

STATEMENT OF QUALIFICATIONS

WARRENTON SOUTHERN INTERCHANGE US 15/17/29

Fauquier County, Virginia

State Project No.: 0029-030-121, P101, R201, C501, B616

Federal Project No.: STP-032-7(032)

Contract ID Number: C00077384DB100



Due June 2, 2017

Submitted to:



Submitted by:



ENGLISH

Since 1909

June 2, 2017

Commonwealth of Virginia | Department of Transportation
Central Office Mail Center | Loading Dock Entrance
1401 E. Broad Street | Richmond, VA 23219
Attention: Bryan W. Stevenson, P.E., APD Division

Re: **Letter of Submittal – Warrenton Southern Interchange US 15/17/29 – Fauquier Co., VA**
State Project No.: 0029-030-121,P101,R201,C501,B616
Federal Project No.: STP-032-7(032) Contract ID No.: C00077384DB100

Dear Mr. Stevenson:

W. C. English, Incorporated (WCE) has assembled a team of experienced firms and personnel who are focused on providing the Department with not only the best price for this project, but also an unsurpassed quality. In addition, we have identified regional firms and personnel who bring similar experience and knowledge to the team. I am confident our SOQ presents a team of unmatched experience and accomplishment.

Our design and engineering partner for this project is **Timmons Group**. WCE team members include CES Consulting LLC (quality assurance); KDR Real Estate (right of way and utility coordination/design); Schnabel Engineering (geotechnical engineering); and Albright group (Public Relations).

As requested in section 3.2 of the RFQ, the WCE team offers the following information:

3.2.1, 3.2.2, 3.3.3 Wilson L. Dickerson, Jr., P.E. (Senior Vice President) is the *principal officer* of W.C. English, Incorporated the legal entity with whom a design-build contract with VDOT will be written. Mr. Dickerson will serve as the *authorized representative* and *point of contact* for the WCE team.

3.2.4 WCE is structured as a corporation and is not a limited liability company, joint venture, or any form of partnership. WCE will undertake the financial responsibility for this design-build project, provide the required bonding, and accept the risks and liabilities for the performance of the work. WCE has no liability limitations.

3.2.5 W. C. English, Incorporated will serve as the lead contractor and will execute the Contract with VDOT. Timmons Group, Inc. will serve as the lead designer. More information on the history and expertise of these firms, as well as our sub-consultants and subcontractors, can be found in section 3.3

3.2.6 See Attachment 3.2.6 in the Appendices.

3.2.7 See Attachments 3.2.7 (a) and 3.2.7 (b) in the Appendices.

3.2.8 W. C. English, Incorporated's certification number is E009 and we are an active prequalified contractor designated to do business with VDOT. A copy of certificate is included in the Appendices.

3.2.9 In the Appendices, please find a letter from Travelers Casualty & Surety Company regarding WCE's bonding capability.

3.2.10 See Attachment 3.2.10 in the Appendices.

3.2.11 WCE is fully committed to meeting and/or exceeding the **eleven percent** DBE participation goal for the entire value of the contract. CES Consulting LLC a certified DBE in Virginia, is already on our team and will provide QAM to this project. Additionally, Albright group's DBE application is under review and anticipated to be approved soon.

Our team is 100 percent committed to delivering a successful quality project to VDOT on-time and on-budget. We appreciate the opportunity to submit our qualifications to you and look forward to being selected to pursue this project in greater detail. If you have any questions or need further information, please contact me.

Respectfully submitted,

W. C. English, Incorporated



Wilson L. Dickerson, Jr., P.E.
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3.3 OFFEROR'S TEAM STRUCTURE

W.C. English, Incorporated (WCE) is pleased to respond to the Virginia Department of Transportation's (VDOT) RFQ for Warrenton Southern Interchange US 15/17/29 design-build project. Partnering with Timmons Group, the WCE team is comprised of highly skilled team members, both firms and individuals, to create an integrated team structure that advantageously utilizes the design-build (DB) process and capitalizes on the strongest attributes of each team member's respective capabilities. WCE's role includes managing the total design and construction of the project and self-performing the major work elements. With our Lead Designer, Timmons Group (TG), and subconsultant teaming partners, we provide extensive design-build transportation expertise, as well as specific VDOT experience, which we will employ to successfully complete these critically important improvements.

3.3.1 KEY PERSONNEL

The WCE DB Team has assembled a Team of highly-qualified and experienced individuals and structured them accordingly for optimal performance. These key staff and design firms come together with a shared history on successful projects, have established working relationships, and are ready to hit the ground running. Though our task leaders and technical staff are responsible for items such as design, public involvement and/or construction, everyone is ultimately responsible for the total success of the project. Our Key Personnel are identified below and their resumes are in the Appendix.

Design-Build Project Manager (DBPM): Cory Bond - W. C. English, Incorporated

Quality Assurance Manager (QAM): Avtar Singh, PE, PMP, CCM, Assoc. DBIA - CES Consulting LLC

Design Manager (DM): Gary S. Johnson, PE, DBIA – Timmons Group, Inc.

Construction Manager (CM), Darrell Sullivan - W. C. English, Incorporated

3.3.2 ORGANIZATIONAL CHART & NARRATIVE

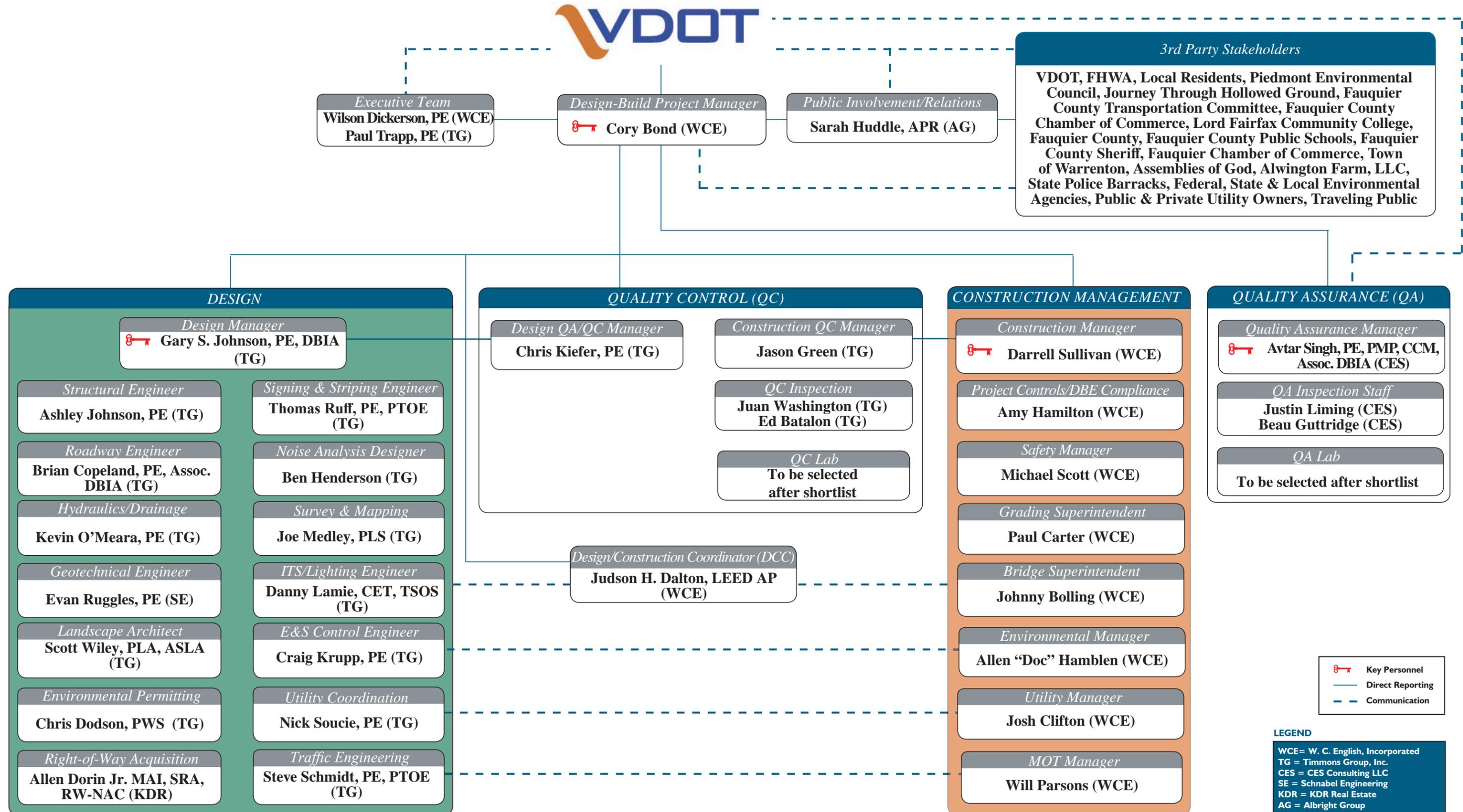
The WCE team is structured to provide VDOT with a single point of contact, our Design-Build Project Manager (DBPM), Cory Bond, will be responsible for all design and construction activities and the overall management of this well-integrated team. Our reporting and functional relationships are delineated on the Organizational Chart and further described in this section. The WCE team organization has a straight-forward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. Further, a distinct separation is shown between construction and QA; including the separation between the respective QA and QC inspection and field/AMRL-certified laboratory testing facilities in accordance with the *Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012*. **It is important to note that we are committed to keeping this team intact for the duration of the project.**

Commitment to Keeping the Team Intact

WCE has a corporate culture that cultivates long careers. Our executive Committee member, Wilson Dickerson, PE has been with WCE for over 40 years. Our Design Construction Coordinator, Jud Dalton, has been with the company for 16 years. Our DBPM, Cory Bond, has spent his entire 15 year career with WCE and he plans to spend the next 25 years with us.

WCE understands that VDOT has experienced challenges in maintaining key personnel on DB projects, especially in the CM role. Our proposed CM, Darrell Sullivan, has been with WCE for 40 years. WCE pursues and delivers projects between Richmond and Washington DC to keep Darrell satisfied, engaged, and to capitalize on his talent to successfully deliver projects. He lives in Manassas, Virginia which is only 30 miles from the Route 15/17/29 project site. As his resume shows, this part of the state is where he has focused his career and where he will stay. WCE expressly commits Darrell to this project for the life of the project. **We also fully commit our other key personnel and key players to the project to ensure consistency and efficient delivery.**

3.3 OFFEROR'S TEAM STRUCTURE



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Functional Relationships

The WCE team ascribes to the DBIA paradigm that “integrated development of the design and construction program is the cornerstone of design-build delivery and this methodology optimizes opportunities for collective excellence.” DB delivery carries with it a united team responsibility to gain a full understanding of the owner’s intentions and the factors that will drive value into the process and outcome. Put into practice, WCE’s DBPM, CM and construction personnel will interface with design counterparts from Timmons Group and subconsultants throughout the entire design and construction phases. Paragraphs describing the functional roles of Key Personnel follow.

Design-Build Project Manager (DBPM), Cory Bond, has complete authority over all project design and construction matters for the team and will report to the Executive Committee. Cory’s 16 years of transportation construction experience, capabilities in team management, and knowledge of VDOT make him an excellent fit for the Warrenton Southern Interchange US 15/17/29. **Cory will be VDOT’s primary point of contact throughout the life of the project.** He is responsible for managing the project from start to completion, including all contract management and administration. He has responsibility and authority for coordination, integration and direction of the entire design-build team: design, construction, quality assurance, MOT, utilities, ROW and public relations. He will supervise all personnel throughout the project. Cory will be involved through design, construction and project closeout. He will assist with constructability reviews and safety audits and will oversee the quality management program, purchasing and construction operations. He will also be responsible for third-party communication for the team. **Cory will be available up to 100% of the time as required by the project demands.**

Quality Assurance Manager (QAM), Avtar Singh, PE, PMP, CCM, Assoc. DBIA, reports to the DBPM and will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements as well as approved construction plans and specifications. He will be responsible for the development and adherence to the QA Plan, QA inspection and testing of materials used, and associated work performed. **QAM will have the authority to stop construction, enforce compliance with all specifications, and issue and require resolution of all Non-Conformance Reports (NCRs).** He will manage all aspects of the QA program including the QA inspector and independent QA testing firm and testing technicians. The QA team will conduct independent and concurrent tests and analysis of the work with the construction quality control team. Avtar will maintain project quality records, and approve and submit pay estimates. In addition, he will submit monthly written reports to both the VDOT project manager and the executive team.

Design Manager (DM) Gary S. Johnson, PE, DBIA, will also report directly to the DBPM. He will be responsible for providing a quality product and input into the project schedule, meeting all design milestones and interfaces, and ensuring the Design QA/QC Manager’s involvement. Gary is responsible for assuring all design work is performed in accordance with current policies, procedures, and guidelines. He will manage all aspects of design. **He will assign resources as needed, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and ensure environmental compliance measures are integrated into the design.** Gary will maintain his involvement in the project during construction to oversee any plan modifications and shop drawings, and review construction activities with the CM as work progresses. Gary will utilize his understanding gained as the chairman of the VDOT/VTCA Design-Build Committee and his experience successfully delivering design-build projects with WCE, more specifically Cory Bond.

3.3 OFFEROR'S TEAM STRUCTURE

Construction Manager (CM), Darrell Sullivan, will report directly to the DBPM. He will manage the efforts of the on-site construction team including the Construction QC Manager, Safety Manager, Grading and Bridge Superintendents, subcontractors/vendors, and all other trades. He will be assigned to the project and on-site full time for the duration of construction. He will play a key role in constructability reviews as well as value engineering and cost control review for all aspects of the design. Along with his staff, he will focus on ensuring the construction is performed productively and safely. He will coordinate with the Design-Build Project Manager, Cory Bond, during construction for the timely issuance and review of RFI's and shop drawings, as well as field visits, preparation of as-builts and plan revisions.

Additional Design and Construction Support

In addition to our Key Personnel, we have assembled a highly skilled team of professionals that have been selected because of their proven competencies in engineering, construction and design-build. Each member was hand-selected based on their experience relative to this project's scope and complexities, as well as their familiarity working together as a team.

Structural Engineer, Ashley Johnson, PE brings 8 years of progressive bridge design experience including extensive experience with the delivery of design build projects. She was a designer for two bridges associated with the I-64 Widening and Route 623 Interchange Improvement design build project for VDOT. She also led the design of the complex retaining walls for the highly successful Route 29 Solutions Design Build project in Charlottesville. This VDOT Design Build experience, coupled with her two Masters Degrees in Structural Engineering makes her very qualified to lead the structural design for this project. Ashley will report to the DM.

Roadway Design Engineer, Brian Copeland, PE, Assoc DBIA brings more than 15 years of experience in the design and management of complex roadway design projects in and around Virginia. Previous design-build project experience includes Timothy T. Day Overlook at the National Museum of the Marine Corps Heritage Center Parkway Extension and Route 1 Improvements in Prince William County, I-95/Russell Road Intersection Improvements and Access Improvements to Ponderosa Gate at Quantico, and Greenville Dominion Power Plant Roadway in Greenville County. Brian will report to the DM.

Drainage/Hydraulics Design Engineer, Kevin O'Meara, PE provides 10 years of experience and is a highly-skilled hydraulics engineer, having designed and managed several major drainage projects throughout Virginia. Specific VDOT experience includes Route 288 and Chester Road Intersection Improvements and SR288/SR145 – Ramp A (hydraulic, foundation, and signal design). Kevin will report to the DM.

Geotechnical Engineer, Evan Ruggles, PE, of Schnabel Engineering, has 7 years of experience is in the areas geotechnical design of both shallow and deep foundations including driven piles, drilled shafts, auger cast piles, and helical piers; slope stability analysis using computer modeling; design of rigid and flexible pavement; groundwater control; and in situ testing during and post construction on both horizontal and vertical design-build projects. He is well-versed in ASTM/AASHTO/ACI/VDOT procedures and quality requirements, including adhering to the requirements of the VDOT Manual of Instruction. Evan will report to the DM.

Landscape Architect, Scott Wiley, PLA, ASLA has worked on projects ranging from neighborhood trails to expansive government jobs during his 8 years of experience. His recent VDOT experience includes Landscape Inspections I-95 Interchange and Boulevard, I-95 Gateway Sign I-64 Interchange, Route I-95/I-64/5th Street Interchange I-64 and Nine Mile Rd. Interchange. Scott will report to the DM.

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Wetland Delineation & Environmental Permitting Coordinator, Chris Dodson, PWS with Timmons Group has 21 years of expertise which includes environmental constraint analyses, wetland delineations, stream assessments and Section 401/404 permitting. Chris has successfully managed numerous large wetland delineation and stream assessment projects. He negotiates general and individual permit approvals on a wide range of projects. He is currently a Principal on the Master Contract with VDOT for Environmental and GIS Eco Studies. Chris will report to the DM.

Signing & Striping Engineer, Thomas Ruff, PE, PTOE is a Project Engineer in Timmons Group's Transportation division. He has experience working in AutoCAD Civil 3D to develop drawings for multiple intersection and roadway projects. He has completed traffic studies and site predevelopment surveys for transportation projects throughout the Commonwealth. During his 6 years of experience he has completed projects such as Operation and Safety Analysis of the Route 17/Route 17 Business Intersection, Gloucester and Unsignalized Intersection Alternative/Feasibility Analysis in Chesterfield, Hanover & Prince George Counties. Thomas will report to the DM.

Noise Analysis Designer, Ben Henderson brings more than 18 years of experience to this project. Ben primarily provides consulting services for planning and environmental compliance as it pertains to identification of noise sensitive areas. Ben ensures projects comply with local noise ordinances and standards, and will work to minimize the noise caused by highway traffic. He has been involved in the Creighton-Cold Harbor Roundabout Design project as well as the East-West Roadway Environmental Assessment - Route 1 to Route 625 project. Ben will report to the DM.

Surveying/Plats, Joe Medley, PLS with over 13 years of land surveying experience, Joe is directly involved in all facets of land survey production in Timmons Group's Land Surveying Discipline. As Group Leader in the Staunton, VA office, Joe implements the technical procedures for land survey operations and production. He has been involved on the Route 3 Improvement design-build project in Culpeper and as well as the design-build Route 220 Safety Improvement Project in Botetourt County. Joe will report to the DM.

ITS/Lighting Engineer, Danny Lamie, CET, TSOS is a Senior Project Manager in Timmons Group's Transportation division, with over 35 years of experience. He provides expertise in multiple areas of transportation planning and traffic engineering, including traffic signal design, signal timing and optimization, traffic impact analyses, signing and marking plans, maintenance of traffic plans, and lighting design. VDOT experience includes Flashing Yellow Arrow Signal Review of 105 Intersections, Fredericksburg District, and Richmond District Wide Signal Upgrades (HSIP) in Richmond. Danny will report to the DM.

Erosion and Sediment Control Engineer, Craig Krupp, PE, is a Project Manager in Timmons Group's Transportation Division where he manages various projects throughout the Commonwealth. During his 10 years of experience he has worked in the Creighton-Cold Harbor Roundabout Design and East-West Roadway Environmental Assessment - Route 1 to Route 625. Craig will report to the DM.

Utility Coordinator, Nick Soucie, PE is a Project Engineer in Timmons Group's Transportation Group. He is proficient in utility coordination. This experience is best shown by the following projects: Virginia Capital Trail - Park Phase design-build, Meadowville Technology Parkway in Chesterfield County, and Route 218 Safety Improvements. Nick will report to the DM.

Lead Traffic Engineer, Steve Schmidt, PE, PTOE is a licensed Civil Engineer and Professional Traffic Operations Engineer with over 11 years of experience in multiple areas of transportation and traffic engineering. His expertise includes transportation impact studies, access management studies, signal warrant studies, corridor studies, operation studies, traffic signal design, and traffic management plans. Recent VDOT experience includes Intersection Safety Analyses in Spotsylvania County and Caroline County. Steve will report to the DM.

3.3 OFFEROR'S TEAM STRUCTURE

Right of Way, Allen Dorin Jr. MAI, SRA, RW-NAC, is the principal of KDR and his primary experience has been as a real estate appraiser for over 30 years. He is a prequalified VDOT right-of-way consultant and has appraised a wide variety of property types with a concentration in eminent domain assignments. He has qualified as an expert witness in numerous localities throughout the Commonwealth. AI will report to the DM.

Public Outreach Manager, Sarah Huddle, APR has 26 years of experience in strategic communications, including community outreach, issues and crisis management. Sarah is an expert at creating both internal and external communications strategies. She also is skilled at developing community relations strategies, counseling executives and managers on how to listen to the community and win support for significant business development projects. Sarah is an Accredited Member of the Public Relations Society of America (PRSA), member of the Counselor's Academy and incoming chair of the PRSA Corporate Communications section. Sarah will report to the DBPM.

Design QA/QC Manager, Chris Kiefer, PE leads Timmons Group's Transportation division that includes engineers, designers and planners focused on transportation issues. He has 30 years of extensive experience designing and managing a wide variety of projects – in and around Central Virginia. DOT experience includes Contract manager for VDOT Central Region Operations On-Call Contract for Traffic Engineering Services, Project Manager for preparation of design-build bridging documents for Braddock/Pleasant Valley Road Intersection Improvements, Fairfax County, VA, and Utility Manager for Greater Richmond Transit Company (GRTC) Bus Rapid Transit (BRT) design-build project in Richmond. Additionally, he was Design Manager for the Virginia Capital Trail Park Phase project. Chris will report to the DBPM and DM.

Construction QC Manager (CQC Manager), Jason Green is responsible for the inspection of road, utility, and site construction. Typical duties include inspections, materials testing, record keeping, problem solving, and public relations. He has recently finished assignments on Corporate Village Parkway and Digital Drive Extended in Chesterfield County, VA. Jason will report to the DBPM.

Design/Construction Coordinator (DCC), Judson Dalton, LEED-AP will be assisting the WCE Team for the success of the overall project. His extensive knowledge includes design/build projects, construction quality management, and contract administration. He has been a project manager with English since 2007 and has managed numerous transportation projects involving earthwork, structures, concrete and asphalt paving, utilities, and storm drainage. His project was serving as project manager on the \$38 million North Gayton Road project in Henrico Co., VA. This project consists of the design and construction of 8,000' of divided highway from Rt. 250 to Pouncey Tract Road including 2 prefabricated arches and a bridge over I-64. It also included rebuilding 1,000' of Shady Grove Rd from Pouncey Tract to Twin Hickory. Another project he managed was the \$15+ million Route 221 project in Bedford County for VDOT, which consisted of approximately 2 miles of 4 new lanes on Route 221 and the replacement of an existing bridge with a double box culvert. Jud will report to the DBPM.

Safety Manager, Mike Scott will be responsible for the Project's overall safety program. His duties include: setting up customized safety plans for each project upon start-up; regular visits to job sites; oversight and enforcement of safety policies; safety training implementation; maintenance of educational sessions; and involvement with all safety aspects of every project. He has completed both the OSHA 10 Hour Certification and the OSHA 30 Hour Certification as well as numerous other OSHA safety related courses. Mike will report to the DBPM.

3.3 OFFEROR'S TEAM STRUCTURE

W.C. English's Keys to Success

This design-build project will involve early team integration as well as communication and coordination between all team members, VDOT, review agencies and stakeholders. Based on our previous experiences, following are a few specific keys to our success that we will utilize on this project:

Design/Construction Coordinator (DCC): Jud Dalton will serve as the DCC for this project. He will act as a liaison between design and construction to interface between field crews and the designers in a timely manner. Having a dedicated DCC avoids delays or rework, streamlines reviews, and eliminates potential construction field issues. His main responsibility is to ensure that the project is delivered in accordance with the contract documents. He will utilize the following tools:

- Bi-weekly Task Force (discipline based) meetings between the design team and the Construction Manager to discuss contract requirements, constructability, and value engineering concepts throughout the life of the project
- Bi-weekly internal design meetings with all disciplines to discuss current priorities, latest updates to design which can impact other disciplines and design/permit status
- Inter-disciplinary design reviews prior to milestones to ensure design disciplines are coordinated
- Constructability reviews of design prior to submission to VDOT
- Monthly scheduling meetings to review CPM progress and re-prioritize design as needed

Executive Committee: The Executive Committee consists of Officers of the DB Team firms and will serve as a guiding force and resource to the WCE DB Team. They will ensure that all team partner are on the same page and that proper and sufficient resources are allocated to the project. **Their main objective and focus will be to ensure that the project will be delivered to VDOT in accordance with the contract requirements.** The Executive Committee will meet monthly to discuss the overall progress and performance of the Team.

Construction Staff Involvement in Design: The Construction Manager and Superintendents will provide over the shoulder reviews of the design during project design development. Their reviews will be focused on phasing, optimizing MOT sequencing, minimizing the construction footprint, constructability, and erosion and sediment control. **Our collaboration will result in optimizing personnel, equipment, and material resources to ensure efficient construction activities and the limiting of impacts to residents, the traveling public, and emergency responders.** The continuity of having the Construction Manager engaged with the design team long before construction starts, and then in turn having the key design leads involved throughout construction, create a true design build approach that will be the key to a successful project.

Design Staff Involvement in Construction: Timmons Group will assist WCE in addressing field issues, participate in progress meetings, interact with stakeholders, and remain a part of the DB Team until project completion. This relationship will expedite the RFI process and ensure all parties are informed throughout the project, including shop drawing review, environmental and permit compliance, MOT implementation, and public outreach. **During construction, design staff will be heavily involved via regular field visits, continuous communication with construction staff, and regular Partnering Meetings.** This will all be strengthened by Timmons Group's role as QC for construction, further giving them a vested stake in successful delivery.

3.4 EXPERIENCE OF OFFERORS TEAM

W.C. English, Incorporated and Timmons Group have developed a highly-specialized team to deliver this project. The following is a summary of our team members and our work experience is included in the appendix.



W.C. English, Incorporated (WCE) is a third-generation family-owned business with a tradition of excellence dating back to 1909. The company's areas of expertise have expanded through the years to include roadway and bridge facilities (both design-build and bid-build), mass excavations, rock excavation, water supply and wastewater treatment facilities, monumental structures, civil, utility and industrial projects. Today, WCE is a multi-disciplined construction firm licensed in eight states throughout the Southeast, with its primary work being performed in Virginia. Working under the leadership of 120 tenured personnel, WCE's staff of 600 employees has sustained as many as 40 concurrent projects. The company supports its field staff and projects with a fleet of equipment that is one of the largest in the Mid-Atlantic region. WCE's diversity, tenured office, and top-notch field personnel have contributed to the company's **solid financial strength, which is evident by our 60-year relationship with the same bonding company.**



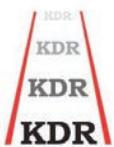
Founded in 1953, *Timmons Group, Inc.* is a 450-person, multi-disciplined engineering and technology firm and has been recognized for over twenty years as one of Engineering News Record's (ENR) Top 500 Design Firms in the country. They provide traffic/transportation engineering, structures and bridge design, site/civil engineering, environmental, geotechnical, GIS/geospatial technology, landscape architecture and surveying services to a diverse client base.

Timmons Group operates eleven offices in the Mid-Atlantic, which includes eight locations in the Commonwealth of Virginia, and three offices in North Carolina. In addition to surveying and engineering design, they also provide environmental permitting and compliance, landscape architecture, utility coordination and design, GIS consulting and applications development, value engineering, construction management and resident inspection services.

Timmons Group employs numerous Design Build Professionals as designated by the Design Build Institute of America. In addition, they are honored to have received multiple DBIA awards for several of our projects including the Pentagon Renovation. Recent roadway related projects include: I-95/Russell Road Interchange, Quantico, VA; Kingsmill Riverwalk, and Centerville Road/Route 60 Improvements at Warhill Tract, James City County, VA; and Virginia Capital Trail for VDOT.



CES Consulting is a proven leader and expert in the area of Construction Management, Construction Engineering Inspection, and Project Controls. Their company is comprised of 65 experienced and talented engineers and inspectors. CES has been involved with all types of transportation projects including design-build and design-bid-build. They are currently providing the Quality Assurance Manager and Quality Assurance staff for the challenging \$120 Million Route 29 Solutions design-build project.



KDR Real Estate Services has been providing full service right-of-way and easement services for over 20 years. They have completed over 100 projects inclusive of seven design build projects. Their services include ownership verification, property right valuations, appraisal reviews, document preparation, negotiations, relocation assistance, title clearance, settlements, and title commitments and insurance. Their staff of 12 employees dedicated solely to providing these services.



In continuous operation since 1956, *Schnabel Engineering* is a leading national provider of geotechnical, dam, and tunnel engineering services. Schnabel has successfully completed investigations on more than 250 highway and bridge projects in Virginia. They have experience with projects located in tight urban areas including the Martin Luther King Expressway extension in Portsmouth, Dominion Boulevard project in Chesapeake, and Route 1 Fort Belvoir project in Fairfax County.

3.4 EXPERIENCE OF OFFERORS TEAM



Albright Group is a strategic communications consulting firm with expertise in transportation planning, utility infrastructure development and environmental remediation. Representative experience as it pertains to transportation includes US 460/29 Corridor Study-Lynchburg, Old Lynchburg Road in Charlottesville, US 250 Bypass Interchange at McIntire Road, I-73 Location Study, Coalfields Expressway Location Study, and I-77/I-81 Location Study.

EXPERIENCE WORKING TOGETHER

This team was not developed just as a matter of convenience. **This team was assembled based on extensive experience of individuals working together, successfully delivering design-build (DB) projects, and the desire to work together again.** Timmons Group staff has extensive experience working with WCE staff as well as our proposed Design Manager. Our Design Manager has delivered multiple DB projects with WCE and more specifically with our proposed DBPM. This strong bond between individuals, mutual respect, and a desire to work together will serve VDOT well in the successful delivery of this project. Going beyond the individual relationships, WCE and Timmons Group understand DB and how to work together. Following is a list of successful projects delivered by WCE and Timmons Group working together.

- Meherrin River Regional Jail Utilities (DB)
- Mecklenburg Jail (DB)
- City of Petersburg City Hall (DB)
- Walker-Grant School - Waterline Extension (DB)
- Roanoke Woodhaven Site (DB)
- State Fairgrounds at Meadowview Farms (DB)
- Cosby High School and Road Improvements (DB)
- James Monroe High School (DB)
- Lafayette Elementary School (DB)
- Fredericksburg Police Department Headquarters (DB)
- Roanoke County Public Safety Building (DB)
- Northumberland Middle & High School (DB)
- Roanoke Multi-Generational Recreational Center including off site road/utilities (DB)

LOCAL KNOWLEDGE

We are not new to the Warrenton area. WCE has been working in and around this intersection for years. One such project is the Mintbrook Development located in the northwest quadrant of the US17/ VA28 intersection, roughly seven miles from the Warrenton Southern Interchange Project. WCE is self-performing all grading, drainage, water and sewer installation. WCE not only managed its own local labor force but also managed all local subcontractors and suppliers. This project involved interaction between Fauquier County Public Works and Fauquier County Water and Sanitation Authority.

Additionally, WCE was the general contractor for the Vint Hill Waste Water Treatment Plant project as well as the Bealeton Water Treatment Plant project; both were constructed for and under the administration of Fauquier County Water and Sanitation Authority.

WCE performed all site improvements to include the water and sewer necessary for the development of the Madison Square Apartments complex located at the intersection of Madison St. and Falmount St in the City of Warrenton. This project involved interaction between the City of Warrenton Public Works and City of Warrenton Public Utility.

WCE's related entity is part of the development team for Arrington Development/Alwington Farm which is directly adjacent to project foot print.

This lengthy history in the area provides some distinct advantages such as intimate knowledge of the subcontractor community to include asphalt providers, access to local labor sources, a trusted supplier community to include ready mix and aggregate producers, and familiarity with geotechnical makeup of the area and challenges it may create.

3.5 PROJECT RISKS

RISK 1: PROJECT BIDS RECEIVED ARE OVER THE AVAILABLE BUDGET

Risk Identification: This project was initially submitted to SmartScale with a requested HB2 cost of \$42 million. The project was approved, but with a funding level of \$27 million, leaving a \$15 million, or a 35% shortfall. While the scope of the project was reduced to align with the available funds, the timeframe allowed for this revision may not have allowed for fully vetting the available options and efficiency of the proposed design to meet the project goals of reducing delays and increasing safety.

Why this Risk is Critical: If the bids received in January 2018 are over the available funds, the project may not be able to move forward and nearly a year would have been lost. After showing the project at Public Hearings, the faith that the public has for VDOT to deliver projects could be tarnished.

Risk Impact and Mitigation Strategy: The WCE team believes that we are uniquely qualified to efficiently mitigate this risk.

Impact: Detailed scope of the Project in the RFQ plans cannot be met for the available budget

Mitigation: The WCE team will fully utilize the Alternative Technical Concept (ATC) option to offer modifications to the scope of the project to meet the project goals and stay within the available budget. During the Technical Proposal process, our estimators will be constantly running a project cost estimate and the extent of the use of ATCs will be adjusted accordingly. Our Design Manager, Gary Johnson, serves as the Chairman of the VDOT/VTCA Design Build Committee and is a Certified DBIA Professional. He fully understands how to fully utilize the ATC process and deliver a project on-budget while meeting VDOT's goals of the project.

Impact: The significant amount of borrow needed may not be readily available in the project area and the unit cost may have been underestimated.

Mitigation: The WCE team has secured the exclusive rights to the borrow material available directly adjacent to the project site as part of the Alwington Farm property. In fact, a sister company to WCE is in the process of developing that property and the subsequent synergies of adjacent construction will be a benefit to the overall project and VDOT by accelerating construction and lowering costs.

Impact: Significant grade difference at roundabout locations may have led to a lower than accurate cost for maintenance of traffic (MOT).

Mitigation: During this RFQ process, the WCE team has investigated the intricacies of this issue and have developed an alternate MOT plan that will reduce the overall cost of the project. In general, our plan is to fully analyze "flipping" the interchange and construct the bypass over the business connection. Another mitigation issue that will be fully evaluated is the construction of a temporary bypass on the WCE-controlled Alwington Farm property. Removal of traffic from the area will safely speed up construction and potentially lower construction costs. This option is exclusive to the WCE team.

Impact: Well-qualified Design Build teams may not be in a position to submit a competitive bid. The ability to provide a competitive bid is not a criteria for shortlisting design build teams. Many of these teams are committed to other VDOT Design Build projects in the Culpeper District and nearby Northern Virginia District. VDOT may end up with three contractors who do not have the time to invest in the proposal to minimize risk, resulting in higher contingencies and higher bids.

Mitigation: The WCE team is not over-committed. If shortlisted, this will be our most important design build project and we will invest the resources to minimize risk and deliver a very cost-effective proposal.

3.5 PROJECT RISKS

Impact: The preliminary bridge design is not as efficient as it could be.

Mitigation: The WCE team will investigate streamlining the bridge design. A possible cost saving measure would be to reduce the width of the 15'6" shared use path (SUP) on the bridge. With the addition of a barrier between the pedestrians and the vehicular traffic, the SUP can match the width on the approaches, which is 8 feet, plus two 2-foot shoulders. While the end treatment of this wall will need to be addressed, this change would reduce the size of the bridge by approximately 900 square feet. At a conservative \$200/sf, that equates to a cost savings of \$180,000. Other cost saving measures to be investigated during the proposal phase will be shortening the bridge length using taller walls and potentially removing the skew of the abutments. Shortening the bridge by 15 feet at each abutment could reduce the size of the bridge by 1500 square feet, reducing the cost by \$300,000 without adversely affecting the future maintenance needs of the structure.

Role of VDOT and other Agencies: The WCE team fully takes on this risk and VDOT's role in the risk will be the normal process of the review of ATCs and preliminary plans.

RISK 2: MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Risk Identification: This project will construct a bridge, two roundabouts, and associated ramps within or immediately adjacent to the existing roadway network. The project as currently designed will require a multi-phase maintenance of traffic/sequence of construction plan in order to maintain traffic during construction. A multi-phase plan can be confusing to motorists, resulting in potential delays, safety issues and prolonged construction activity.

Why this Risk is Critical: This project is constructed on a major, high speed highway. It is crucial that our Traffic Management Plan (TMP) establishes a set of strategies for managing the work zone impacts such that we eliminate, minimize or mitigate those impacts to the greatest extent practical and ensure safety of the workers and traveling public.

Risk Impact and Mitigation Strategy: The WCE team has developed an alternative plan to mitigate these risk impacts.

Impact: Driver expectation or confusion creates safety and/or operational issues.

Mitigation: The WCE team will fully investigate constructing a temporary, two-way, on-site detour roadway connecting to the existing crossover located approximately 2,000' south of the existing bypass intersection. This existing crossover will have a second northbound left turn lane, a temporary traffic signal, and other improvements to make this a dual left turn lane throughout construction. We would propose a temporary connection opposite to Lord Fairfax Road to enable local traffic access to Route 15/17/29. The vehicles that travel along these routes would have a similar experience to what they traverse today. This would enable more efficient construction of the bridge, ramps and (most importantly) the roundabouts, which are to be constructed at a grade significantly above the existing roadway. The end result will save time and reduce construction costs which will be benefits to the Commonwealth.

In order to construct this temporary detour our team is prepared to prepare the necessary environmental investigations and traffic analyses in order to verify this option.

It should be noted that this temporary detour road would be constructed on property that the WCE team currently has exclusive rights for grading purposes. No other team has this arrangement with the property owner for control of the site.

3.5 PROJECT RISKS

3. RISK: THE RFQ PLANS HAVE OPERATIONAL AND SAFETY ISSUES

Risk Identification: Our Team has extensively reviewed the RFQ plans and design elements that deviate from VDOT design standards and standard practices which may adversely impact operations and create potential safety issues.

Why this Risk is Critical: If not properly addressed during the proposal phase, some offerors may take advantage of these issues and set themselves up for scope validation claims and project time extensions. VDOT may face the condition of reviewing Technical Proposals with significantly varying scopes and end up in a situation of an apparent successful offeror with a design that, while meeting the technical RFP, not meeting VDOT’s goals for the project of reducing congestion and increasing safety. The plans displayed at the Public Hearings may not be able to be delivered, resulting in potentially unsatisfied stakeholders and potentially a project that is not as safe as it could be.

Risk Impact and Mitigation Strategy: The WCE team has a proven plan to efficiently mitigate this risk.

Impact: Approaching the western roundabout, the southbound Business 15/17/29 right turn lane bypass lane will experience vehicles driving at high speeds immediately adjacent to the lane slowing down to enter the western roundabout. This difference in speeds is complicated by the fact that there is a driveway in that area and vehicles on that driveway will need to judge other vehicles driving at different speeds in order to merge safely.



Mitigation: Using the ATC process and an operational analysis, we will investigate eliminating the bypass lane or reconfiguring the area such that vehicles in and around the western and southern legs of the roundabout will maintain closer to equal speeds, thus increasing safety.



Impact: The RFQ design of eastern roundabout may not be feasible for requested design vehicles or for maximizing safety.

Mitigation: Reconfigurations of the splitter islands may be necessary to accommodate the design vehicles exiting the roundabout as they appear to be too short and may need to be offset. The splitter island on

the Lord Fairfax Road approach will be reviewed to see if it needs to be lengthened. We will look to see if ramp D-2 intended for large trucks heading to the landfill could be eliminated or re-configured to provide adequate lane drop length for the merge as it heads down to Traveler’s Way. This modification will mitigate the potential for rear end collisions due to the possible insufficient lane drop length, thus increasing safety. The operational level and safety level of Ramp C may be increased by separating this movement from the movement to the overpass.

3.5 PROJECT RISKS



Impact: The RFQ design of western roundabout may not be feasible for requested design vehicles or for maximizing safety.

Mitigation: Our roadway design engineers will investigate the current steep approach/departure gradients (6%) along Business 15/17/29 and the potential design vehicle tracking on the western departure of this roundabout. We will verify that the proper design vehicle is accounted for in this design and provide outside truck aprons in addition to the central truck apron for tracking. Minor reconfigurations of the splitter islands including investigating raindrop configurations will be investigated to discourage U-turns.

The right-turn bypass lane to Route 15/17/29 Business could be removed or turned into a yield condition to increase the safety of the intersection without adversely affecting its performance.

Impact: Ramp A's merge onto Route 15/17/29 may pose a safety issue. The short lane drop is exacerbated by the two lanes traveling at very different speeds.

Mitigation: The lane drop will be investigated to be lengthened as well as speed controls placed on the bypass lane to facilitate a safer merge situation with vehicles traveling at similar speeds.

Impact: A Design Waiver will be required for the reduced design speed (from 50 MPH to 35 MPH) and sub-standard maximum grade along US Route 15/17/29 Business.

Mitigation: The WCE team would respectfully request VDOT guidance during the RFP portion of this procurement to verify that this waiver has been approved (or an acknowledgment that this waiver would be reviewed and is expected to be approved) as a condition of the RFP submittal unless we can otherwise modify the design.

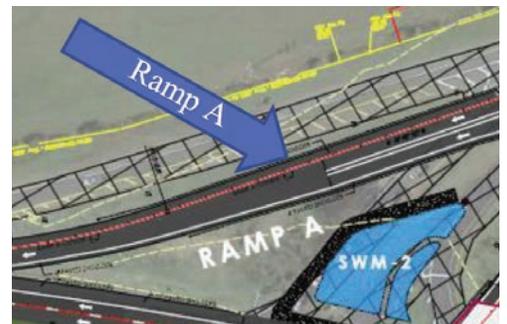
Impact: The 8' Shared Use path is less than the 10' wide VDOT Shared Use path standard

Mitigation: We would propose to seek a design waiver from VDOT policy in order to provide the minimum AASHTO width as shown on the plans or widen the path to meet current standards.

Impact: Pedestrian safety does not appear to be fully incorporated into the RFQ plans.

Mitigation: The WCE team's design will maximize pedestrian safety. The projected high speeds of the bypass lanes at the roundabouts can be mitigated by advanced warning signs that indicate when a pedestrian is present. The team recommends considering usage of Rectangular Rapid Flashing Beacons (RRFB) to alert drivers of pedestrian activity and increase safety (such as the image shown here of a recent project where our designers implemented RRFBs at the Belmont Road roundabout for the City of Richmond). The WCE team will also investigate the feasibility of pedestrian underpasses or overpasses if more conventional systems do not achieve the safety required for the project.

Role of VDOT and other Agencies: The role of VDOT and other agencies to mitigate this risk is zero. The WCE team fully takes on the role to provide a bid to VDOT that meets the goals of the project, most specifically, maximizing safety for vehicles and pedestrians while reducing congestion and traffic delays.





Appendices





Attachment 3.1.2

SOQ Checklist and Contents



ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	Page 3
Organizational chart narrative	NA	Section 3.3.2	yes	Page 2
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1(a)
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1(b)
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Page 11-15



Attachment 2.10

Form C-78, Acknowledgement of RFQ,
Revision and/or Addenda



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

RFQ NO. C00077384DB100
 PROJECT NO.: 0029-030-121, P101, R201, C501, B616

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 26, 2017
(Date)
2. Cover letter of RFQ Addendum #1- May 22, 2017
(Date)
3. Cover letter of _____
(Date)

W. C. English, Incorporated



 SIGNATURE

June 2, 2017

 DATE

Wilson L. Dickerson, Jr., P.E.

 PRINTED NAME

Senior Vice President

 TITLE



Attachment 3.2.6

Affiliated and Subsidiary Companies of the Offeror



ATTACHMENT 3.2.6

State Project No. 0029-030-121, P101, R201, C501, B616

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
	English Construction Company, Inc. (Parent Company)	
Shared Management & Related Ownership	English Construction Company, Inc.	PO Box P-7000, Lynchburg, VA 24505
Shared Management & Related Ownership	Counts & Dobyns	37 Leland Rd, Rustburg, VA 24588
90% Ownership	Thomas Bros., LLC	494 Glenmore Drive, Salem, VA 24153
100% Ownership	Lee Construction Company of the Carolinas, Inc.	PO Box 7667, Charlotte, NC 28241
100% Ownership	MCC Acquisition, LC	PO Box 568, South Boston, VA 24592
Beverley E. Dalton (Sole stockholder of W. C. English, Incorporated) and A. Douglas Dalton, Jr., (stockholder of English Construction Company) own 99.15%	Adams Construction Company	PO Box 12627, Roanoke, VA 24027
	Schnabel Engineering, Inc (Parent Company)	
Affiliate	Schnabel Engineering, Inc	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Schnabel Management Services, Inc.	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Schnabel Services, Inc.	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Schnabel Engineering DC, Inc.	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Lachel & Associates, Inc.	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059

ATTACHMENT 3.2.6

State Project No. 0029-030-121, P101, R201, C501, B616

Affiliated and Subsidiary Companies of the Offeror

Affiliate	Schnabel-Lachel Engineering Corporation	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Basinger Engineering, Inc. dba Schnabel Engineering of Michigan, Inc. dba AG&E, Inc.	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Schnabel Engineering South, P.C.	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059
Affiliate	Schnabel-Lachel Engineering, P.C. dba Schnabel Engineering of New York	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059



Attachment 3.2.7 (a)
and (b)

Certification Regarding Debarment



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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

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

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

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

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


Signature

June 2, 2017

Date

Wilson L. Dickerson, Jr., P.E.
Senior Vice President

Title

W. C. English, Incorporated

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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

	5-8-2017	Principal
Signature	Date	Title

Timmons Group, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

gn-kawthay 5/5/17 PRINCIPAL
Signature Date Title

CES CONSULTING LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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


Signature

Date

5/15/2017

Senior Vice President
Title

Schnabel Engineering, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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



_____ Signature	May 8, 2017 Date	_____ President Title
--------------------	---------------------	-----------------------------

KDR Real Estate Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

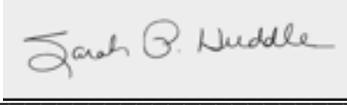
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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



Signature Date

President

Title

Albright Group Strategic Communications

Name of Firm



VDOT Prequalification Certificate

ENGLISH

Since 1909



TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS.



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

W. C. ENGLISH, INCORPORATED

Vendor Number: **E009**

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):

GRADING; MAJOR STRUCTURES; MINOR STRUCTURES

Issue Date: April 30, 2017

Suzanne FR Lucas, State Prequalification Officer

This Rating and Classification will Expire: April 30, 2018

Don E. Sillies, Director of Contracts

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



Surety Letter

ENGLISH

Since 1909





Travelers Bond & Financial Products
Construction Services
9954 Mayland Drive, Suite 6100
Richmond, VA 23233
(804)965-9284 (office)

June 2, 2017

*Commonwealth of Virginia
Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, VA 23219
Attention: Bryan W. Stevenson, P.E., APD Division*

Re: Letter of Submittal – Warrenton Southern Interchange US 15/17/29 – Fauquier Co., VA
*State Project No.: 0029-030-121,P101,R201,C501,B616
Federal Project No.: STP-032-7(032)
Contract ID No.: C00077384DB100*

Dear Mr. Stevenson:

W. C. English, Inc. has been a valued client of Travelers Casualty and Surety Company of America for over sixty years. During that time, we have maintained a working line of surety credit and have supported single bond requests up to the \$125,000,000. range and aggregate programs up to the \$500,000,000. range. These levels reflect our history with this client; however, they are not to be construed as limits. Given English's extensive experience and financial strength, we are certainly prepared to consider requests well in excess of these levels.

At this time, we are prepared to respond favorably should W. C. English, Inc. accept an award and request performance and payment bonds. Our willingness to commit to any such request would, of course, be contingent upon our being satisfied with all prevailing underwriting conditions including but not limited to acceptable contract terms, acceptable bond forms, and confirmation of full financing.

Travelers Casualty and Surety Company of America is licensed to transact surety business in all 50 states and is listed on the United States Department of Treasury list of acceptable surety companies. Travelers Casualty and Surety Company of America carries an A.M. Best rating of A+ and has a Financial Size Category of XV. The information contained in this letter is valid for a period of three (3) months from date of this letter.

Please feel free to contact us if you have any questions.

Sincerely,

TRAVELERS CASUALTY & SURETY COMPANY OF AMERICA

Contessa A. Hancock
Attorney-in-Fact

CAH/sll
Power of Attorney Attached



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 231754

Certificate No. 007106695

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

Whitney D. Melton, Contessa A. Hancock, Kim VandeBogart, and William G. Lawrence

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 26th day of January, 2017.

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

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



State of Connecticut
City of Hartford ss.

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

On this the 26th day of January, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.



[Signature]
Marie C. Tetreault, Notary Public

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

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

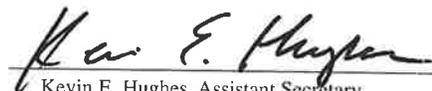
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 2nd day of June, 2017.


Kevin E. Hughes, Assistant Secretary



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



Attachment 3.2.10

SCC and DPOR Information



ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
W. C. English, Inc.	00689448	Corporation	Active	615 Church Street Lynchburg, VA 24504	Contractor Class A	2701003331	04-30-2018
Timmons Group, Inc.	0264043-1	Corporation	Active	1001 Boulders Pkwy, Suite 300, Richmond, VA 23225	LS, ENG, LA	0405000456	12-01-2017
				430 Southlake Blvd Suite B-15, Richmond, VA 23236	ENG	0410000133	02-28-2018
				117 South 14th St Ste 303, Richmond, VA 23219	ENG	0410000111	02-28-2018
				20100 Ashbrook Place, Suite 100 Ashburn, VA 20147	ENG, LS	0410000133	02-28-2018
				608 Preston Ave Ste 200, Charlottesville, VA 22903	ENG, LS	0410000161	02-28-2018
				2815 N Augusta St, Suite C Staunton, VA 24401	ENG, LS	0410000263	02-28-2018
				4701 Owens Way, Suite 900 Prince George, VA 23875	ENG, LS	0410000020	02-28-2018
				208 Golden Oak Ct, Suite 230 Virginia Beach, VA 23452	ENG, LS	0410000169	02-28-2018

ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Timmons Group, Inc.	Gary Sebastian Johnson	Richmond, VA	3808 Ivory Court Richmond, VA 23233	PE	0402033863	09-30-2017
Timmons Group, Inc.	Jennifer Ashley Johnson	Richmond, VA	1402 W Laburnum Ave Richmond, VA23227	PE	0402050942	12-31-2018
Timmons Group, Inc.	Brian Thomas Copeland	Richmond, VA	14809 Colony Forest Court Midlothian, VA 23114	PE	0402042458	01-31-2019
Timmons Group, Inc.	Kevin Peter O'Meara	Richmond, VA	1221 Black Heath Road Midlothian, VA 23113	PE	0402049232	12-31-2017
Timmons Group, Inc.	Scott William Wiley	Richmond, VA	1001 Boulders Pkwy, Suite 300, Richmond, VA 23225	PLA	0406001629	12-31-2017
Timmons Group, Inc.	Thomas Bowne Ruff	Richmond, VA	1001 Boulders Pkwy, Suite 300, Richmond, VA 23225	PE	0402055085	12-31 -2017
Timmons Group, Inc.	Joseph Carter Medley	Richmond, VA	325 Rainbow Drive Staunton, VA 24401	PLS	0403003385	02-28-2019
Timmons Group, Inc.	Craig William Krupp	Richmond, VA	5038 Parrish Branch Road Midlothian, VA 23112	PE	0402053003	05-31-2019
Timmons Group, Inc.	Nicholas Joseph Soucie	Richmond, VA	4717 Bromley Ln Richmond, VA 23226	PE	0402055782	05-31-2018
Timmons Group, Inc.	Steve Owen Schmidt	Richmond, VA	2141 Corner Rock Road Midlothian, VA 23113	PE	0402049985	06-30-2018
Timmons Group, Inc.	Chris Mac Kiefer	Richmond, VA	1001 Boulders Pkwy, Suite 300, Richmond, VA 23225	PE	0402023346	06-30-2018
Timmons Group, Inc.	Paul Richard Trapp	Richmond, VA	2767 Live Oak Ln Midlothian, VA 23113	PE	0402054168	11-30-2018

ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

CES Consulting, LLC	Avtar Singh	Dulles, VA	6773 Leopolds Trail Haymarket, VA 20169	PE	0402035169	01-31-2019
Schnabel Engineering, LLC	Evan Ruggles	Richmond, VA	5116 10th Street North Arlington, VA 22205	PE	0402053792	05-31-2019
3.2.10.4						
KDR Real Estate Services Inc.	AI Dorin	Richmond, VA	2500 Grenoble Road Richmond, VA 23294	Broker	0225108043	03-31-2019
albright group	Sarah Huddle	Richmond, VA	1011 E Main St #310, Richmond, VA 23219	APR		
Timmons Group, Inc.	Chris Dodson	Richmond, VA	1001 Boulders Pkwy, Suite 300 Richmond, VA 23225	Professional Wetland Scientist	1380	Active
Timmons Group, Inc.	Danny Lamie	Richmond, VA	9704 Overhill Dr. Richmond VA 23229	Certified Engineering Technician	70857839	07-2017
Timmons Group, Inc.	Danny Lamie	Richmond, VA	9704 Overhill Dr. Richmond VA 23229	Traffic Signal Operations Specialist®	n/a	Active



SCC eFile Business Entity Details

[?](#) Help

W. C. ENGLISH, INCORPORATED

SCC eFile
SCC eFile Home Page
Check Name
Distinguishability
Business Entity Search
Certificate Verification
FAQs
Contact Us
Give Us Feedback
Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: 00689448
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/6/1954
Status: Active
Shares Authorized: 6000

Select an action

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

Principal Office

615 CHURCH STREET
PO BOX P7000
LYNCHBURG VA24505

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

Registered Agent/Registered Office

JAMES P KENT JR
525 7 TH STREET
ALTAVISTA VA 24517
CAMPBELL COUNTY 115
Status: Active
Effective Date: 3/15/2005

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Timmons Group, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 30, 1984;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 25, 2016*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, October 14, 2010

This is to certify that the certificate of organization of

**Construction Engineering & Scheduling Consulting
Engineers, PLC**

*was this day issued and admitted to record in this office and that
the said limited liability company is authorized to transact its
business subject to all Virginia laws applicable to the company
and its business. Effective date: October 14, 2010*



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is August 12, 2009.

Nothing more is hereby certified.



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

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, January 30, 2002

This is to Certify that the certificate of incorporation of

KDR Real Estate Services, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: January 30, 2002



State Corporation Commission

Attest:

Joel H. Beck

Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 31, 2013

This is to certify that the certificate of domestication of

The Albright Group, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: August 31, 2013



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

3.2.10.2 DPOR LICENSING

English Construction Company

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

EXPIRES ON
04-30-2018

NUMBER
2701003331

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

 **W C ENGLISH INC**
PO BOX P-7000
LYNCHBURG, VA 24505

DPOR

Jay W. DeBoer
Jay W. DeBoer, Director

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

Timmons Group

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

EXPIRES ON
12-31-2017

NUMBER
0405000456

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

PROFESSIONS: LS, ENG, LA

 **TIMMONS GROUP INC**
1001 BOULDERS PKWY STE 300
RICHMOND, VA 23225

DPOR

Jay W. DeBoer
Jay W. DeBoer, Director

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

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

EXPIRES ON
02-28-2018

NUMBER
0410000160

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

PROFESSIONS: ENG

 **TIMMONS GROUP INC**
430 SOUTHLAKE BLVD
SUITE B-15
RICHMOND, VA 23236

DPOR

Jay W. DeBoer
Jay W. DeBoer, Director

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

3.2.10.2 DPOR LICENSING

Timmons Group

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

EXPIRES ON
02-28-2018

NUMBER
0410000111

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

PROFESSIONS: ENG



TIMMONS GROUP INC
117 SOUTH 14TH ST STE 303
RICHMOND, VA 23219



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0410000161

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

PROFESSIONS: ENG



TIMMONS GROUP INC
111 WEST HIGH ST
CHARLOTTESVILLE, VA 22902



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0410000133

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

PROFESSIONS: ENG, LA, LS



TIMMONS GROUP INC
20100 ASHBROOK PL STE 100
ASHBURN, VA 20147



Jan W. DeBoer
Jan W. DeBoer, Director

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

3.2.10.2 DPOR LICENSING

Timmons Group

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

EXPIRES ON
02-28-2018

NUMBER
0410000263

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

PROFESSIONS: LS, ENG



TIMMONS GROUP INC
2815 N AUGUSTA ST STE C
STAUNTON, VA 24401



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



Jay W. DeBorja
Director

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

EXPIRES ON
02-28-2018

NUMBER
0410000020

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

PROFESSIONS: ENG, LS



TIMMONS GROUP INC
4701 OWENS WAY
SUITE 900
PRINCE GEORGE, VA 23875



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



Jay W. DeBorja
Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0410000169

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

PROFESSIONS: ENG, LS



TIMMONS GROUP INC
208 GOLDEN OAK CT STE 230
VIRGINIA BEACH, VA 23452



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



Jay W. DeBorja
Director

3.2.10.2 DPOR LICENSING

CES Consulting LLC

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

EXPIRES ON
12-31-2017

NUMBER
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 STE 255
DULLES, VA 20166



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



Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0411001331

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

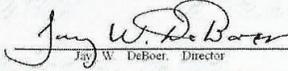
PROFESSIONS: ENG



CES CONSULTING LLC
317 OFFICE SQUARE LN STE 101A
VIRGINIA BEACH, VA 23462



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



Jay W. DeBoer, Director

3.2.10.2 DPOR LICENSING

Schnabel Engineering

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

EXPIRES ON
02-28-2018

NUMBER
0411000325

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC
46020 MANEKIN PLAZA SUITE 110
STERLING, VA 20166



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0411000323

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC
1901 SOUTH MAIN ST STE 11
BLACKSBURG, VA 24060



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0411000324

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC
480 FOUR SEASONS DRIVE
CHARLOTTESVILLE, VA 22901



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

3.2.10.2 DPOR LICENSING

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

EXPIRES ON
12-31-2017

NUMBER
0407004386

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING ,LLC
9800 JEB STUART PKWY STE 200
GLEN ALLEN, VA 23059



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
02-28-2018

NUMBER
0411000321

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC
11836 CANON BLVD
STE 400
NEWPORT NEWS, VA 23606



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

3.2.10.2 DPOR LICENSING

KDR Real Estate



3.2.10.3 DPOR LICENSING - KEY PERSONNEL

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON
09-30-2017

NUMBER
0402033863

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

GARY SEBASTIAN JOHNSON
3808 IVORY CT
RICHMOND, VA 23233



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

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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

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

EXPIRES ON
12-31-2018

NUMBER
0402050942

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



JENNIFER ASHLEY JOHNSON
1402 W LABURNUM AVE
RICHMOND, VA 23227



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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

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

EXPIRES ON
01-31-2019

NUMBER
0402042458

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



BRIAN THOMAS COPELAND
14809 COLONY FOREST COURT
MIDLOTHIAN, VA 23114



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

3.2.10.3 DPOR LICENSING - KEY PERSONNEL

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

EXPIRES ON
12-31-2017

NUMBER
0402049232

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



KEVIN PETER O'MEARA
 1221 BLACK HEATH ROAD
 MIDLOTHIAN, VA 23113




Jay W. DeBoer, Director

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

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

EXPIRES ON
12-31-2017

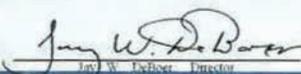
NUMBER
0406001629

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



SCOTT WILLIAM WILEY
 TIMMONS GROUP
 1001 BOULDERS PKWY
 SUITE 300
 RICHMOND, VA 23225




Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS) DPOR-LIC (05/2015)

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

EXPIRES ON
12-31-2017

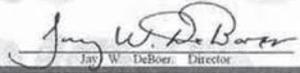
NUMBER
0402055085

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



THOMAS BOWNE RUFF
 TIMMONS GROUP
 1001 BOULDERS PARKWAY
 SUITE 300
 RICHMOND, VA 23225




Jay W. DeBoer, Director

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

3.2.10.3 DPOR LICENSING - KEY PERSONNEL

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

EXPIRES ON
02-28-2019

NUMBER
0403003385

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



JOSEPH CARTER MEDLEY
325 RAINBOW DRIVE
STAUNTON, VA 24401



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
05-31-2019

NUMBER
0402053003

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



CRAIG WILLIAM KRUPP
5038 PARRISH BRANCH ROAD
MIDLOTHIAN, VA 23112



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
05-31-2018

NUMBER
0402055782

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



NICHOLAS JOSEPH SOUCIE
4717 BROMLEY LN
RICHMOND, VA 23226



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

3.2.10.3 DPOR LICENSING - KEY PERSONNEL

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

EXPIRES ON
06-30-2018

NUMBER
0402049985

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



STEPHEN OWEN SCHMIDT
2141 CORNER ROCK ROAD
MIDLOTHIAN, VA 23113



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
06-30-2018

NUMBER
0402023346

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



CHRISTOPHER MACK KIEFER
1001 BOULDERS PARKWAY
SUITE 300
RICHMOND, VA 23225



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

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

EXPIRES ON
11-30-2018

NUMBER
0402054168

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



PAUL RICHARD TRAPP JR
2767 LIVE OAK LN
MIDLOTHIAN, VA 23113



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

3.2.10.3 DPOR LICENSING - KEY PERSONNEL



5/30/2017

License Lookup: License Search Results

DPOR License Lookup License Number 0402053792

License Details

Name	RUGGLES, EVAN M
License Number	0402053792
License Description	Professional Engineer License
Rank	Professional Engineer
Address	ARLINGTON, VA 22205
Initial Certification Date	2015-05-27
Expiration Date	2019-05-31

3.2.10.4 DPOR LICENSING - KEY PERSONNEL

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

EXPIRES ON
03-31-2019

NUMBER
0225108043

REAL ESTATE BOARD - PRINCIPAL BROKER LICENSE
POST IN A CONSPICUOUS PLACE
THIS LICENSE TO BE IN CUSTODY AND CONTROL OF PRINCIPAL BROKER

ALLEN GUNN DORIN JR
KDR REAL ESTATE SERVICES INC
2500 GRENOBLE RD
RICHMOND, VA 23294



Jay W. DeBoer
Jay W. DeBoer, Director

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

DPOR LIC (05/2015)



www.wetlandcert.org

Member Login

Certification Information

- Overview of Program
- Certification Committees
- Bylaws
- Standing Rules
- Recertification Process

Professional Wetland Scientist

Society of Wetland Scientists Professional Certification Program

Address Information

Mr. Christopher Dodson
Timmons Group
Prof Certification: PWS
1001 Boulders Parkway
Suite 300
Richmond, VA 23225

Phone: 804-200-6438
Email: chris.dodson@timmons.com
Status: Active
PWS #: 1380

Certification: Professional Wetland Scientist



Attachment 3.3.1

Key Personnel Resume Forms



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Cory M. Bond, Project Manager
b. Project Assignment: Design Build Project Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : W. C. English, Incorporated – full time
d. Employment History: With this Firm <u>16</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Mr. Bond, has over 16 years of experience with transportation projects in Virginia, North Carolina, and South Carolina delivering both design build and bid build projects. His experience includes managing grading and structure projects to include extensive experience with heavily traveled roadways with continuous maintenance of traffic issues and phasing. Design Build Project Manager / Estimator- W. C. English, Incorporated 2006 - Present Project Manager duties include: Management of all design and construction as applicable, quality management, contract administration, cost control & analysis, labor & equipment allocations, overall project scheduling, resource scheduling, all production goals, subcontractor/vendor scheduling, DBE compliance, risk management and mitigation, project safety, and stakeholder management. Estimating duties include: all takeoff, project analysis, risk analysis, subcontractor/vendor quote solicitations, DBE participation, review all quotes and scopes, price all self-perform work, analysis of production capabilities, and compile/submit all relevant bidding information. Field Engineer/Foreman - W. C. English, Incorporated 2001 – 2006 Duties include: Managing labor & equipment for all self-performance of Traffic Control, Erosion Control, Grading Operations, Bridge Operations, coordinating with onsite subcontracts, coordinating the delivery of all necessary materials.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington Virginia / BS / 2001 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Competent Person Training-Trench & Excavation Confined Space - Coble Trench CPR / First Aid 7/15/13 E & S - Responsible Land Disturber (DCR),/RLD0411-5/10/16 OSHA 10 Hour-2764141 OSHA 30 Hour, 12-601218577 Roadway Worker Protection Contractor Safety Certification 1/11/16 Underground Utility Damage Prevention Training
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

Project Name: **Route 49 Over Aaron's Creek
Halifax Co. Order F90 Contract ID: C00082519C01B**
Project Role: **Project Manager**
Client/Owner: **Virginia Department of Transportation**

Dates: **Dec. 2014 – Dec. 2015**

With Current Firm? **Yes**

As Project Manager, Mr. Bond was responsible for all construction, quality, contract administration, DBE compliance, project schedule, cost control, project safety, and all other services for this project consisting of a two span bridge over Aaron's Creek. Project also included storm drainage, temporary shoring, retaining wall, and maintenance of traffic. He was able to meet an owner requested accelerated schedule that was added after construction began, project finished 6 months ahead of contractual requirements. Contract value: \$3M

Similar Scope & Complexity

- ✓ VDOT project
- ✓ Bridge construction
- ✓ Grading and structures
- ✓ Temporary shoring
- ✓ Retaining wall
- ✓ Maintenance of traffic

Project Name: **Contract C202596 NC-49 from East of SR-2630
(Cline Rd) to East of NC-73, Cabarrus County, NC**
Project Role: **Project Manager**
Client/Owner: **North Carolina Department of Transportation**

Dates: **Aug. 2011 – May 2015**

With Current Firm? **Yes**

As Project Manager, Mr. Bond was responsible for all construction, quality, contract administration, DBE compliance, project schedule, cost control, and all other services for this project which consisted of adding two lanes (approx. 2.5 miles) and widening improvements to existing Route NC-49 from East of SR-2630 to East of NC -73, including a new two-span 95' wide bridge, approaches, and entry/exit ramps on NC-73 over NC-49. The Project also included the construction of 5 new box culverts. All box culvert construction consisted of multiple phases with live traffic to be maintained at all times. Mr. Bond fully coordinated and managed the excavation of 247,000 cubic meters of excavation with 74,000 cubic meters of that excavation being rock. He coordinated blasting activities and coordinated with traffic needs, adjacent property owners, and businesses. He was responsible for the management of extensive amounts of unsuitable material that had to be placed into appropriate portions of fills or off site to an appropriate waste site. Contract value: \$19.4M.

Similar Scope & Complexity

- ✓ Grading & structures
- ✓ Rock excavation
- ✓ Retaining walls
- ✓ Phased construction
- ✓ Extensive maintenance of traffic w/ phased construction
- ✓ Similar project size
- ✓ New drainage under open heavily traveled roadway
- ✓ 3rd party stakeholder management

Project Name: **US 158 over Yadkin River
Mocksville, NC (DESIGN-BUILD)**
Project Role: **Construction Manager**
Client/Owner: **North Carolina Department of Transportation**

Dates: **Oct. 2007 – April 2011**

With Current Firm? **Yes**

Mr. Bond was responsible for construction, quality, contract administration, DBE compliance, project schedule, cost control, project safety, and all other services for this Design Build project constructing a new 1,150', four lane replacement bridge carrying US 158 over the Yadkin River. Approaches included widening US 158 on each end of the bridge from two lanes to four, plus turning lanes. Mr. Bond was responsible for the coordination of all construction activities that had to be coordinated with existing traffic, adjacent property owners and maintaining access to a major well used soccer complex. **Working directly with our proposed Design Manager, Gary S. Johnson**, he modified the required laydown yard for the project and streamlined material delivery, saving the client thousands of dollars in unnecessary temporary construction easements. He also coordinated extensively with the local stakeholders to maintain pedestrian access around the site, including the soccer complex and a popular boat ramp and trail system. Contract value: \$15M

Similar Scope & Complexity

- ✓ Design-build
- ✓ Bridge design
- ✓ Roadway widening
- ✓ Intersection improvements
- ✓ Similar project size
- ✓ 3rd party stakeholder management

Consistency of Personnel

Gary Johnson, PE DBIA (TG)

- ✓ Design Manager
- ✓ Proposed DM on 15/17/29

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

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

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Avtar Singh, PE, CCM, PMP, Associate DBIA – President
b. Project Assignment: Quality Assurance Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): CES Consulting, LLC - fulltime
d. Employment History: With this Firm <u>6</u> Years With Other Firms <u>16</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Consultant Project/Quality Manager – CES Consulting, LLC Jan. 2011 - present Tasked to oversee Quality management for bridge and highway projects per VDOT/FHWA guidelines. Works to ensure conformance with contract/intent, works with designer of record for review and approval; reviews/negotiates work orders and assists design engineers to expedite field changes. Coordinates traffic management with adjacent projects/TOC to ensure minimal disruptions. Reviews baseline schedules and ensure final project quality / closeout. Responsible for quality inspection documentation, correct payments and handling all stakeholder concerns. Manages QA staff of up to 2 managers and 40 inspectors. Area Construction Engineer (ACE) – Virginia Department of Transportation Jan. 2005 - Dec. 2010 As VDOT ACE, managed over 28 road and bridge construction projects with a total value of \$230 million. As the Responsible Charge Engineer, he managed Quality Assurance staff of two construction managers and over 35 inspectors with up to eight concurrent projects. Responsible for managing/mentoring Quality Assurance staff, providing schedule analysis and claims reviews, providing technical expertise for field/design issues on ongoing projects and upcoming planned projects. Responsible for public outreach through seminars, public speaking engagements and multiple political representatives. Project Construction Quality Engineer – NXL Construction Services Aug. 2004 - Dec. 2004 As consultant Project Construction Engineer, worked exclusively to manage quality assurance of VDOT bridge and highway projects throughout the Commonwealth as assigned. Provided day to day quality management/inspection of bridge and roadway projects, documentation of work and final project closeouts. Project Engineer – NXL Construction Services Aug. 1998 - Dec. 2004 Provided quality assurance inspection for VDOT road and bridge projects throughout the Commonwealth. Responsible for project documentation, field inspection, materials testing and resolving field change issues.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: George Washington University, District of Columbia - Certificate in Management/2009/Project Management Queen's University, Kingston, Canada - M.Sc./1994/Structural Engineering Queen's University, Kingston, Canada - B.Sc./1992/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2011/Professional Engineer/VA (#0402035169) 2011 CCM (A2127) 2014/DBIA Certified Design-Build Professional
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

**Project Name: Route 29 Solutions
Albemarle County, VA (DESIGN-BUILD)**
Project Role: Quality Assurance Manager (QAM)
Client/Owner: Virginia Department of Transportation

Dates: March 2015-est. Oct. 2017

With Current Firm? Yes

Quality Assurance Manager responsible for the Quality Assurance program on this Design-Build project. Mr. Singh was integral to all aspects of this project, from overseeing the complex maintenance of traffic for the three segments of the project to the materials testing for every aspect of the project. He handled the tracking and resolution of Non Compliance Reports (NCRs) amongst the multiple design partners to arrive at acceptable and fair resolutions. Being on-site for the entire project duration gave him extensive knowledge as to the importance Quality Assurance has on the successful delivery of a project. He managed a staff of eight inspectors to ensure proper coverage over this project that spanned for miles. He served as the eyes and ears of VDOT on multiple occasions and he played a large role in the monthly meetings with the contractors, designers, VDOT, and VDOT's representatives. Project role began in May, 2015 and is estimated to end in the fall of 2017. Contract value: \$116.7M

Similar Scope & Complexity

- ✓ Design-build
- ✓ VDOT project
- ✓ QAM role
- ✓ Bridge project
- ✓ Extensive MOT

Consistency of Personnel

- Gary Johnson, PE DBIA (TG)
- ✓ Lead Structural Engineer
 - ✓ Proposed DM on 15/17/29

**Project Name: VDOT I-95 Widening Project
Dumfries, VA**
Project Role: Consultant Construction Manager
Client/Owner: Virginia Department of Transportation

Dates: March 2013-March 2015

With Current Firm? Yes

Quality Assurance on this 7-mile long I-95 widening project. This project included roadway widening, installation of drainage pipes, extensive ITS/TMS work, overhead signs and extensive coordination with concurrent Express Lanes construction in the same project footprint. Mr. Singh coordinated on the corridor-wide (from I-95 in Alexandria to Spotsylvania) Traffic Management System for all lane closures, incident management and teamwork to minimize inconveniences to motorists during construction. He was fully responsible for project quality management of a VDOT Construction Manager and nine CEI Staff. In addition, he was involved in the oversight of all testing, documentation, and payment of work on site. He worked with and coordinated with the FHWA, Design Engineers, and Contractor to resolve field construction issues. He enforced VDOT specifications/standards and ensured that all Non-Conforming Work was properly documented, remediated and closed out. Contract value: \$42M

Similar Scope & Complexity

- ✓ Roadway Widening
- ✓ VDOT project
- ✓ Extensive MOT operations
- ✓ Compressed schedule
- ✓ Similar size

Project Name: VDOT I-66 HOV Widening from 234 Bypass to Route 29, Gainesville, VA
Project Role: Responsible Charge Engineer (on site)
Client/Owner: Virginia Department of Transportation

Dates: June 2006-Sept. 2009

With Current Firm? No

Responsible Charge Engineer (on site) for widening of 2.8 miles of I-66 (2 new lanes each direction) and construction of 5 new bridges along with storm sewer, jack/bore, waterline, lighting and TMS work. Project was completed on time/on budget while reconstructing three new bridges that were not part of the original scope. He managed the \$14.6 million Quality Assurance / Control budget and staff of over 20 managers/inspectors; served as technical source for field and design issues; partnered with the contractor to accelerate work, reviewed and negotiated change orders to build new bridges and work with the design engineers to expedite design (construction was allowed to proceed prior to full design plans as part of partnering approach between contractor, owner and designer in a Design-Build fashion); conducted schedule analysis and review and final project closeout. There were no claims on the project and project success was attributed to complete trust between the contractor and owner aspiring to the same goals of successful project delivery. He was involved in the extensive public outreach with local HOAs, shopping centers, local hospitals, school board and schools, PWC parks and local civic organizations (Lions Clubs, town mayors, Rotary Club, scouts, etc.). Contract value: \$103M

Similar Scope & Complexity

- ✓ Complex interchange
- ✓ VDOT project
- ✓ Complex MOT
- ✓ Extensive technical issues
- ✓ Bridge construction
- ✓ Added scope/same duration

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

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

N/A

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Gary S. Johnson, PE, DBIA – Director of Transportation Design-Build
b. Project Assignment: Design Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Director of Bridges & Structures & Director of Transportation Design Build – Timmons Group (full time)
d. Employment History: With this Firm <u><1</u> Years With Other Firms <u>23</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Director Transportation Design-Build and Director of Bridges & Structures - Timmons Group Feb. 2017 – present As the Director of Transportation Design Build, Mr. Johnson is responsible for securing and successfully delivering transportation design-build projects. In his role as the Director of Bridges & Structures, he is leading the growth of the structural practice firm-wide. He has 24 years of project management, design and construction inspection experience in structures, roadways, and mass transit stations. His extensive project management experience, formal training (MBA) and hands-on participation in inspection (NBIS), design and construction engineering assignments afford him in-depth knowledge of project requirements. Additionally, his experience with design-build projects has developed his full understanding of the implementation of bridge plans and projects through construction. He is a former member of the VTCA Engineering Consultant Leadership Committee and currently serves as the Chairman of the VTCA/VDOT Design-Build Committee where he serves as a voice of the industry to VDOT. Director of Design-Build and Structures – RK&K Sept. 2010 – Feb. 2017 As the Director of Design-Build, Mr. Johnson was responsible for the successful delivery of all design-build projects in Virginia. Under his leadership, the firm’s presence in the design-build arena grew from very minor roles to delivering multiple projects including performing as the prime designer on one of the highest profile design-build projects in Virginia (Route 29 Solutions). He also worked with the VDOT Alternative Project Delivery Division under a staff augmentation contract in a supporting role for the development of multiple design-build projects. During this tenure, he was also responsible for all structures projects in Virginia. Mid-Atlantic Unit Manager – T.Y. Lin International May 2005 – Sept. 2010 Project Manager and Lead Structural Engineer for dozens of bridge projects. Oversaw staff of 20 structural engineers. Served as Engineer of Record on new bridge and replacement projects. Served as Principal in Charge for design-build projects in Virginia, North Carolina, and Washington DC. Director of Virginia Operations – Ammann & Whitney June 1993 – May 2005 Project Manager and Lead Structural Engineer for projects throughout Virginia, Massachusetts, and Pennsylvania. Served as Engineer of Record on bridge replacement and rehabilitation projects. Focused on rehabilitation of bridges damaged from over height loads and emergency response.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Commonwealth University, Richmond, VA / MBA / 2003 / Business Administration University of New Hampshire, Durham, NH / BSCE / 1993 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999 / Professional Engineer / VA / #0402033863 2010 / DBIA Professional / #125387
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

Project Name: **Route 29 Solutions**
Albemarle County, VA (DESIGN-BUILD)
Project Role: **Deputy Design Manager/Lead Structural Engineer**
Client/Owner: **Virginia Department of Transportation**

Dates: **March 2015- Feb. 2017**

With Current Firm? **No**

Mr. Johnson served as the Deputy Design Manager for this project and was involved in the entire procurement, design process, and leadership during construction. He also served as the Lead Structural Engineer. He was personally responsible for structural design of the bridges and retaining walls for the overall project that will reduce congestion on the busiest north-south corridor in the Charlottesville/Albemarle County region. Mr. Johnson's responsibilities included coordination with multiple subconsultants, managing the design schedule, ensuring conformance with the contract documents, and adhering to the aggressive design schedule.

He personally was responsible for the development of an advanced design where the Rio Road Bridge superstructure serves as a strut to support the retaining walls below. This innovative design allowed for the Grade Separated Intersection (GSI) to be constructed in less than 60 days. His extensive coordination with subconsultants and disciplines, including roadway, stormwater, right-of-way, utilities, traffic, geotechnical, lighting, and fire code experts was instrumental to delivering this design and construction ahead of schedule. While not under his personal responsibility, the project also included a roundabout. Design for this project is complete as well as the construction of the Rio Road Interchange. Contract value: \$116.7M

Similar Scope & Complexity

- ✓ Design-build
- ✓ VDOT project
- ✓ Complex bridge design
- ✓ Intersection improvements
- ✓ Retaining walls
- ✓ Roundabout design
- ✓ Extensive MOT

Consistency of Personnel

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

- ✓ Quality Assurance Manager
- ✓ Proposed QAM on 15/17/29

Project Name: **I-64 Widening and Route 623 Interchange, Henrico and Goochland Counties, VA (DESIGN-BUILD)**
Project Role: **Principal-in-Charge/Lead Structural Engineer**
Client/Owner: **Virginia Department of Transportation**

Dates: **Oct. 2013 - Oct 2015**

With Current Firm? **No**

This design-build project involves the widening of 4.5 miles of Interstate 64 to the inside from a four-lane divided interstate to a six-lane divided interstate and improvements to the I-64/Route 623 Interchange. It also includes two mainline bridge replacements. The interchange improvements include upgrading the existing traffic signal, widening the I-64 westbound ramp to Route 623 to provide an additional turn lane, adding a left turn lane on Route 623 southbound to I-64 eastbound, and widening the I-64 eastbound off ramp to Route 623 to provide an additional turn lane. Mr. Johnson led and was responsible for the design of the bridges for this project, as well as multiple retaining walls required for the project. During the proposal process, Mr. Johnson served as the Principal-in-Charge the lead coordinator amongst all of the in-house design disciplines and subconsultants to deliver the successful proposal and successful design of the project. This leadership continued during the construction where he maintained being fully involved in the management of the project. The project is complete. Contract value: \$34.8M

Similar Scope & Complexity

- ✓ Design-build
- ✓ VDOT project
- ✓ Similar project size
- ✓ Bridge design
- ✓ Roadway widening
- ✓ Intersection improvements
- ✓ Retaining walls
- ✓ Extensive MOT

Project Name: **US 158 over Yadkin River**
Mocksville, NC (DESIGN-BUILD)
Project Role: **Design Manager/Lead Structural Engineer**
Client/Owner: **North Carolina Department of Transportation**

Dates: **June 2008-Sept. 2010**

With Current Firm? **No**

Working shoulder to shoulder **with English and specifically Cory Bond, our proposed Design Build Project Manager**, Mr. Johnson was the Design Manager and Lead Structural Engineer for this roadway widening, intersection improvement, and bridge replacement project that included a nine-span bridge structure with a length of 1150 feet. Mr. Johnson led a multi-member, multi-disciplined project design team (including utilities, roadway, right-of-way, environmental, structures, and hydraulics) from proposal development through construction. Complicating the project was extensive right-of-way negotiations, complex maintenance of traffic, complex hydraulic analysis, and an aggressive schedule. Maintenance of Traffic was complicated by a horizontal curve at the end of the bridge as well as the requirement to maintain all lanes during construction while replacing the bridge on its current alignment. **Mr. Johnson was fully involved and in-charge of all design-related aspects from the pursuit to the project closeout.** During construction, he was hands-on with the day-to-day management with the contractor and subcontractors performing the construction as well as serving as a liaison to the Client. Contract value: \$15M

Similar Scope & Complexity

- ✓ Design-build
- ✓ Bridge design
- ✓ Roadway widening
- ✓ Intersection improvements
- ✓ Similar project size

Consistency of Personnel

Cory Bond (WCE)

- ✓ Construction Manager
- ✓ Proposed DBPM on 15/17/29

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

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

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Darrell Sullivan, Project Superintendent
b. Project Assignment: Construction Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : W. C. English, Incorporated – full time
d. Employment History: With this Firm <u>40</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Construction Manager/Superintendent – W.C. English, Incorporated 1998- Present: Darrell brings over 40 years of experience in roadway and bridge construction to this project serving as a senior construction manager on an array of transportation projects. He has managed the construction of complicated projects along, I-95, I-66, I-295, Route 29, Route 3, Route 218 all with high traffic volumes and extensive maintenance of traffic for both Design Build and Bid Build projects. He directly oversees all construction operations to include self-performing the grading, E&S, storm installation, bridge construction, MOT and manages all subcontractor work. Darrell will be certified as a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) and will have VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction of this project.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: New River Community College, Dublin, Virginia / Continuing Ed. / 1973-1975 / no degree earned Virginia Tech, Blacksburg, VA / Architectural and Construction Engineering / 1975-1977 / no degree earned
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2009 / ACI Certification / #1179286 2009 / First Aid/CPR 2008 / Responsible Land Disturber Certification / #29115 2006 / E&S Control Certification / #3067C 2008 / WZTC - Intermediate w/Traffic Control Supervisor Certification ATSSA Certification / #219253
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

**Project Name: State Route 208
Spotsylvania County, VA**
Project Role: Construction Manager
Client/Owner: Virginia Department of Transportation

Dates: May 2010 - Aug 2013
With Current Firm? Yes

As construction manager, Mr. Sullivan was responsible for all aspects of construction work on this VDOT project, which consists of relocating existing State Route 208 with new alignment which includes the addition of travel lanes as well as two new bridges over the Ta and Po rivers and the widening of existing facilities. Responsibilities included providing overall construction management of all construction, executing the traffic management plan for the phases including schedule and directing crews for installation of all temporary and permanent traffic control devices, including all necessary traffic including the stormwater management facilities switches for the phased construction. He reviewed cost and production schedules and evaluated resources on a daily basis. He also scheduled subcontractors, coordinated directly with VDOT and QA/QC staff, and coordinated with property owners to maintain access during construction. Contract value: \$14M

Similar Scope & Complexity

- ✓ 3rd Party coordination
- ✓ Bridge construction
- ✓ VDOT project
- ✓ Similar size
- ✓ Complex MOT
- ✓ Safety Improvements

**Project Name: Route 218
Stafford County, VA**
Project Role: Construction Manager
Client/Owner: Virginia Department of Transportation

Dates: March 2004 – Aug. 2005
With Current Firm? Yes

Mr. Sullivan provided construction oversight and management of the entire construction team for this \$16 million VDOT project. This project entailed building and relocating Route 218, 212, and 607 with new alignment and upgrades to existing facilities which included two bridges (712 feet and 190 feet). Responsibilities included overall construction and schedule management, self-performing grading and bridge crews, coordinating public relations concerning interruptions and adjusting the schedule accordingly, working with VDOT on maintenance of traffic issues, supervising the installation and maintenance of erosion and sediment controls, executing the traffic management including the installation of temporary and permanent traffic control devices to ensure a safe project, working with VDOT and their QA/QC team to ensure project quality and efficiency for the construction and quality control program, and coordinating the installation of utilities. Contract value: \$16M

Similar Scope & Complexity

- VDOT project
- Bridge Construction
- Similar size
- Complex MOT
- Retaining walls
- 3rd party coordination
- Safety improvements

**Project Name: Layhill Road at Leeland Station
Fredericksburg, VA**
Project Role: Construction Manager
Client/Owner: Maryland Development Company

Dates: Oct. 2000 – July 2004
With Current Firm? Yes

This project consisted of building an access road on new alignment into the new Leeland Station subdivision. Mr. Sullivan oversaw the entire construction process and managed workers and processes related to the construction portion of the job. The design connected two existing roads and included a 300-foot, 3-span bridge over CSX Railroad, which included through lanes in both directions as well as dedicated left lane turn lanes for the subdivision access roads. This road also provided access to the newly completed Leeland Elementary School and a future library and community center. Responsibilities included overall project management including scheduling crews and subcontractors, working with the owner to review designs, prior to and during construction, and meeting the schedule for school access, and ensuring project quality by using and managing the onsite quality control program. Mr. Sullivan ensured compliance with all environmental and permit requirements. He was also responsible for storm drain installation, and stormwater management, providing traffic control for the temporary and permanent conditions at all intersections, and coordination for all utility relocations. Contract value: \$4M

Similar Scope & Complexity

- 3rd Party coordination
- Bridge construction
- Complex MOT
- Utility coordination
- Safety improvements

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

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

The Mintbrook Development in Warrenton VA

Current Role: Construction Manager

Anticipated Duration: Complete June 2018

Availability to Route 15/17/29: Half time until June 2018, Full time from June 2018 (before anticipated construction start) to contract completion.



Attachment 3.4.1 (a)
and (b)

Work History Forms



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-64/I-295 Flyover Interchange Location: Henrico County, VA	Name: AECOM	Name of Client/ Owner: VDOT Phone: 804.786.1630 Project Manager: Ray Johnston Phone: 804.786.1630 Email: m.johnston@vdot.virginia.gov	04/2006	5/2009	\$49,075	\$50,000 The increase in the final contract value was constituted by owner directed changes that were part of increases in scope	\$35,000

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

This project consisted of the reconstruction of the I-64/295 interchange in Henrico County. This 2.52 mile stretch entailed a 2-lane flyover ramp accommodating traffic movement from Eastbound I-64 to Eastbound I-295. Partial scope included the relocating and widening of ramp from Westbound I-295 to Westbound I-64; widening I-64 to the East and West of I-295; widening a section of Pouncey Tract Road and replacing the bridge over I-64. As the General Contractor English's scope of the project included the construction of two new bridges, one a 1,765 foot flyover bridge and second the 338 foot Pouncey Tract Road overpass, both over live I-64 traffic. The existing I-295 bridge over I-64 was also rehabilitated as part of this project. Additional project scope included approximately 150,000 CY of regular excavation and 70,000 CY of borrow excavation, as well as grading, drainage, asphalt paving, sound walls, retaining walls and signals. The retaining walls were a critical element, constructed as MSE walls wrapping both of the abutments for the flyover structure presented challenges to include, coordination with the bridge and grading operations, but created significant site constraints blocking access in and around the abutment areas. Temporary shoring, **designed by our proposed Design Manager, Gary Johnson**, was utilized to facilitate all MSE Wall and bridge construction. English was responsible for the partial demolition of I-295 over I-64. Maintenance of Traffic on I-64, I-295, and Pouncey Tract Road throughout the life of the project was crucial in that it affected virtually all construction operations. All operations for the project were either directly adjacent to or over live traffic. The overall project was staged in a way to minimize traffic disruptions and this goal was achieved. This project was delivered successfully within the contract time. The project also included water and sewer installation along Pouncey Tract Road that had to be coordinated with the bridge replacement over I-64. Also included with the Pouncey Tract Road bridge construction was the coordination and relocation of a Verizon duct back that was installed on the existing and new structures.

Similar Scope and Complexity

- ✓ Grading adjacent to live traffic
- ✓ Bridge construction over live traffic
- ✓ Phased construction
- ✓ Retaining walls (perm & temp)
- ✓ Extensive new drainage under open heavily traveled roadway
- ✓ Maintenance of Traffic
- ✓ Utility coordination (private & public)
- ✓ 3rd party stakeholder management

Successful Delivery

Performance on this project is evidenced by the fact English received a bonus on this project for the high quality of the rideability of the bridge deck on the 1,765 foot long flyover structure. VDOT's own testing identified English's ability to exceed project and delivery expectations.

Successful Delivery

- ✓ English received a bonus on this project for the high quality of the rideability of the bridge deck - VDOT's own testing identified English's ability to exceed project and delivery expectations.

Consistency of Personnel

Wilson Dickerson, PE (English)

- ✓ Executive in Charge
- ✓ Executive in Charge on 15/17/29

Judson Dalton, LEED -AP (English)

- ✓ Construction Oversight
- ✓ Proposed DCC on 15/17/29

Gary Johnson, PE DBIA (TG)

- ✓ Construction Engineering
- ✓ Proposed DM on 15/17/29



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 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. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: North Gayton Road (DESIGN-BUILD) Location: Henrico County, VA	Name: AECOM	Name of Client: County of Henrico, VA Phone: 804.501.5985 Project Manager: Rob Tieman Phone: 804.501.5985 Email: tie@co.henrico.va.us	10/2007	12/2012 *Final date change due to additions and request of the owner. Project delivered on time with no penalty.	\$38,600	\$38,300* *Cost savings provided by English at the owners request in an effort to assist with budget needs.	\$23,859

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

English was responsible for the overall project management of the North Gayton Road Design-Build project. The extension of North Gayton Road begins at the section of West Broad Street and existing Gayton Road, crosses Interstate 64 and proceeds on new alignment to the intersection to the intersection of Pouncey Tract Road and Shady Grove Road. Extending nearly 2.10 miles, the project continues across Pouncey Tract Road where it terminates at the intersection of Shady Grove Road (North End) and Twin Hickory Drive (South End). The project involved bridge construction with MSE Walls and the widening of the existing 2-lane facility to 4 lanes at both ends of the project. The 4-lane divided typical section demanded a closed drain system and called for share use paths to provide a means for off road transportation.



While in conjunction with utility relocations, two arch culverts allowed the relocation of Bacova Road to accommodate phasing of the bridge construction. Due to poor soil, undercutting became a major grading operation component, specifically at the southern bridge abutment where geotechnical investigations required extensive undercutting for the foundation of MSE Walls. The bridge structure also included various aesthetic treatments which included lighting, stone form liners on all parapet walls, and painting of all stoned pattern walls to match the color of the stone to the colors of the clients choosing.

Highlights and challenges to this project included a detailed MOT plan to accommodate construction and provide a plan for ongoing use of existing business and residual entrances. The MOT plan called for proper construction access off of the divided 4-lane highway to access the pier construction in the median. Private utility relocations presented a variety of challenges, as relocation of nearly a mile of overhead Dominion power lines, Comcast and Verizon lines, and City of Richmond Gas necessitated synchronization with construction and scheduling, totaling in value of over \$1M. Erosion control presented its own challenge with limited Right-of-Way for inclusion of traps and basins, which were often engineered to accommodate the constrained footprint to properly treat all outfalling storm drains and retain overflow.

With over 70 parcels of right-of-way acquisition, the Design-Build team's involvement was critical, including **Gary Johnson, Construction Engineer**. English participated in all public hearings for the project and met with each individual property owner throughout the duration of the project. English's greatest challenge was prioritizing acquisition to coincide with construction phasing. The 70 parcels only identified the affected property owners, considerable 3rd party coordination took place with all affected to included 2 Henrico County public schools within and adjacent to the project. The use and management of a detailed CMP schedule that included activities for each parcel was key to the success and delivery of the project.



Similar Scope and Complexity

- ✓ Design-build
- ✓ Bridge construction over interstate facility with MSE walls
- ✓ Girder installation over live traffic
- ✓ Extensive and complicated maintenance of traffic on I-64 to facilitate construction
- ✓ Similar size
- ✓ Significant utility conflicts and coordination (public and private)
- ✓ Extensive borrow excavation
- ✓ Construction over and near environmentally sensitive areas
- ✓ Shared use path
- ✓ Aesthetic treatments and lighting

Successful Delivery

- ✓ Delivered under budget
- ✓ Delivered on time with no penalty

Consistency of Personnel

Wilson Dickerson, PE (WCE)

- ✓ Executive in Charge
- ✓ Executive in Charge on 15/17/29

Judson Dalton, LEED -AP (WCE)

- ✓ Design-Build Project Manager
- ✓ Proposed DCC on 15/17/29

Gary Johnson, PE DBIA (TG)

- ✓ Construction Engineering
- ✓ Proposed DM on 15/17/29

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 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. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Intersection of SR1309 and US-1 Location: Pinehurst, Moore County, NC	Name: NCDOT	Name of Client./ Owner: NCDOT Phone: 919.776.9623 Project Manager: M. Gary Phillips, PE Phone: 919.776.9623 Email: mgphillips@ncdot.gov	11/2012	5/2014	\$9,993	\$10,417 **	\$5,596

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

This project consists of approximately 1 mile of roadway widening and safety improvements along US 1 to include 4 intersection improvements (both signalized and unsignalized) in Southern Pines. A new 2-span bridge on Morganton Road, constructed in three phases was one of the 4 intersection improvements. The bridge was built utilizing 3 phased MOT over live traffic. This project also had multiple permanent retaining walls constructed by utilizing temporary shoring to allow for roadway widening. Pipe lines needed to be added along and across US 1 and US 1 Business, both open to traffic, and had to be constructed at night with detours. Public utility relocation and installation were also part of this project. Also, pedestrian accommodations were part of this project scope. Aesthetics and landscaping were added to the contract during construction creating a need to work with the owner and suppliers to achieve desired final project within existing budget and schedule requirements..

The project also had extensive stakeholder involvement with multiple existing retail and service businesses within the project footprint. All 3rd party property had access that was required to be maintained throughout the project duration. Construction activities had to be coordinated not to interfere with access and hours of operation.

The owner, after a year of construction, requested that the project be accelerated to have the majority of work completed six months early to accommodate the US Open Golf tournament at Pinehurst #2. The project was able to meet this acceleration request by resequencing some of the work, increasing resources for all self-performed operations, as well as necessary resources from all subcontractors on the project. The buy-in from the required subcontractors and the resources provided by English were the keys to delivering the majority of the project early as requested. Mr. Bond was instrumental in requesting and managing the additional resource load need by English and working with the subcontractors to facilitate the success of the project, as well as working hand in hand with the DOT to accomplish all project priorities. Ultimately the requested portion of the project was finished ahead of schedule and the remainder of the project finished on time as required.



** The increase in construction contract value was fully attributed to the owner-directed acceleration of schedule after award of the contract.

Similar Scope and Complexity

- ✓ Grading adjacent to live traffic.
- ✓ Bridge construction over live traffic
- ✓ Phased construction
- ✓ Retaining walls (perm & temp)
- ✓ Extensive new drainage under open heavily traveled roadway
- ✓ Maintenance of Traffic
- ✓ 3rd party stakeholder management
- ✓ Utility coordination
- ✓ Project size

Successful Delivery

- ✓ Ahead of schedule
- ✓ Great Owner / Contractor collaboration.

Consistency of Personnel

- Cory Bond (WCE)**
- ✓ Project Manager
 - ✓ Proposed DBPM on 15/17/29

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Routes 288 and 60 Roadway Improvements Location: Chesterfield County, VA	Name: American Infrastructure	Name of Client.: Zaremba Group Phone: 703.442.9500 Project Manager: Alan Bellis Phone: 703.442.9500 Email: abellis@zarembagroup.com	09/2009	09/2009	\$20,000	\$20,000	\$275

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

Timmons Group's Richmond office was the prime designer, and provided surveying and engineering design services for roadway improvements at the interchange of Route 60 and Route 288 in Chesterfield County. Timmons Group worked with Chesterfield County, VDOT, four developers and their respective engineers to incorporate all interests into one comprehensive and coordinated project. The roadway design work was managed by Chris Kiefer, PE (proposed Design QA/QC Manager).

This project was developed similar to a design-build style contract. It delivered roadway improvements along a limited access State roadway (Route 288) including the extension of a Collector-Distributor (C-D) roadway with new on & off interchange ramps (both north and south of Route 60), widening of a major State primary (Route 60) from 4 to 8 lanes, and new four lane divided collector roads with three multi-lane roundabouts and one single lane roundabout. The project also involved the widening of the Route 60 eastbound bridge and the integration of a new MSE walled system to tie into the existing ones.

The complex road design features associated with this project included a major comprehensive traffic study that had to be vetted by VDOT and the County. Close coordination with VDOT staff at the residency, district and central office levels was vital to the successful delivery of this project. Even though Route 288 had just been completed a few years prior to the undertaking of this project, Timmons Group identified ten items that at the time required design exceptions/waivers to widen Route 288. Timmons Group provided phased design plans to accelerate the project through (advanced ESC plans, grading plans, and final plans) so that the construction could commence on moving of well over 1,000,000 cubic yards of material.

The Community Development Authority (partnership involving private developer and County) had a finite amount of money to design, permit and construct the necessary improvements. Timmons Group adjusted design of the project to deliver project within budget.

Roadway and Traffic Control Design

- **VA Route 288** – approximately 10,000 feet of widening along this limited access highway including collector-distributor roadways, four new ramps and ramp connections
- **US Route 60** – the transformation of an existing four-lane divided rural principal arterial roadway into an eight-lane urban corridor
- **Watkins Centre Parkway/Otterdale Road** – 3,000 feet of new four-lane divided urban collector as well as the widening of over 2,500 feet of existing roadway and four (4) dual-lane roundabouts
- The double-lane roundabouts were a first for Chesterfield County
- The traffic signal at Watkins Center Parkway/Route 60 intersection boasted the longest single mast arm in the Central Region, spanning for double lefts, four through lanes and a right turn lane



Hydrology, Hydraulics, and Drainage

- Drainage design for ultimate development & stormwater management design

Traffic Engineering

- Traffic Signal Design
- Pavement Marking Plans
- Traffic Management Plan

Structural Design

- Worked in conjunction with a partner to widen the Route 60 eastbound bridge

Environmental

- Multiphase ESC Plan
- Environmental permitting sketches provided for permit
- Environmental permitting service including perennial stream assessment and RPA determinations
- Water Quality Impact Assessment (WQIA)

MOT

- Work Zone/Maintenance of Traffic Plans
- The maintenance of traffic plans fell under the requirements of VDOT's then new TMP requirements
- Sequence of construction plans

Utility Design and Coordination

- Timmons Group coordinated with multiple utility companies to establish what facilities were in the major roadway corridors and to design around their utilities so that the corridor could be developed on schedule

Stakeholder Coordination

- The project was financed through a Community Development Authority (CDA)
- Coordinated with VDOT Central Office in multiple design waivers
- Worked with VDOT on phased construction approval packages



Similar Scope and Complexity

- ✓ Multiple roundabouts
- ✓ Virginia project
- ✓ VDOT coordination
- ✓ Similar project size
- ✓ Bridge design coordination
- ✓ Maintenance of Traffic design
- ✓ Environmental permitting
- ✓ Stakeholder coordination
- ✓ Utility coordination

Successful Delivery

- ✓ Delivered within budget
- ✓ Delivered on time
- ✓ Met project goals

Consistency of Personnel

- Paul Trapp, PE**
 - ✓ Principal in Charge
 - ✓ Executive in Charge for 15/17/29
- Chris Kiefer, PE**
 - ✓ Design Manager
 - ✓ Proposed Design QA/QC on 15/17/29
- Kevin O'Meara, PE**
 - ✓ MOT
 - ✓ Proposed Hydraulics/Drainage on 15/17/29
- Danny Lamie, CET, TSOS**
 - ✓ Traffic /Signals
 - ✓ Proposed ITS / Lighting Design on 15/17/29

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95/Russell Road Interchange Improvements DESIGN-BUILD Location: Quantico, VA	Name: Hensel Phelps Construction Company	Name of Client.: Hensel Phelps Construction Co. Phone: 703.828.3200 Project Manager: Andrew George Phone: 702.828.3200 Email: ageorge@henselphelps.com	8/2012	8/2012	\$10,000	\$10,000	\$800

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

As part of the Design-Build team, **Timmons Group staff from the Richmond, Virginia office** provided traffic and transportation design engineering, environmental, landscape architecture and land surveying services for the \$375 million Military Department (MILDEP) Collocate Investigative Agencies project at Marine Corps Base Quantico. The primary access point serving this 735,000 square foot facility is the I-95 interchange at Russell Road (Exit 148) in Prince William County.

Collaborative team effort delivered this project on time and under budget. Early on, we established a clear chain of command and communication process that helped us navigate through all of the various stakeholders and review staff (NAVFAC, VDOT, FHWA (indirectly through VDOT), Quantico Marine Corps DPW, and multiple contractor partners. In addition, we developed detailed MOT plans and ramp improvements to the existing I-95/Russell Road interchange that involved temporary signals and the ramp nodes (as well as permanent signals) in keeping with an approved IMR.

Timmons Group was the lead designer of the transportation aspects of this project and included the following:

Civil and Roadway Design

- Increasing the capacity of the I-95 interchange (Exit 148) by widening and reconfiguring the existing ramps;
- Widening over two miles of Russell Road from a 2-lane rural to a 4-lane urban section;
- Designed 1000' of new 4-lane roadway and turn lane improvements;
- Resurfacing and rehabilitating bituminous roadways to comply with applicable VDOT and UFC standards; and
- Developed and presented multiple geometric design options to protect stakeholder interests.

Hydrology, Hydraulics, and Drainage

- Developed extensive drainage improvements and stormwater management facilities to satisfy Virginia stormwater regulations.

Utility Design and Coordination

- Protected and coordinated the relocation of MCBQ fiber optic lines and private utilities.

Traffic Engineering

- Designed five new signalized intersections;
- Prepared a "Type C" (most stringent VDOT requirement) Transportation Management Plan (TMP) that includes detailed traffic operations modeling and maintenance of traffic plans illustrating how lane closures will impact traffic operations; and
- Developed traffic signal timing plans for three temporary signals necessitated by lane closures and limited ramp capacity during key stages of construction.



Structural Design

- Upgraded an existing 2-lane bridge to a new 3-lane bridge founded on drilled shaft pilings with scour countermeasures and other safety features utilizing a subconsultant;
- Incorporated 600 feet of roadside retaining walls due to limited right-of-way availability; and
- New bridge was added parallel to the existing bridge and after traffic was diverted onto it via staged construction, the existing bridge was re-constructed.



Environmental

- Identified environmental constraints, including the endangered small whorled pogonia and extensive waters of the U.S. located within the project footprint and utilizing the appropriate avoidance and minimization techniques to obtain the necessary environmental permits.

Maintenance of Traffic (MOT)

- Performed operational studies that demonstrated that during construction, the traffic would have no impacts or backups onto the interstate ramps;
- Required design of temporary traffic signals at the interstate nodes;
- Existing two lane bridge carrying traffic on Russell Road was just a few hundred feet away from the interstate ramps; and
- Base had a very high one directional peak hour flow and therefore all MOT plans were focused on these movements.

Geotechnical

- Mitigated poor subsurface conditions, including high groundwater, corrosive Quantico slate and unforeseen buried debris.

Stakeholder Coordination

- Coordinated with numerous stakeholders including NAVFAC Washington, A/E#1 (NAVFAC's consultant), MCBQ (users and security personnel), ROICC office, VDOT, GEC (VDOT's "general engineering consultant"), multiple architects and other subcontractors.

Similar Scope and Complexity

- ✓ Design-build project delivery
- ✓ Virginia project
- ✓ Comparable project size
- ✓ Bridge design coordination
- ✓ Maintenance of traffic design
- ✓ Environmental permitting
- ✓ Stakeholder coordination
- ✓ Utility coordination and design

Successful Delivery

- ✓ Delivered within budget
- ✓ Delivered on-time
- ✓ NAVFAC Commanders 2011 Design Honor Award
- ✓ DBIA 2012 Design Excellence Merit Award

Consistency of Personnel

- Paul Trapp, PE**
- ✓ Principal in Charge
 - ✓ Executive in Charge for 15/17/29
- Chris Kiefer, PE**
- ✓ Design Manager/Utility Coordinator
 - ✓ Proposed Design QA/QC on 15/17/29
- Brian Copeland, PE, Assoc. DBIA**
- ✓ Roadway Design Engineer
 - ✓ Proposed Roadway Design Engineer on 15/17/29
- Kevin O'Meara, PE**
- ✓ MOT Engineer
 - ✓ Proposed Hydraulics/Drainage Design Engineer for 15/17/29

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Virginia Capital Trail – Park Phase DESIGN-BUILD Location: Henrico County, VA	Name: George Nice & Sons, Inc.	Name of Client.: VDOT Phone: 804.674.2347 Project Manager: Shane Mann Phone: 804.674.2347 Email: shane.mann@vdot.virginia.gov	9/2015	9/2015	\$6,298	\$6,542 * *wetlands were more expansive than originally envired, path needed to be shifted	\$453

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

Timmons Group's Richmond office was the prime designer for this section of the 55-mile Virginia Capital Trail (VCT), a shared use path that connects the Commonwealth's past and present from Williamsburg to Richmond. The project was constructed in eight phases, and Timmons Group provided engineering and construction support services as part of a design-build team for a 3.5-mile segment of the trail through Henrico County near the I-295/ Route 5 interchange.

This Park Phase Project was the last segment awarded of the Virginia Capital Trail facility from Richmond to Williamsburg that VDOT was to deliver along the corridor. Many of the other segments were started a year or more ahead of this portion while still others were completed years in advance. This segment started later than expected in the VDOT process due to some changes that resulted coming out of the public hearing process. VDOT truly partnered with our team to expedite reviews and work through issues so that we could deliver the project on time and on budget with a quality product. **Our team cultivated a true partnership with VDOT through design development, permitting, right of way, and construction.**

The entire VCT had to be open to the public before the beginning of the International UCI bicycle race event hosted by the City of Richmond. This was a promise from the City and the Commonwealth that was a condition of the UCI race coming to Richmond. The trail was opened ahead of time and citizens (local and those who visited the Commonwealth for the race event) were able to enjoy the entire trail connecting up the two historic Capital cities of Virginia (Williamsburg and Richmond).

The budget discrepancy is due to the fact that some of the actual wetlands that the path was prescribed to cross over or through were much more expansive than originally envired at the onset of the project. We shifted the path in certain areas deviating from the RFP planned locations in order to avoid and/or minimize impacts to jurisdictional areas.

- Following is a breakdown of the work Timmons Group was responsible for.
- Civil and Roadway Design
- Complete right of way and construction plans
 - Horizontal and vertical layout of the trail
 - Coordinating with VDOT on a Design Waiver for maximum-grade issues

- Hydrology, Hydraulics, and Drainage
- Pre- and post-stormwater management and drainage design
 - Hydrology & hydraulics (including scour) analyses for five (5) bridge locations

- Structural
- Coordinated with a subconsultant for the design of five bridges
 - Four of the timber bridges were for water crossings and one was to protect a Civil War trench earthworks.
 - 1450 linear feet of bridges
 - Set parameters for geometry



"Timmons Group was a great partner on the successful completion of this design-build venture. We relied on them as the Design Manager for the project and they worked through some creative solutions and environmental clearances so that we could deliver this project on time and on budget for VDOT."
Mike Nice with George J. Nice Contractors

Environmental

- Erosion & sediment control plans
- Environmental permitting services including: Perennial stream assessments and RPA determinations
- Endangered and threatened species surveys
- Virginia Water Protection (VWP) permitting and compliance monitoring
- Spill Prevention Control and Contamination (SPCC) plan preparation
- Water Quality Impact Assessment (WQIA) for RPA impacts

Traffic & Utility Coordination

- The trail crossed over several local roads and under Interstate 295
- Traffic management, sign and pavement marking plans
- Utility conflict identification and resolution

Stakeholder Coordination

- Coordination with Henrico County Parks & Recreation
- Coordination with over 10 property owners

Construction Phase Services

- Coordinated design issues during construction
- Managed RFIs and As-Built plan development



Similar Scope and Complexity

- ✓ Design Build delivery
- ✓ VDOT project
- ✓ Bridge design coordination
- ✓ Maintenance of Traffic design
- ✓ Environmental permitting
- ✓ Stakeholder coordination
- ✓ Right of Way

Successful Delivery

- ✓ Compressed schedule: required it to open for 2015 UCI race
- ✓ Delivered on time

Consistency of Personnel

- Paul Trapp, PE**
- ✓ Principal in Charge
 - ✓ Executive in Charge on 15/17/29
- Chris Kiefer, PE**
- ✓ Design Manager and Utility Coordinator
 - ✓ Proposed Design QA/QC on 15/17/29
- Kevin O'Meara, PE**
- ✓ MOT
 - ✓ Proposed Hydraulics/Drainage on 15/17/29
- Nick Soucie, PE**
- ✓ Trail/Roadway/Drainage Design Engineer
 - ✓ Proposed Utility Coordination on 15/17/29