, Route 649, and Route 1494 intersection into a single lane roundabout</li> <li>• Converting the I-64 and US 250 (Exit 124) Diamond Interchange into a Diverging Diamond Interchange</li> <li>• Reconfiguring the I-64 and US 29 (Exit 118) Interchange to eliminate weave movements</li> <li>• Widening the exit ramp at the US 29 northbound/ Fontaine Avenue interchange</li> <li>• Converting the US 250 and Route 151 intersection into a single lane roundabout</li> <li>• Realigning and extending Rio Mills Road to meet with Berkmar Drive</li> </ul> <p>The four-leg Route 20 (Stony Point Road) intersection with the connecting stop-controlled Routes (Proffit Road) and 1494 (Riggory Ridge Road) intersection is being reconstructed as 130' inscribed diameter single-lane roundabout. To improve drivability for larger vehicles, the roundabout layout incorporates outside fillet return mountable aprons, which was verified with turning movements analysis using WB-67 and SU-40 design vehicles for Route 20 and Routes 20/649, respectively, as well as confirming a WB-62 Mod movements/accessibility to Routes 649 and 1494.</p> <p>Specific project elements included:</p> <ul style="list-style-type: none"> <li>• Roundabout Construction</li> <li>• ROW Acquisitions</li> <li>• Public Relations</li> <li>• 12,635 CY of Regular Excavation</li> <li>• 2,700 Tons of Asphalt Paving</li> <li>• 2,000 LF Concrete Curb/Gutter</li> <li>• Utility Relocations</li> <li>• Multiple Phases of MOT</li> <li>• 400 SY Concrete Truck Apron</li> <li>• 1,703 LF of Storm Sewer Pipe</li> <li>• 2,358 Tons of 21B Aggregate</li> <li>• 216 LF Dual 42" RCP Cross Culvert</li> </ul>	<p><b>Innovative Design Solutions &amp; Construction Techniques</b> CCI and its design Team, through coordinated efforts for innovation in design and construction approach and achieved the following benefits to the project:</p> <ul style="list-style-type: none"> <li>• Shift the proposed alignment to construct a significant portion of the roundabout largely outside of existing traffic.</li> <li>• The final roundabout layout utilized a left offset technique for all four legs to promote speed reduction for entering vehicles. In addition, we incorporated clear zone roadside grading meeting 30 MPH criteria adjacent to the roundabout and its functional area.</li> <li>• Lower the profile along the Route 29 approaches and the center of the RAB by placing a double line of 42" RCP to carry an active stream NE to SW of the RAB. This approach eliminated significant asphalt buildup, temporary service barrier protection between MOT phases; and improved the "line of sight" on the approach of the RAB from three of the four intersecting roadways.</li> <li>• Shifting the length of culvert and minimized the routing of an existing live stream in order to avoid extension of stream and reduce cost of stream credit purchase by staying within the 300' limitation.</li> <li>• Early coordination with VDOT allowed the DBT to finalize RW limits sooner and expedite the approval of ROW plans and acquisitions efforts. Mitigated a challenging ROW acquisition of property owned by the Virginia Outdoor Foundation, by negotiating a minimal ROW acquisition and including a perpetual roadway easement to avoid a condemnation of the property and offsetting property purchase, through innovative technique and good faith negotiation efforts.</li> </ul>
<p><b>Similarities to Hydraulic Road &amp; US 29</b></p> <ul style="list-style-type: none"> <li>• Design-Build Delivery</li> <li>• Intersection Converted to a Roundabout</li> <li>• Finishing Contract On-Time or Early</li> <li>• Innovative Design &amp; Construction Techniques</li> <li>• Limited Impacts to Traveling Public &amp; Affected Business &amp; Communities</li> <li>• Effective Strategy to Minimize Congestion During Construction</li> <li>• Multiple Project Elements</li> <li>• Completed on a Fast Track Schedule</li> </ul>	<p><b>Limiting Impacts to the Traveling Public &amp; Effective Communication with Businesses and Stakeholders</b> The DBT and VDOT collaboratively established a stakeholder coordination plan/processes to continuously engaged and inform project stakeholders such as Albemarle County, City of Charlottesville, UVA, utilities, FHWA, USACE, VDHR, adjacent property/business owners and the traveling public. The DBT developed/implemented a public outreach plan with VDOT using stakeholder meetings including design briefing and construction kick-off "pardon our dust" meetings, VDOT website/electronic media, pamphlets that provided ongoing, transparent information.</p>	<p><b>Risk Identification and Mitigation</b> CCI identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:</p> <ul style="list-style-type: none"> <li>• <b>Maintenance of Traffic (MOT):</b> The Route 20/649 intersection has a high accident rate; therefore, safety was paramount in developing the final roundabout and MOT designs. The CCI DBT's The Team specifically developed the MOT sequencing to limit significant traffic shifts. The Team's approach maintained two-way two-lane traffic on the existing roads while constructing the roundabout off-line before shifting traffic onto the newly built roundabout and its connecting roadway approaches to construct the roadway tie-ins and center/splitter islands under one-lane flagging traffic control. To construct the final third of the roundabout outside of traffic, we incorporated a modest traffic shift within the footprint of the first phase with temporary paving to maintain the existing intersections two-way two-lane general configuration and traffic operations. This reduced the phasing from 5 phases to 3 phases of MOT shifts. We are proposing a similar MOT plan for the Hydraulic Road and US 29 Roundabout Project where there are only two major traffic shifts.</li> <li>• <b>Timely Utility Coordination:</b> The DBT's utility clearing and RW acquisition efforts were critical in delivering the project. The DBT coordinated the roadway/drainage designs with Dominion Energy (electric), CenturyLink, and AT&amp;T to thoroughly convey existing locations and clearances/cover requirements and facilitate the relocation procedures/protocols/sequencing. Accordingly, WM's design refined the roundabout's north approach along Route 20 by extending the closed roadway section and incorporating a shallow flat bottom offsite drainage collection ditch to avoid impacts to the underground AT&amp;T duct facility adjacent to Route 20 Southbound and Route 649 westbound.</li> </ul>
<p><b>Curtis's Role</b></p> <p>As the Lead Contractor for this design-build project, Curtis was responsible for:</p> <ul style="list-style-type: none"> <li>• Overall Project Management</li> <li>• Roadway grading and widening</li> <li>• Drainage, SWM, &amp; ESC Controls</li> <li>• Maintenance of Traffic</li> <li>• Signing &amp; Pavement Markings</li> <li>• Environmental Compliance</li> <li>• Safety</li> <li>• Construction Quality Control</li> </ul>	<p><b>Proposed Staff for US 29/Hydraulic Road Improvements that Contributed to the Success of this Project</b> Steve Ordung, DBIA (CCI); Julia Simo, PE (WM); Cole Eller (CCI); Avtar Singh (CES); Eric Sender, PE, DBIA (WM); Bill Richards, PE (CCI); Beau Gutridge (CES); Monya McMichael (CCI); Ian Johnston (CN), Matt Davis, PE (WM); Simone Champaigne, PE (WM), Ryan Mattern, PE, PTOE (WM); Diane Durscher, PE (WM); Jessica Klinefelter, CEP, CWB (WM); Richard Bennett (BC); Ronnie Van Cleve (BC)</p>	<p><b>On-Time or Early Completion</b> CCI and their Team substantially completed the construction of this element almost five months ahead of the required contract completion date.</p> <p><i>The Albemarle Bundle was recently featured in the Spring 2022 Edition of the ASHE Scanner, a publication that has been around since 1965 to highlight transportation accomplishments by the American Society of Highway Engineers.</i></p>

**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	
<b>Route 60 Widening (Midlothian Turnpike) Design -Build</b>  <b>Chesterfield County, VA</b>	<b>WSP</b> <b>(formerly Parsons Brinckerhoff)</b>	Name of Client/ Owner: <b>Chesterfield County</b> Phone: <b>804.749.1037</b> Project Manager: <b>Jesse Smith</b> Phone: <b>804.749.1037</b> Email: <b>SmithJW@chesterfield.gov</b>	<b>06/2016</b>	<b>06/2016</b>	<b>\$8,493</b>	<b>\$8,617</b>	<b>\$8,617</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

	<p><b>Project Description</b></p> <p><b>Curtis Contracting, Inc. (CCI)</b> served as the Lead Contractor for this design-build project to widen Midlothian Turnpike from 4 lanes to 6 lanes in a highly populated, commercial area of Chesterfield County. The project was a high priority for the County because congestion was causing a mile-long backup on westbound Route 60 during the evening rush hour each day. In addition, the County mandated a fast track 16-month schedule for design, right of way acquisition, utility relocation and construction of the project to accommodate the opening of a new Wegmans grocery store in the middle of the project limits. The contract was divided into two specific project elements that each had their own contractual milestone. Westbound widening was required to be completed within 9 months after NTP and eastbound widening was required to be complete within 16 months after NTP. The scope of work included:</p> <ul style="list-style-type: none"> <li>• Widening 1.25 miles of Route 60 from 4 to 6 lanes</li> <li>• Bridge widening and culvert extensions</li> <li>• Intersection capacity improvements on Route 60 at Woolridge Road, Farnham Drive, Walmart Way, and Alverser Drive</li> <li>• Traffic signal upgrades at Walmart Way to accommodate the new Wegmans</li> <li>• Right of Way acquisition from commercial property owners</li> <li>• Relocation of Dominion, Verizon, Comcast, and Columbia Gas utilities</li> </ul> <p>Specific project elements included:</p> <ul style="list-style-type: none"> <li>• 20,000 CY of Regular Excavation</li> <li>• 14,000 Tons of Asphalt Paving</li> <li>• 12,000 LF of Curb and Gutter</li> <li>• 4,500 LF of Storm Sewer Pipe</li> <li>• 7,000 Tons of 21B Aggregate</li> <li>• Coordination with Major Retail Businesses</li> </ul>	<p><b>Limiting Impacts to the Traveling Public &amp; Effective Communication with Businesses and Stakeholders</b></p> <p>One of the reasons that Chesterfield County decided to advance this project as a design-build was the need to execute the design and construction of the project quickly so that the roadway improvements would be in place in advance of Wegman's opening. <b>Within nine months from notice to proceed, the construction of the roadway improvements needed for the Wegman's grand opening was completed on time.</b> All phases of design and construction for the project were completed within 16 months from notice to proceed. "Plan the work, work the plan." <b>This aggressive schedule was achieved through strategically planned design packages and construction phasing that allowed construction to begin within one month of notice to proceed.</b> CCI's DBPM, CM and President, along with the County Representatives and the projects Public Relations personnel; all participated in extensive community outreach meetings where presentations, open dialog and project status updates were discussed with the Chesterfield Chamber of Commerce, Stonehenge HOA and local rotary club members. Separate informational meetings with open dialog were held with the major commercial businesses that bordered to the project, to include major car dealerships of Porsche, Mercedes, BMW and Nissan Motors. The outreach was well received and greatly appreciated.</p>
<p><b>Similarities to Hydraulic Road &amp; US 29</b></p> <ul style="list-style-type: none"> <li>• Design-Build Delivery</li> <li>• Developed Urban Corridor</li> <li>• Finishing Contract On-Time or Early</li> <li>• Innovative Design &amp; Construction Techniques</li> <li>• Limited Impacts to Traveling Public &amp; Affected Business &amp; Communities</li> <li>• Effective Strategy to Minimize Congestion During Construction</li> <li>• Multiple Project Elements</li> <li>• Completed on a Fast Track Schedule</li> </ul>	<p><b>Innovative Design Solutions &amp; Construction Techniques</b></p> <p>Even though this was a federally funded locally administered project, CCI implemented innovative construction techniques to reduce future maintenance requirements for VDOT along Route 60:</p> <ul style="list-style-type: none"> <li>• Asphalt pavement was placed behind concrete barrier on the westbound lanes to eliminate the need for mowing behind the barrier. This also allowed for steeper slopes that reduced wetland impacts.</li> <li>• Excess material that would otherwise be hauled off-site was used to flatten side slopes within the right of way to reduce future erosion and riling of the slope</li> <li>• A 300-foot section of median at the Alverser Road intersection was changed from grass to concrete to mitigate impacts caused by a grade difference between the eastbound and westbound lanes and closing the drainage in this section to eliminate a low point in the road that constantly pooled water during rain events</li> <li>• The widening of the eastbound bridge was designed in a single continuous unit, utilizing jointless bridge design details to reduce long-term maintenance costs.</li> </ul>	<p><b>Risk Identification and Mitigation</b></p> <p>CCI identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:</p> <p><b>Maintenance of Traffic (MOT):</b> The Route 60 Widening project offered a unique range of challenges associated with safety improvements, bridge widening, intersection improvements, and utility impacts. Our Team overcame these challenges by:</p> <ul style="list-style-type: none"> <li>• <b>Adjusting the vertical profile at the crest curve that provided the 45 mph design speed and exceeded the stopping sight distance requirements.</b> Our design minimized the impacts to the existing travel lanes during construction and eliminated utility relocations in this area. Many times when an engineer sees a sight distance issue associated with a <i>crest vertical curve</i>, removing the top part of the curve is usually the first thing that comes to mind to resolve the issue. For this project, we used the reverse approach of raising the grade around the vertical curve to improve the sight distance. Using this approach allowed for this area to be improved by overlaying the existing asphalt to increase the vertical curve length. Overlaying this area eliminated costly impacts to utilities and significantly improved the maintenance of traffic for this phase of construction.</li> <li>• <b>Modifying the horizontal alignment for the eastbound direction of Route 60 to avoid utility impacts and relocations.</b> Our alignment provided the necessary clear zone requirements for the public and private utilities without the need for costly and timely relocations.</li> <li>• <b>Modifying the bridge abutment for the eastbound bridge to avoid relocation of the existing 9-cell Verizon duct bank.</b> The duct bank was left in its current location, and the abutment was designed with an opening in the lower portion of the abutment backwall. The abutments was designed to properly transfer all loads around the duct bank.</li> </ul>
<p><b>Curtis's Role</b></p> <p>As the Lead Contractor for this design-build project, Curtis was responsible for:</p> <ul style="list-style-type: none"> <li>• Overall Project Management</li> <li>• Roadway grading and widening</li> <li>• Bridge widening</li> <li>• Drainage, SWM, &amp; ESC Controls</li> <li>• Maintenance of Traffic</li> <li>• Environmental Compliance</li> <li>• Safety</li> <li>• Public Relations</li> <li>• Construction Quality Control</li> </ul>	<p><b>Proposed Staff for US 29/Hydraulic Road Improvements that Contributed to the Success of this Project</b></p> <p>Steve Ordnung, DBIA (CCI) ; Bill Richards, PE (CCI) ; Ian Millikan, PE, DBIA (WM); Herb Dowling (CCI)</p>	<p><b>Timely Utility Coordination:</b> With an aggressive 16 month overall schedule, the Design Build Team (DBT) was instrumental in accelerating design, implementing ROW acquisitions w/ utility easements, scheduling and coordinating the relocation of an above ground Dominion Power line; in time to support the grand opening of a major commercial development. In addition, through it's unique design, the DBT was able to avoid impacting a major Verizon duct bank by raising the vertical crest curve before and after the apex curve instead of lopping off the top of the curve to establish an improved line of sight approaching a downstream traffic signal.</p> <p><b>On-Time or Early Completion</b></p> <p>The aggressive 16 month schedule included an interim milestone to complete the design, right-of-way acquisition, utility relocation and construction of the westbound widening in just 9 months. The CCI team met this milestone in addition to the contract completion date.</p> <p>Route 60 Widening was one of the first successfully completed locally administered design-build project in Virginia.</p>

**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	
<b>Martin Luther King Expressway Extension – Contract A</b>  City of Portsmouth, VA	<b>WSP</b> (formerly Parsons Brinckerhoff)	Name of Client/ Owner: <b>SKW Constructors, LLC</b> Phone: <b>757.673.9487</b> Project Manager: <b>Wade Watson</b> Phone: <b>757.673.9487</b> Email: <b>wade.watson@skanska.com</b>	<b>12/2016</b>	<b>11/2016</b> (Completed one month ahead of schedule)	<b>\$45,450</b>	<b>\$46,753</b> (Overage due to owner requested additional work)	<b>\$46,753</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

	<p><b>Project Narrative and Scope</b></p>	<p><b>Innovative Design Solutions &amp; Construction Techniques</b></p>
<p><b>Similarities to Hydraulic Road &amp; US 29</b></p> <ul style="list-style-type: none"> <li>• Design-Build Delivery</li> <li>• Developed Urban Corridor</li> <li>• Pedestrian Bridge</li> <li>• Finishing Contract On-Time or Early</li> <li>• Innovative Design &amp; Construction Techniques</li> <li>• Limited Impacts to Traveling Public &amp; Affected Business &amp; Communities</li> <li>• Effective Strategy to Minimize Congestion During Construction</li> <li>• Multiple Project Elements</li> <li>• Completed on a Fast Track Schedule</li> </ul>	<p><b>Curtis Contracting, Inc. (CCI)</b>, was awarded Contract A of the Martin Luther King Expressway Extension design-build element of the Elizabeth River Tunnels P3 project by SKW Constructors (a JV between Skanska, Kiewit Construction and Weeks Marine) in August 2013. As part of the overall \$2.3 Billion Design-Build (P3) project, CCI constructed the complete interchange of roadways, bridges and modifications of existing at grade roadways and interstate widenings to accommodate the connection of the new MLK Expressway with existing I-264 and Fredericks Boulevard (Route 17). The existing roadways were an extremely congested route for commuters and truck traffic in the City of Portsmouth. The scope of work for Contract A included:</p> <ul style="list-style-type: none"> <li>• Interchange of I-264 and Fredericks Boulevard (Route 17)</li> <li>• Interchange of I-264 and Portsmouth Boulevard (Route 337)</li> <li>• Bridge overpass of I-264 over Des Moines Avenue</li> <li>• Pedestrian bridge over I-264 connecting neighborhoods on the north side of I-264 with Douglass Park Elementary School and the John F. Kennedy Recreation Center</li> <li>• Traffic signalization and ITS Systems</li> <li>• Bridge widening and culvert extensions</li> <li>• Mechanically Stabilized Earth (MSE) Retaining Walls</li> <li>• Complex Maintenance of Traffic in an urban environment</li> <li>• Multiple Phases of Construction in heavy Commercial Traffic Areas with Pedestrian Access</li> </ul> <p>Specific project elements included:</p> <ul style="list-style-type: none"> <li>• 56,000 CY of Mass Excavation</li> <li>• 17,800 Tons of Asphalt Paving</li> <li>• 95,000 CY of Borrow Excavation</li> <li>• 5,900 LF of Traffic Barrier Wall</li> </ul>	<p>CCI and their engineers were faced with significant geographic restrictions due to the boundaries of the existing business properties and adjacent major roadways that limited the area of construction easement for the new roadway and bridge construction. On a major expanded polystyrene (EPS) fill that was bounded by 20' tall precast concrete panels on both sides of the EPS fill area, CCI developed a stay shoring system that incorporated temporary traffic barrier service in the anchoring of the steel pipe supports. The system was versatile and eliminated the need for ground anchor installation outside the project ROW/Construction easements. It provided sufficient support from one side of the boundary precast panels to accommodate for all live loading and construction loading, while leaving the center open for the EPS fill, protective lining and cover slab installation. (see photo)</p>  <p><b>Risk Identification and Mitigation</b></p> <p>CCI identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:</p> <ul style="list-style-type: none"> <li>• <b>Maintenance of Traffic (MOT):</b> CCI maintained traffic on the critical I-264 and Route 17 corridors throughout the at grade intersection modifications at Fredrick Blvd and the I-264 Ramps; the erection of a <b>153' span pre-engineered pedestrian bridge over I-264</b>; and the bridge beam erection and deck construction for new and widened bridges over Fredrick Blvd, Des Moines Ave and the NPBL Railroad. CCI developed a staging and construction sequence to assemble a single 153' span pre-engineered pedestrian bridge outside the active lanes of traffic and without any interruption of travel. As part of this plan, CCI coordinated with VDOT, City of Portsmouth, State and Local Emergency Response Leaders to then perform the bridge erection during a brief traffic stoppage to accommodate the flight of the bridge and setting. The expedited erection plan avoided a detour of a major traffic route and resulted in a significant bridge erection with minimal impact on the traveling public.</li> <li>• <b>Timely Utility Coordination:</b> CCI was responsible for the relocation of an existing watermain in conflict with the new bridge foundations and adjacent to the NPBL railroad. CCI also coordinated with Dominion Power for the high voltage main transmission line outages during the erection of bridge beams directly under the existing lines. At the request of CCI the lines were flagged with low line markers to help aid in safety protection of our employees in the construction beneath the existing high voltage lines. CCI employed significant utility location efforts to avoid numerous fiber, power and communications lines along the corridor of I-264 and Route 17 throughout the areas of construction.</li> </ul>
<p><b>Curtis's Role</b></p> <p>As the Lead Contractor for this design-build project, Curtis was responsible for:</p> <ul style="list-style-type: none"> <li>• Overall Project Management</li> <li>• Roadway grading and widening</li> <li>• Drainage, SWM, &amp; ESC Controls</li> <li>• Maintenance of Traffic</li> <li>• Environmental Compliance</li> <li>• Safety</li> <li>• Public Outreach</li> <li>• Construction Quality Control</li> </ul>	<p><b>Limiting Impacts to the Traveling Public &amp; Effective Communication with Businesses and Stakeholders</b></p> <p>This project included an extensive expansion and new construction of roadways and bridges within a commercial and residential area. CCI planned operations to mitigate all impacts on vehicle, railroad and pedestrian traffic in support of the community and businesses surrounding the construction area. Significant elements included a major public housing development, a Harley Davidson sales, service, and driver training center, public transportation bus stops, NPBL railroad mainline and the Portsmouth DPW headquarter facility, yard and maintenance shop. CCI held meetings with the effected stakeholders to coordinate with all parties routinely in order to facilitate their continued operations and services. Temporary entrances and fencing was installed in some cases to allow for continued access to the facilities and to protect residents, employees and customers during the different phases of work. CCI performed vibration monitoring, dust control, and off-hour noise mitigation to alleviate impacts to adjacent residences and businesses.</p> <p><b>Proposed Staff for US 29/Hydraulic Road Improvements that Contributed to the Success of this Project</b></p> <p>Stephen Ordnung, DBIA (CCI); Herb Dowling (CCI); Russell Laforge (CCI); Brian Faulkner (CCI)</p>	<p><b>On-Time Completion</b></p> <p>CCI overcame significant adversity to complete the project ahead of schedule despite the unforeseen shuttering of a major DBE precast manufacturer/supplier and forced re-procurement in the final year of the project. Further, CCI was still able to maintain our contract DBE requirements and exceeded the project DBE participation goal of 35%.</p> <p><i>The project won the 2017 ENR National Project of the Year Award.</i></p>

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>US 250 and Route 151 Roundabout Project Element of the Albemarle Intersection Improvements Bundling Design-Build Contract</b> <b>Albemarle County, VA</b>	<b>Curtis Contracting, Inc. (CCI)</b>	Name of Client: <b>Virginia Department of Transportation</b> Phone: <b>540.827.7287</b> Project Manager: <b>William Stowe, PE, DBIA</b> Phone: <b>540.827.7287</b> Email: <b>William.Stowe@VDOT.Virginia.gov</b>	<b>07/2019</b>	<b>01/2023</b> (Estimated total project one month early; individual element estimated 10/2022)	<b>\$28,556</b>	<b>\$29,103</b> (Overage due to client negotiated traffic features, specialized vehicle, and landscaping enhancements)	<b>\$3,771</b>

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.

	<p><b>Project Narrative and Scope</b></p>	<p><b>Innovative Design Solutions &amp; Construction Techniques</b></p>
<p><b>Similarities to Hydraulic Road &amp; US 29</b></p> <ul style="list-style-type: none"> <li>• Design-Build Delivery</li> <li>• Intersection Converted to a Roundabout</li> <li>• Finishing Contract On-Time or Early</li> <li>• Innovative Design &amp; Construction Techniques</li> <li>• Limited Impacts to Traveling Public &amp; Affected Business &amp; Communities</li> <li>• Effective Strategy to Minimize Congestion During Construction</li> <li>• Multiple Project Elements</li> <li>• Completed on a Fast Track Schedule</li> </ul>	<p><b>Wallace Montgomery (WM)</b> is serving as the Lead Designer on the CCI Design-Build Team (DBT) to design and construct the Albemarle Intersection Bundling Design-Build Project (Albemarle Bundle). The contract is one of VDOT's first to introduce the concept of project bundling into its design-build portfolio. Project Bundling was formally introduced by the Federal Highway Administration (FHWA) as part of the Every Day Counts 5 (EDC-5) – Innovations campaign. According to FHWA, bundling projects saves time and cost by streamlining project delivery requirements and leveraging design expertise. The Albemarle Bundle includes six spot locations for roadway safety/operation improvements around in Albemarle County, Virginia:</p> <ul style="list-style-type: none"> <li>• Converting the US 250 and Route 151 intersection into a single lane roundabout</li> <li>• Converting the Route 20, Route 649, and Route 1494 intersection into a single lane roundabout</li> <li>• Converting the I-64 and US 250 (Exit 124) Diamond Interchange into a Diverging Diamond Interchange</li> <li>• Reconfiguring the I-64 and US 29 (Exit 118) Interchange to eliminate weave movements</li> <li>• Widening the exit ramp at the US 29 northbound/ Fontaine Avenue interchange</li> <li>• Realigning and extending Rio Mills Road to meet with Berkmar Drive</li> </ul> <p>The three-leg signal controlled US 250 (Rockfish Gap Turnpike) and Route 151 (Critzler Shop Road) intersection intersection is being reconstructed as 150' inscribed diameter single-lane roundabouts. The project also incorporates the replacement of an existing two-cell box culvert with a four-cell 12'x6' VDOT standards precast box culvert on a spread foundation to convey Stockton Creek under Route 151 at the US 250/Route 151 roundabout.</p> <p>Specific project elements included:</p> <ul style="list-style-type: none"> <li>• Roundabout Construction</li> <li>• Structural Construction</li> <li>• ROW Acquisitions</li> <li>• Public Relations</li> <li>• 15,000 CY of Regular Excavation</li> <li>• 3,000 Tons of Asphalt Paving</li> <li>• Utility Relocations</li> <li>• Multiple Phases of MOT</li> <li>• Environmental Permitting</li> <li>• 1,112 LF of Storm Sewer Pipe</li> <li>• 1,800 Tons of 21B Aggregate</li> <li>• 2,100 LF Concrete Curb/Gutter</li> </ul>	<p><b>Roundabout Design:</b> WM developed the final roundabout layout with an offset left approach design, shifting the roundabout approximately 15' to the southeast. The shifting of the roundabout also improved the approach angles to the roundabout and the relation of each approach to adjacent entry and exit lanes. To improve the proposed roundabout's drivability for larger vehicles, the roundabout layout incorporates outside fillet return mountable aprons, which was verified with turning movements analysis using WB-67 design vehicle for both Routes 250 and 151. WM developed the roundabout intersection's vertical geometrics maintaining minimum/maximum grades and appropriate design speed vertical curves along the Routes 250, and 151 approaching roadways as well as a center island apron curb line "sine" curve profile with grades from 0 to 3% and circulatory roadway cross slopes ranging from 2% to 3% sloping away from the center island. The WM final intersection geometrics vertically bifurcated the roundabout along the Route 151 alignment connection by a difference of 2.4'.</p> <p><b>Maintenance of Stream Flow and Traffic:</b> Construction of the roadway improvements and culvert replacements required maintaining full traffic operations. Our temporary maintenance of stream flow (MOSF) approaches were confirmed to accommodate a 2-year storm event. WM developed the Route 151 4-cell concrete box culvert to be constructed in two halves (two MOT Stages) in conjunction with a multiple temporary pipes MOSF approach with supplemental pump arounds for dewatering and diverting low flows to reduce construction durations and to minimize/avoid Route 151 mobility impacts. The temporary 2-year storm event MOSF also accounted for not impacting an adjacent upstream historic (insurable) structure. Furthermore, the DBT developed an preemptive plan demonstrating the measures such as additional sand bags that the DBT would use to protect the insurable structure during a major flood event (greater than 2-year storm).</p> <p><b>RW Acquisition:</b> WM expedited an initial 1<sup>st</sup> submission at 90% level design for the proposed roadway improvements and waterway culvert geometrics and associated SWM and ESC plans. Early VDOT coordination allowed the DBT to finalize RW limits and expedite the RW plans approval and mobilize a progression type RW acquisitions process matching the projects' phased construction needs.</p>
<p align="center"><b>WM's Role</b></p>	<p><b>Limiting Impacts to the Traveling Public &amp; Effective Communication with Businesses and Stakeholders</b></p>	<p><b>Risk Identification and Mitigation</b></p>
<p>As the Lead Designer for the Design-Build Team, WM was responsible for:</p> <ul style="list-style-type: none"> <li>• Overall Design Management</li> <li>• Roadway, Structure, and Traffic Design</li> <li>• H&amp;H, Drainage, SWM, &amp; ESC Design</li> <li>• TMP and MOT Design</li> <li>• Geotechnical Exploration and Design</li> <li>• Pavement Design Validation</li> <li>• Environmental Permitting &amp; Compliance</li> <li>• Developing Design Waivers &amp; Exceptions</li> <li>• QA/QC Reviews</li> </ul>	<p>The DBT and VDOT collaboratively established a stakeholder coordination plan/processes to continuously engage and inform project stakeholders, such as Albemarle County; the City of Charlottesville; FHWA; USACE; VDHR; adjacent property/business owners; and the traveling public. The stakeholder/public outreach plan's engagement methods include stakeholder meetings, including design briefing and construction kick-off "pardon our dust" meetings; VDOT website/electronic media; and pamphlets that provided ongoing, transparent information.</p>	<p>WM identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:</p> <ul style="list-style-type: none"> <li>• <b>Maintenance of Traffic (MOT):</b> The MOT consisted of 6 total phases including final resurfacing. A temporary traffic signal was installed in the first phase, consisting of temporary wooden poles and span wire, allowing signal heads to be adjusted per the traffic shifts of each phase, this allowed for the roundabout to be constructed while maintaining all turning movements (WB-67 for most of the construction. Temporary Pavement was utilized to shift Route 151 traffic onto to allow placement for the Stockton Creek Box culvert as part of the early construction phases. Due to significant elevation differences of 4' to 5', temporary pavement and a minor short term (48 hour) detour for one turning movement was utilized to construct the tie in at the roundabout between Route 250 and Route 151.</li> <li>• <b>Timely Utility Coordination:</b> The DBT has been successful in relocating and designing to avoid utilities. For example, as coordinated with Verizon, WM introduced a small retaining wall to avoid moving a fiber optic pedestal that would have required modification at five other pedestals along Route 151 throughout Albemarle County to mitigate project cost and expedite the project schedule.</li> </ul>
	<p><b>Proposed Staff for Hydraulic Road &amp; US 29 that Contributed to the Success of this Project</b></p>	<p><i>The Albemarle Bundle was recently featured in the Spring 2022 Edition of the ASHE Scanner, a publication that has been around since 1965 to highlight transportation accomplishments by the American Society of Highway Engineers.</i></p>

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Maryland Route 5 Branch Ave Metro Access Phase 2 (Access Road)  Prince George's County, MD	Tutor Perini, Corp. (formerly Cherry Hill Construction, Inc.)	Name of Client: <b>Maryland Department of Transportation State Highway Administration (MDOT SHA)</b> Phone: <b>410.545.8813</b> Project Manager: <b>Sean Johnson</b> Phone: <b>410.545.8813</b> Email: <b>sjohnson@mdot.maryland.gov</b>	03/2014	11/2016 (3 months ahead of schedule)	\$34,711	\$35,407 (Overage due to expanded limits of HAZMAT removal)	\$3,896

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.

	<p><b>Project Narrative and Scope</b></p>	<p><b>Innovative Design Solutions &amp; Construction Techniques</b></p>
<p><b>Similarities to Hydraulic Road &amp; US 29</b></p> <ul style="list-style-type: none"> <li>Developed Urban Corridor</li> <li>Innovative Design &amp; Construction Techniques</li> <li>Limited Impacts to Traveling Public &amp; Affected Business &amp; Communities</li> <li>Effective Strategy to Minimize Congestion During Construction</li> <li>Continuous Green-T Intersection</li> <li>Pedestrian Bridge</li> <li>Multimodal Accommodations</li> <li>Multiple Project Elements</li> </ul>	<p>Wallace Montgomery (WM) served as the prime consultant providing complete engineering services for the Maryland Route 5 (MD 5) Branch Ave Metro Access Phase 2 Project. The Project alleviated congestion and improved traffic operations and safety along one mile of MD 5 with the reconfiguration of the existing Auth Road and Auth Way intersections and the addition of a new connection to MD 5 providing improved access with the Branch Ave MetroRail Station and the southern Maryland commuters along MD 5 and also the adjacent Branch Avenue MD 5/I-495 Interchange. The Project also provided critical multimodal accessibility from nearby neighborhoods to the local businesses district and the Branch Avenue Metro Station. The scope of work included:</p> <ul style="list-style-type: none"> <li>A new, half-mile, four-lane divided urban collector road (Woods Way) for direct access to the Metro Station</li> <li>Reconstructing/lowering (grade-cut) the MD 5 northbound lanes for Woods Way to bridge over and provide an at-grade Continuous Green-T configuration intersection with the MD 5 southbound lanes</li> <li>Configured MD 5/Auth Road intersection to right in/right out and MD 5 Auth Way intersection to include a triple left turning movement from Auth Way to Branch Ave MD 5 SB.</li> <li>Five retaining walls to support the MD 5 NB grade cut and the new MD 5 SB and Woods Way intersection</li> <li>A new 70' long steel bowstring truss pedestrian bridge over the southbound lanes of MD 5</li> <li>ADA compliant sidewalks along Woods Way and the County Auth Place, Road and Way roadway network</li> <li>Reconstructed and new traffic signalization systems with pedestrian pushbuttons, signal heads &amp; crosswalks.</li> <li>Geotechnical improvements including wick drains to address settlement, stone column ground improvements, geotextile inclusions for enhanced slope stability, and drainage blankets to convey high groundwater tables.</li> <li>Removal of HazMAT petroleum contaminated soils determined through extensive investigations/delineations</li> </ul>	<p><b>Key Stakeholder Communication:</b> WM developed solutions that maximized accessibility and minimized impacts to infrastructure, adjacent properties, and environmental resources while ensuring compatibility with WMATA planned transit-oriented development. To achieve I, WM used a context-sensitive approach, including common-sense engineering, as well as continuous stakeholder coordination with WMATA, Prince George's County, utilities, M-NCPPC, and environmental agencies. WM also coordinated with FAA to determine no hazard to air navigation for the nearby AAFB.</p> <p><b>Risk Identification and Mitigation</b></p> <p>WM identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:</p> <ul style="list-style-type: none"> <li><b>Maintenance of Traffic (MOT):</b> WM developed a TMP with MOT strategies/analysis and MOT plans to efficiently stage all construction, particularly the grade-cut lowering of MD 5 NB where heavy AM/PM peak traffic volumes prohibited any reduction of the existing roadway lanes and operations. WM also incorporated provisions for maintaining pedestrian traffic along County roadways to the Metro Station.</li> <li><b>Pedestrian and ADA Accommodations:</b> WM incorporated sidewalks, in-street bike lanes, and bus stops along the new Woods Way access road and adjacent Prince George's County roadway network (via Complete Streets applications). WM also developed MD 5 geometrics to incorporate a shared use pedestrian/bike facility bridge overpass of MD 5 SB, connecting the new access road's multimodal facilities to the adjacent Woodlane community and the Prince George's County/Maryland-National Capital Park and Planning Commission (M-NCPPC) Henson Creek Trail system. WM's design also included ADA upgrades to sidewalks and ramps along the County roadways.</li> <li><b>Timely Utility Coordination:</b> WM coordinated with utilities to co-locate the new road improvements and storm drain systems with PEPCO aerial/underground utilities, as well as Washington Gas and WSSC water/sanitary utility relocations. WM also coordinated the lowering of a Verizon underground duct system along Auth Way to sufficiently clear the new access road crossing. WM's extensive modeling of projected 2030 traffic volumes concluded that the existing County roadways did not require significant capacity widening, which eliminated substantial utility relocation and ROW, resulting in a \$5M reduction in construction costs, \$1.5M reduction in ROW acquisition costs, and \$15M in utility relocation costs.</li> </ul>
<p><b>WM's Role</b></p>	<p><b>Developed Urban Corridor</b></p>	<p><b>On-Time or Early Completion</b></p>
<p>As the Prime Consultant of the Design-Bid-Build project, WM was responsible for:</p> <ul style="list-style-type: none"> <li>Overall Design Management</li> <li>Field Surveys &amp; Utility Designation</li> <li>Roadway, Structure, and Traffic Design</li> <li>ADA and Multi-Modal Design</li> <li>H&amp;H, Drainage, SWM, &amp; ESC Design</li> <li>Geotechnical Exploration and Design</li> <li>TMP and MOT Design</li> <li>Environmental Permitting &amp; Compliance</li> <li>QA/QC Reviews</li> </ul>	<p>The MD 5 (Branch Ave) corridor is a major commuter route serving the Washington D.C. Metropolitan Area, including Andrews Air Force Base (AAFB). The new urban collector access road provides a third connecting roadway between MD 5, Auth Pl and the Old Soper Rd/Metro Station entrance. WM's designs incorporated future WMATA and Prince George's County traffic forecasting, master plans, and site designs for the transit-oriented development of the Metro Station and surrounding properties. In addition, WM designed new closed storm drainage and designed SWM facilities to address quality control, quantity control and the existing substandard drainage collection.</p> <p><b>Limiting Impacts to the Traveling Public &amp; Effective Communication with Businesses and Stakeholders</b></p> <p>WM's design minimized impacts along the MD 5 corridor and the County roadway network. The retaining walls supporting MD 5 NB and the Continuous Green T intersection, reduced impacts to car dealership businesses located along MD 5 and impacts to the Woodlane residential community. WM coordinated with the adjacent commercial district to ensure adequate access and minimize parking lot impacts.</p> <p><b>Proposed Staff for Hydraulic Road &amp; US 29 that Contributed to the Success of this Project</b></p> <p>Eric Sender, PE, DBIA (WM); Russ Anderson, PE, DBIA (WM); Diane Durscher, PE (WM); Jessica Klinefelter, CEP, CWB (WM); Matt Davis, PE (WM)</p>	<p>This Project was advertised on schedule with bid openings dates maintained as well. It was constructed three months ahead of the CPM schedule and eight months ahead of the MDOT SHA original advertised completion date.</p> <p><i>WM developed a complete design and advertised plans for a hybrid two-to-one lane combination 150-ft inscribed diameter roundabout at the Metro entrance/Old Soper connection. The roundabout's geometrics were vertically bifurcated 3 1/2 ft along the Old Soper Rd profile using a center island apron curb line "sine" curve profile with grades from 0.5 to 4% and circulatory roadway cross slopes ranging from 2% to 3% sloping away from the center island to minimize impacts to the Metro Station's parking. Ultimately through ongoing coordination with WMATA and Prince George's County, a signalized T intersection with channelization islands was incorporated via an addendum into the project.</i></p>



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>Ager Road Green Street Improvements: From East West Highway (MD 410) to Queens Chapel Road (MD 500)</b>  <b>City of Hyattsville and Prince George’s County, MD</b>	<b>E&amp;R Services</b> <b>6222 Seabrook Road</b> <b>Lanham MD 20706</b>	Name of Client: <b>Prince George’s County Department of Public Works &amp; Transportation (DPW&amp;T)</b> Phone: <b>240.314.8508</b> Project Manager: <b>Erv Beckert, PE</b> Phone: <b>240.314.8508</b> Email: <b>etbeckert@co.pg.md.us</b>	<b>09/2018</b>	<b>09/2021</b>	<b>\$11.3 million</b>	<b>\$11.3 million</b>	<b>\$1,340</b>

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.



**Similarities to Hydraulic Road & US 29**

- Developed Urban Corridor
- Limited Impacts to Traveling Public and Affected Business & Communities
- Road Diet and Intersection Modifications
- Extensive ADA Sidewalk, Ramp, and Driveway Tie-in Design
- Utility Coordination, Avoidance, and Relocations

**WM’s Role**

- As the Prime Consultant of the Design-Bid-Build project, WM was responsible for:
- Project Management
  - Field Surveys and Plat Preparation
  - Utility Designation and Coordination
  - Roadway and Structure Design
  - Traffic Analysis and Signing, Marking and Signal Design
  - H&H, Drainage, SWM, & ESC Design
  - TMP and MOT Design
  - Pavement Design
  - Environmental Compliance & Permitting
  - Lighting Design
  - QA/QC Reviews

**Project Narrative and Scope**

**Wallace Montgomery (WM)** working out of its Hunt Valley, MD and Vienna, VA offices served as the prime consultant providing complete engineering services for the Ager Road Project in the urban City of Hyattsville, Maryland, located less than one mile from the Maryland/Washington DC border. The existing corridor had wide lanes, service roads, poor lane balance, and narrow sidewalks. Complete streets concepts were adopted to improve operations and safety for motorists, bicyclists, and pedestrians along the full 1.4-mile length of Ager Road as well as two adjacent roadways, Hamilton Street and Jamestown Road. These improvements provided multi-modal access to the West Hyattsville Metrorail station, increasing access to jobs, activities, and community services for the many transit-dependent residents in the area. The scope of work included:

- A road diet to provide lane continuity and reduce the width of the roadway typical section
- Continuous, six foot wide ADA-compliant sidewalks, driveway entrances, and ramps
- Shared use path design and construction
- Median work, including adjustments to left turning bays
- Bridge improvements (re-decking and approaches)
- Extensive coordination with utility franchise owners, transit providers, and adjacent development
- Sidewalk “bump-outs” to reduce crossing distance
- Pedestrian crosswalks, median refuges, warning signing and markings, rapid flash warning beacons
- Traffic signal reconstruction with video detection, interconnect, micro-loops and CCTV
- Reconfiguration of adjacent site circulation and parking
- Drainage structure replacement and custom modifications to structures to remain
- ADA-compliant bus stops and bus shelters with concrete pads
- Stormwater management using low-impact development (LID) methods, including pavement removal, bioretention, bioswales, and submerged gravel wetlands

The project included over three miles of new concrete sidewalks, 1,200 linear feet of shared use path, 120 new or rebuilt ADA ramps, and 32 ADA-compliant driveways. Over 2,000 linear feet of new drainage pipe, 50 new drainage structures, and six SWM facilities were included in the scope. The project included nine lane miles of pavement resurfacing, over two acres of pavement removal, 1,500 square yards of full depth patching, and two miles of new pavement underdrain.

**Limiting Impacts to the Traveling Public & Effective Communication with Businesses and Stakeholders**

WM applied a context-sensitive approach for developing and designing alternatives and securing feedback from the community; emergency services; State and County staff; utility owners; and permitting agencies. Project area population was over 50% Hispanic, multi-lingual project team coordinated closely with the staff at Rosa Parks Elementary School to gather feedback and disseminate information about the project. Newsletters, email blasts, postcards, and web-based information was provided in both English and Spanish.

**Proposed Staff for Route 29 and Hydraulic Road that Contributed to the Success of this Project**

Russ Anderson, PE (WM); Simone Champaigne, PE (WM); Jessica Klinefelter, CEP, CWB (WM)

**Innovative Design Solutions & Construction Techniques**

**Roadway Design:** Ager Road was originally constructed with substandard tangent grades (less than 0.3%). WM’s design improved roadway drainage by incorporating a variable width overlay into the pavement design and reconstructing the median. The improved tangent grades, cross-slopes, and pavement underdrain better facilitated pavement and roadway drainage.

**SWM Treatment:** The project’s road diet removed more than two acres of impervious area and WM’s stormwater management design accounted for more than 21 acres of previously untreated pavement using micro-bioretenion, submerged gravel wetlands, and bio-swales. The stormwater management solutions focused on natural, low-maintenance options to reduce life cycle costs, and provided a “nutrient bank” of over eight acres of credit that could be used on other DPW&T projects.

**RW Acquisition:** The low point of Ager Road is near Northwest Branch within property maintained by the Maryland-National Capital Park and Planning Commission (M-NCPPC). WM understood that property acquisition negotiations with the M-NCPPC presented a high risk for delaying the project. They proactively engaged M-NCPPC early on in the project and included several low-cost trail enhancements and bike counters as part of the project to appease the M-NCPPC. The required easements from M-NCPPC were acquired within record time.

**Risk Identification and Mitigation**

WM identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:

- **Maintenance of Traffic (MOT):** Conducted a corridor traffic study to evaluate the existing roadway conditions. Study included vehicle turning movements; pedestrian and bicycle counts; transit usage; a corridor-wide crash study; signal warrant analysis; and travel forecasts for new transit-oriented development. Maintaining pedestrian access to bus stops and to Rosa Parks Elementary was identified as most important, and WM developed a 16-stage construction plan that broke the work up into 2-3 block sections. Contractors could work in multiple non-adjacent sections at the same time.
- **Pedestrian and ADA Accommodations:** The signal plans incorporated innovative solutions including the use of an all-red pedestrian phase near the Rosa Parks Elementary School and RRFB signals at crossing locations that did not warrant full signals. Crossing distances were reduced by 50% at several busy intersections. All sidewalks, driveways, ramps and trail connections were reconstructed to the latest PROWAG standards.
- **Timely Utility Coordination:** Coordinated with private utility owners to locate facilities, identify new work, and minimize impacts. Reduced impacts to lateral movement of six utility poles and avoided all impacts to underground impacts other than adjustment of valves, manholes, and vault covers. WM specified the use of custom mast arms to avoid overhead impacts at intersections, and prepared custom designs for 12 existing drainage structures so that they could be rebuilt in place, eliminating the need to relocate the utilities immediately adjacent to them.

**On-Time Completion**

Following submission of the 90% plans for review, Prince George’s County’s Structural Section Chief revised the scope of work for the bridge improvements from a simple joint replacement and resurfacing to a full re superstructure deck replacement. WM was able to incorporate the changes into the plans without delaying Advertisement of the project.

*Prince George’s County DPW&T submitted the Ager Road project for consideration to receive the ASCE Outstanding Civil Engineering Achievement Award on May 31, 2022*