

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

**ORIGINAL**



**Date: June 2, 2017**

Submitted By:



In Association:





## Letter of Submittal



1020 Linden Avenue  
Charlottesville, VA 22902

June 2, 2017

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

Re: Request for Qualifications – Warrenton Southern Interchange US 15/17/29

Dear Mr. Stevenson,

Fielder's Choice Enterprises, Inc. (FCE), the Offeror, submits to you our Request for Qualifications (RFQ) for the Warrenton Southern Interchange US 15-17-29 project. We understand that the purpose of this project is to improve safety, significantly reduce the amount of rear end collisions, reduce congestion, and provide an appropriate linkage between multiple classifications of roadways. We have assembled a team of experienced professionals and we are confident that our team has the synergy, understanding, resources, and expertise to deliver a high-quality project to the Virginia Department of Transportation (VDOT).

**3.2.1** The full legal name and address of the Offeror is Fielder's Choice Enterprises, Inc. located at 1020 Linden Avenue, Charlottesville, VA 22902.

**3.2.2** James "Matt" Holcomb, PE, DBIA, President, will be the point-of-contact with VDOT. He is located at 1020 Linden Avenue, Charlottesville, VA 22902 and can be reached at 434.906.7401, 434.977.3783, and mholcomb@fce-digs.com.

**3.2.3** The Principal Officer of FCE is James Holcomb. He is located at 1020 Linden Avenue, Charlottesville, VA 22902 and can be reached at 434.244.0250.

**3.2.4** Fielder's Choice Enterprises, Inc. is a S Corporation. For this procurement, our team will be a Contractor lead team, with FCE being the prime contractor and as such will have primary financial responsibility for the completion of the project.

**3.2.5** The Lead Contractor for this project will be Fielder's Choice Enterprises, Inc. and the Lead Designer will be PRIME AE Group, Inc.

**3.2.6** The full legal name and address of all affiliated and/or subsidiary companies of the Offeror are included in Attachment 3.2.6 located in the Appendix.

**3.2.7** Executed Certification Regarding Debarment Forms Primary and Lower Tier Covered are included in the Appendix as Attachment 3.2.7(a) and Attachment 3.2.7(b).

**3.2.8** Fielder's Choice Enterprises, Inc. is prequalified (active) with VDOT and our prequalification number is F451. Documentation of prequalification is included in the Appendix as Attachment 3.2.8.

**3.2.9** Included as Attachment 3.2.9 in the Appendix is a letter from our insurance company that provides evidence that we are capable of obtaining a performance and payment bond based on the current estimated contract value and that these bonds will cover the Project and any warranty periods.

**3.2.10** Copies of our Virginia Department of Professional and Occupational Regulations (DPOR) licenses and Virginia State Corporation Commission (SCC) registrations are included in the Appendix as Attachment 3.2.10.

**3.2.11** Fielder's Choice Enterprises, Inc. is committed to achieving an 11% DBE participation goal for the entire value of the contract.

Respectfully,

**Fielder's Choice Enterprises, Inc.**

James Holcomb  
President





# Offeror's Team Structure



### 3.3 Offeror's Team Structure

**Fielder's Choice Enterprises, Inc. (FCE)** is the Lead Contractor for the Warrenton Southern Interchange US 15/17/29 Design-Build project. This project requires a team that can design and construct innovative solutions. The project's success will depend on how well the team can maintain a heavy volume of traffic and a precise construction sequence. FCE specializes in this size and complexity of project. Additionally, our current work and location places us at an ideal position to mobilize and meet the demands of this project. We will develop innovative solutions, meticulous design, and a cost-effective bid.

**PRIME AE Group, Inc. (PRIME)** will be the lead designer on the project. They have been involved in several similar projects, most recently completing the design for the accelerated Backlick bridge replacement project, as part of the Virginia Atlantic Gateway. PRIME will be supported by a hand-picked team of experienced specialized design firms.



#### **Fielder's Choice Enterprises, Inc. (FCE)**

*Role: Lead Contractor*

FCE brings more than 29 years of experience building projects in Virginia. We are Small, Women, and Minority (SWaM) contractor optimally sized for the project. Our heavy equipment, rolling fleet, and miscellaneous tools have a replacement value of approximately \$20M and will be committed to the project.

We also have a proven ability to complete projects on or ahead of schedule. For example, the company received a \$100,000 incentive for an early completion milestone during the Churchville Avenue project in Staunton and completed the traffic circle on the Hillsdale Drive project in Charlottesville 34 days early under an 81-day completion incentive plan. Over the past 29 years FCE has been building and rehabilitating the infrastructure throughout Virginia for VDOT and local municipalities. The major scope items on these projects include waterline, storm drainage, water and sewer utilities, earthwork, roadway, concrete paving, retaining walls, structures, and noisewalls. FCE has routinely been performing these operations for years.

**FCE boasts excellent VDOT construction experience, evidenced by the company's Staunton District Best Completed Construction award for the Route 256 project.**



#### **PRIME AE Group, Inc. (PRIME)**

*Role: Lead Designer*

PRIME provides a full range of services in architecture and engineering, construction management and inspection, transportation, and water resources. PRIME currently has more than 330 professionals in 14 offices including Fairfax, VA. PRIME's design leadership staff is very experienced in Design-Build Transportation projects having served as Project Managers or Designers for **over 20 Design-Build projects**, totaling over \$1.2 billion in construction.

**PRIME is ranked 228 in the Top 500 A/E Design Services Firms in 2017 by *Engineering-News Record*.**

**CES Consulting LLC (CES)***Role: Quality Assurance Manager*

CES is registered as a Small, Women and Minority (SWaM) and Disadvantaged Business Enterprise (DBE) in the Commonwealth of Virginia in the business of providing Construction Management and Project Controls Services for leading engineering consultants, governmental agencies and contractors. CES previous working relationship with Fielder's Choice Enterprises, Inc. (FCE) includes the VDOT's Route 250 Bypass project and VDOT Route 607 (Matthew Mill Road) at Route 29 Greene County Intersection Improvements project in Ruckersville, currently under construction. The company organization is based on core service areas which are headed by Principals who bring leadership and expertise to their respective service area, i.e., Construction Management, Pre-construction, Project Controls, Utility Management, Design-Build/Public Private Partnership, and Close-outs/Final Audits. Since 2010, CES has been providing a range of services for VDOT projects including CM/CI and over 40 Quality Assurance Management (QAM) related assignments. CES is currently closing out the \$116M Route 29 Solutions project in Charlottesville as the QAM (and entire QA staff).

**CES VDOT Experience includes:**

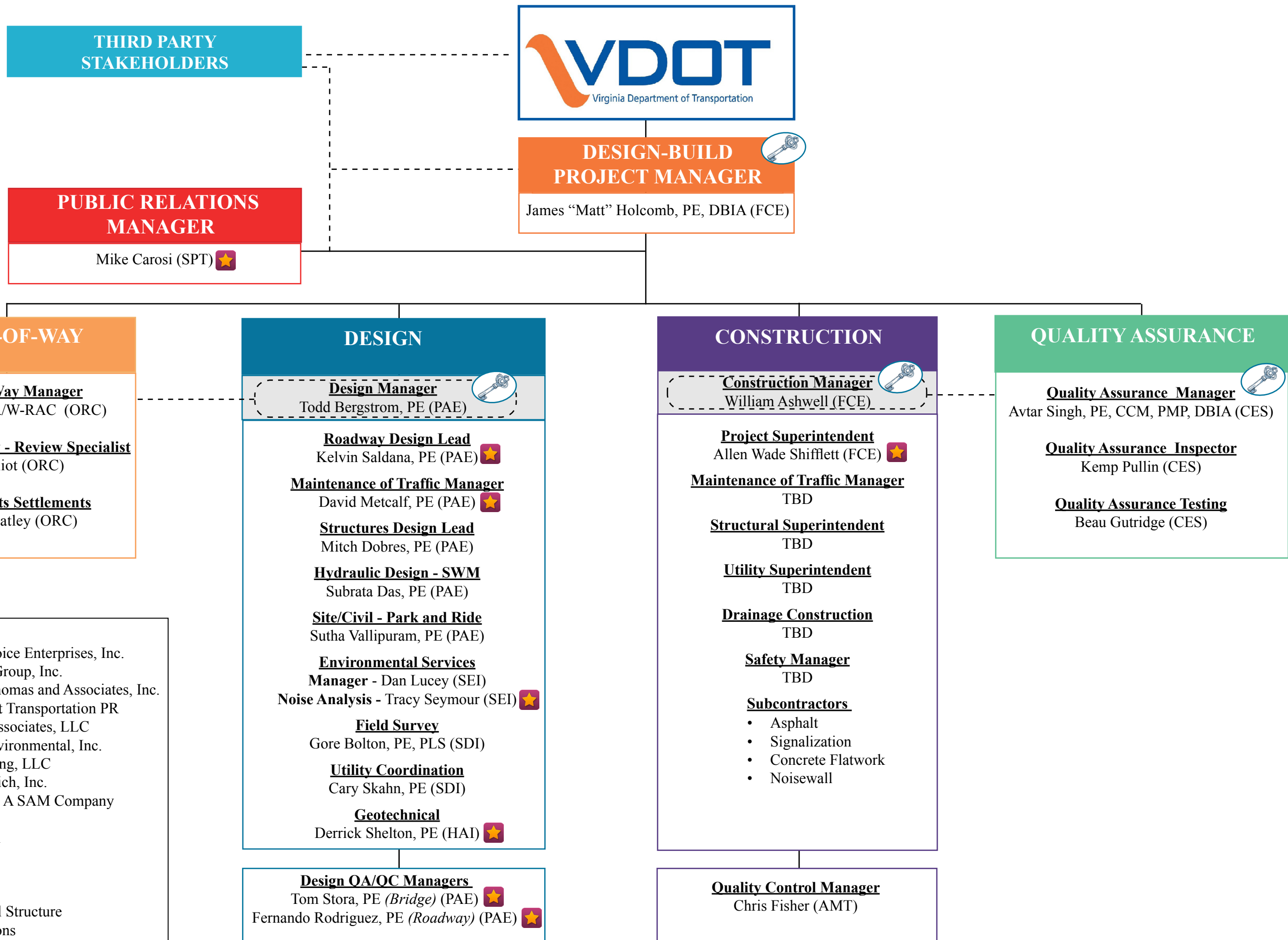
**Over 250 Task Order Assignments including 40 serving in a Quality Assurance capacity.**

**Integration of the Design and Construction Team**

VDOT expects a professional, collaborative, and integrated Design-Build Team (DBT) to effectively plan, manage, and execute multiple simultaneous designs for this large scale multi-discipline transportation project. The FCE DBT is led by our DB Project Manager, James "Matt" Holcomb, PE, who is responsible for overall management of the project. Mr. Holcomb has full operational oversight of all aspects of the job, and will serve as the primary contact for VDOT. He works closely with DB Design Manager Todd Bergstrom, PE, and DB Construction Manager, William Ashwell. These three individuals interface with Quality Managers for Design, Fernando Rodriguez, PE, and Tom Stora, PE, along with the Quality Assurance Manager (QAM) for Construction, Avtar Singh, PE, to confirm all design and construction is in accordance with contract requirements. Mr. Holcomb, in coordination with his key managers, is responsible for the development of our Project Management Plan (PMP) that will: embrace an integrated team structure with clear roles, authority, responsibility, and procedures; establish a competent and responsive organization of experienced design and construction personnel, well-versed in all project requirements; be guided by design-build management principles and systems that have been tested and proven; and conduct bi-weekly design-build coordination meetings with design, construction, and our Quality Managers. The FCE DBT will approach the project by breaking the work elements into manageable buildable units. Our PMP is the fundamental basis for completing this project on schedule.

The FCE DBT is highly motivated, with plans for:

- Quick and efficient mobilization
- Compliant and prompt design completion
- Construction execution with a goal of zero safety and quality incidents



**KEY:**

(FCE) Fielder's Choice Enterprises, Inc.  
(PAE) PRIME AE Group, Inc.  
(AMT) A. Morton Thomas and Associates, Inc.  
(SPT) Seventh Point Transportation PR  
(ORC) O.R. Colan Associates, LLC  
(SEI) Straughan Environmental, Inc.  
(CES) CES Consulting, LLC  
(HAI) Haley & Aldrich, Inc.  
(SDI) So-Deep, Inc. A SAM Company

Key Personnel  
 Added Value  
— Organizational Structure  
- - - Communications



**3.3.1: Key Personnel - Roles and Responsibilities of Personnel**

Resumes for the Key Personnel are included on Attachment 3.3.1: Key Personnel Resume Form in the Appendix. Included below are short bios for the Key Personnel and other Added Value staff members.

Responsibilities	Added Value
 <p><b>James “Matt” Holcomb, PE</b> VA Reg #0402023970 Fielder’s Choice Enterprises, Inc. <i>Design-Build Project Manager</i></p>  <p>Mr. Holcomb is ultimately responsible for all facets of the project’s design and construction. His duties will include coordination with the owner and other stake holders; allocation and management of resources, schedule management and contract negotiations. He will be the primary point of contact on the project and accountable directly to the Commonwealth’s Department of Transportation.</p>	<ul style="list-style-type: none"> <li>▪ 31 years of construction experience</li> <li>▪ Fulfilled the primary roles of all aspects of the construction process (contractor, designer, and owner’s representative)</li> <li>▪ Project management experience</li> <li>▪ Masters in Civil Engineering</li> <li>▪ Navy Civil Engineer Corps experience in US and abroad</li> <li>▪ Certified DB professional (DBIA)</li> </ul>
 <p><b>William Ashwell</b> Fielder’s Choice Enterprises, Inc. <i>Construction Manager</i></p>  <p>Mr. Ashwell will be responsible for construction contract administration, purchasing, project scheduling, coordination of suppliers and subcontractors and management of field construction activities. He will report to the DB Project Manager.</p>	<ul style="list-style-type: none"> <li>▪ 16 years of construction management experience</li> <li>▪ Responsible land disturber certificate</li> <li>▪ VDOT experience</li> </ul>
 <p><b>Todd Bergstrom, PE</b> VA Reg # 0402056792 PRIME AE Group, Inc. <i>Design Manager</i></p>  <p>As Design Manager, Mr. Bergstrom will be responsible for all management functions for design, including developing and managing the schedule, providing all required resources, tracking costs and earned value, administering contracts with subconsultants, implementing quality requirements, and facilitating coordination between design and construction. He will coordinate the design activities from PRIME’s Fairfax, VA office. During construction, he will be available as needed for on-site consultation. He will report directly to our Design-Build Project Manager, Matt Holcomb. He will also oversee the QA/QC efforts led by Fernando Rodriguez and Tom Stora.</p>	<ul style="list-style-type: none"> <li>▪ 33 years of design and management highway/bridge experience</li> <li>▪ 18 years Design-Build experience</li> <li>▪ D-B Design Manager recent experience includes:             <ul style="list-style-type: none"> <li>○ Ohio DOT’s \$275M George Voinovich Bridge Eastbound (CCG2) which included the construction of a new 3,900’ Eastbound Viaduct Signature Structure, extensive Maintenance of Traffic, construction staging, utility and other third party coordination.</li> <li>○ Ohio DOT’s \$50M DEL/MRW-71-11.50/0.00, third lane interstate widening</li> </ul> </li> </ul>

Responsibilities	Added Value
 <p><b>Avtar Singh, PE, CCM, PMP, DBIA</b>                      VA Reg # 0402035169                      DBIA CES Consulting  <i>Quality Assurance Manager</i></p> <p>Mr. Singh will manage the quality assurance, inspection and testing of all materials on the project, including monitoring the contractor's quality control. He will develop and manage documentation of QA on the project. He will perform independently of the design and contractor teams and have full authority to stop work that does not meet contract requirements.</p> 	<ul style="list-style-type: none"> <li>▪ 22 years of experience in heavy civil engineering projects</li> <li>▪ Project scoping and planning, value engineering, constructability analysis, construction, and project closeout experience</li> <li>▪ QA Manager - Rte. 29 Solutions DB project (\$120M)</li> <li>▪ Former Area Construction Engineer for VDOT</li> <li>▪ Certified Construction Manager</li> <li>▪ Project Management Professional</li> <li>▪ Certified DB Professional (DBIA)</li> </ul>
 <p><b>Allen Wade Shifflett</b>                      Fielder's Choice Enterprises, Inc.  <i>Project Superintendent</i></p> <p>Mr. Shifflett will lead all aspects of field operations for the project and manage onsite field resources. He will report to the Construction Manager.</p> 	<ul style="list-style-type: none"> <li>▪ Over 30 Years of experience in heavy highway construction</li> <li>▪ Experience in all aspects of field operations including utilities, grading, scheduling and equipment management</li> <li>▪ OSHA certified</li> <li>▪ Flagging certification</li> <li>▪ Excavation competency course</li> <li>▪ Confined space safety training</li> <li>▪ Erosion and sediment control certified</li> <li>▪ VDOT experience</li> </ul>
 <p><b>David Metcalf, PE</b>                      VA Reg # 0402012615                      PRIME AE Group, Inc.  <i>Maintenance of Traffic Manager</i></p> <p>Mr. Metcalf will lead the traffic control design team and direct the development of the temporary traffic control scheme and plans, and manage the development of the striping and signing plans. He will report to the design manager.</p> 	<ul style="list-style-type: none"> <li>▪ 30 years of experience in traffic engineering</li> <li>▪ Has managed Type A, B, and C Transportation Management Plans (TMP)</li> <li>▪ Managed traffic elements for several major VDOT TMP projects</li> <li>▪ Has performed safety studies and advanced traffic modeling</li> </ul>
 <p><b>Tom Stora, PE</b>                      PRIME AE Group, Inc.                      VA Reg # In-Process  <i>Design QA/QC Manager (Bridge)</i></p> <p>Mr. Stora will be responsible for the independent QA/QC of the bridge design and project plans. He will perform, facilitate and manage timely quality reviews and comment resolutions. He will report to the Design Manager.</p> 	<ul style="list-style-type: none"> <li>▪ 28 years of structures design experience</li> <li>▪ 16 years of DB focus</li> <li>▪ Lead bridge designer in 22 DB projects</li> <li>▪ Project Manager on several DB projects</li> </ul>

Responsibilities	Added Value
 <p><b>Fernando Rodriguez, PE</b>                      VA Reg # In-Process                      PRIME AE Group, Inc.  <i>Design QA/QC Manager (Roadway)</i></p> <p>Mr. Rodriguez will be responsible for the independent QA/QC of the roadway design and project plans. He will perform, manage and facilitate timely quality reviews, conduct quality meetings, and verify the comment resolution process. He will report to the Design Manager.</p>	 <ul style="list-style-type: none"> <li>▪ 26 years of roadway design and project management experience</li> <li>▪ 10 years of DB focus</li> <li>▪ Expertise in project management, complex roadway geometrics, utility coordination, cost estimating, maintenance of traffic, drainage design and pavement design</li> </ul>
 <p><b>Kelvin Saldanha, PE</b>                      VA Reg # 0402056483                      PRIME AE Group, Inc.  <i>Roadway Design Lead</i></p> <p>Mr. Saldanha will lead the roadway design team and manage the production of the roadway plans. He will report to the design manager.</p>	 <ul style="list-style-type: none"> <li>▪ Over 8 years of design experience.</li> <li>▪ 4 years of DB experience, including being a part of the Maryland State Highway Administration Alternative Delivery Team</li> <li>▪ Expertise in intersection and interchange design</li> <li>▪ Recent experience includes US-219 project in Maryland that include a similar interchange with roundabouts</li> </ul>
 <p><b>Derrick Shelton, PE</b>                      VA Reg # 038294                      Haley &amp; Aldrich  <i>Geotechnical</i></p> <p>Mr. Shelton will lead the geotechnical design team in the performance of any required field investigations and providing design recommendations to the team. He will monitor geotechnical issues during construction and advise the contractor as needed. He will report to the design manager.</p>	 <ul style="list-style-type: none"> <li>▪ Over 19 years of project experience</li> <li>▪ Well-rounded geotechnical experience includes foundation systems, buildings, highways, homeland security, settlement investigations, forensic investigations and construction monitoring</li> <li>▪ Masters in geotechnical engineering</li> <li>▪ VDOT experience</li> <li>▪ DB experience</li> </ul>
 <p><b>Mike Carosi</b>                      Seventh Point  <i>Public Relations Manager</i></p> <p>Mr. Carosi will manage all public relations activities for the project, both during design and construction. He will report to the DB Project Manager.</p>	 <ul style="list-style-type: none"> <li>▪ 20 years of experience in public affairs</li> <li>▪ Experience in all phases of planning and delivering community outreach programs associated with transportation projects</li> <li>▪ VDOT experience</li> <li>▪ Trade desk academy certified</li> </ul>
 <p><b>Tracy Seymour</b>                      VA Reg #402045990                      Straughan Environmental  <i>Noise Wall Design</i></p> <p>Ms. Seymour will lead the noise analysis, noise wall design and plan preparation for the project. She will report to the design manager.</p>	 <ul style="list-style-type: none"> <li>▪ Over 19 years of design experience</li> <li>▪ Expertise in acoustical analysis, noise abatement design, traffic and noise policy development, highway design, stormwater management design, and maintenance of traffic</li> <li>▪ Completed contract documents for 19 noise barriers</li> <li>▪ Completed design for three noise barriers under DB contract</li> <li>▪ VDOT qualified to perform highway traffic noise analyses</li> </ul>





## Experience of Offeror's Team

## 3.4 Experience of Offeror’s Team

FCE (Lead Contractor) and PRIME (Lead Designer) relevant projects can be found on Attachment 3.4.1 (a) and Attachment 3.4.1 (b) Work History Forms. The projects that are demonstrated are listed below:

	Project	Key Features
<b>Lead Contractor (FCE)</b>	<b>VDOT Project Designation G70 – Route 29 / Route 250</b> <i>Charlottesville, VA</i>	<ul style="list-style-type: none"> <li>▪ Roadway intersection enhancements</li> <li>▪ Grading and drainage improvements</li> <li>▪ Public traffic safety and coordination</li> <li>▪ Quality assurance and roadway and entranceway restoration</li> <li>▪ Successful utility installations, tie-ins, and repairs during nighttime operations</li> </ul>
	<b>Hillsdale Drive Extension</b> <i>Charlottesville, VA</i>	<ul style="list-style-type: none"> <li>▪ Working in and around existing active businesses</li> <li>▪ Innovative roadway roundabout</li> <li>▪ Bridge installation</li> <li>▪ Improved traffic signals and lighting</li> <li>▪ Demolition of existing structures as well as clearing and grubbing in restricted areas</li> <li>▪ Improved drainage systems and utility relocation</li> </ul>
	<b>VDOT Project Designation K44 – Route 1 / Parham Road</b> <i>Henrico, VA</i>	<ul style="list-style-type: none"> <li>▪ Roadway intersection enhancements</li> <li>▪ Grading and drainage improvements</li> <li>▪ Public traffic safety and coordination</li> <li>▪ Quality assurance and roadway and entranceway restoration</li> <li>▪ Successful utility installations, tie-ins, and repairs during nighttime operations</li> </ul>
<b>Lead Designer (PRIME)</b>	<b>US 219 (Chestnut Ridge Road) from I-68 to the PA State Line (Design-Build) – Interchange and Freeway</b> <i>Grantsville, MD</i>	<ul style="list-style-type: none"> <li>▪ Interchange Design and Improvements</li> <li>▪ Roundabout Design</li> <li>▪ Highway geometric and drainage design</li> <li>▪ Third Party Coordination</li> <li>▪ Storm Water Management planning and design</li> </ul>
	<b>Backlick Road (Route 617) Bridge over CSX Replacement</b> <i>Northern VA</i>	<ul style="list-style-type: none"> <li>▪ High priority expedited design, includes a new temporary intersection, 140' single span, Limited Access Control Change, and limited alternative routes</li> <li>▪ Coordination with CSX Railroad and DPRT</li> <li>▪ Extensive outreach to commerce and residences</li> <li>▪ New temporary intersection part of TTCP</li> <li>▪ Traffic Study included Origin-Destination Study</li> </ul>
	<b>Lewiston Road – Rebuilt Interchange over I-95</b> <i>Hanover County, VA</i>	<ul style="list-style-type: none"> <li>▪ Replace bridge and ramps over high volume section of I-95</li> <li>▪ New Traffic Signals</li> <li>▪ Staged construction maintained traffic</li> <li>▪ Full and temporary interstate closures</li> <li>▪ Public Outreach and TMP</li> </ul>



# Project Risks



### 3.5 Project Risks

#### Risk #1: – Temporary Traffic Control / Sequence of Construction Plan

The proposed Temporary Traffic Control Plan (TTCP) creates a new temporary intersection just south of the existing intersection. This concept transfers much of the traffic away from the heaviest construction activities, reducing the volume of traffic travelling through the construction. This concept has the twin benefits of improved traffic operations and a clearer area for construction.

Although the benefits of this innovative approach are great, they introduce new risks. **The risk to VDOT and Fielder’s Choice Enterprises, Inc. (FCE) is that there may be severe congestion despite our best efforts. Furthermore, the temporary intersections may not function as planned.**

**Why This Risk is Critical:** Work zones are VDOT’s most visible presence to the public. Severe congestion, confusing lane shifts, or a perception of unsafe conditions degrades VDOT’s reputation and support. For FCE, TTCP complications could delay the project, increase costs, and expose workers to greater risks.

**Impact on the Project:** If severe congestion results there will be pressure to create additional capacity, extending the time, complexity, and cost of the project. If the presence of new utilities, environmental concerns, or other factors prevent the temporary intersection from operating as planned, then a more common approach (ie. keep traffic in the existing intersection) will need to be used. This will extend the time and cost of the project, and expose workers and motorists to additional risk.

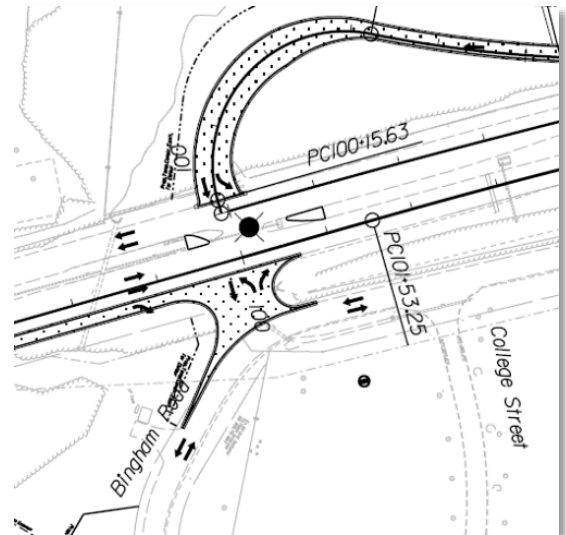
Without the temporary intersection, the TTCP will require more lane closures, additional traffic swaps, lower speeds and capacity, and more risk to motorists and workers. Lord Fairfax Drive will need to be placed on multiple temporary alignments.

Additionally, without the temporary intersection traffic will pass through the heavy earthmoving operation. Lord Fairfax Drive and US 29 will have much greater dump truck and other construction traffic, leading to more congestion, and greater risks to motorists and construction personnel.

There are very few alternative routes in the area. They are for the most part secondary roadways that cannot handle heavy traffic.

#### Mitigation Strategies

- 1. Reduce traffic on US 29 and US 15.** Although there are few alternate routes for local traffic, I-81, and I-95 are alternates for interstate traffic. Variable message signs located on US 29 well south and north, and on US 17 and US 211 will bring an awareness to long haul trucking that this is an area to avoid. Information at selected Interstate rest stops will also encourage truckers to avoid using the US 29 corridor.



**Temporary Intersection.** This temporary intersection will reduce construction duration and improve safety. The image below shows a similar temporary intersection implemented by PRIME (Backlick Bridge Project).



PRIME personnel have extensive experience with this Transportation Management Plan (TMP) strategy. On the I-495 Express Lanes project, Mr. Metcalf managed a number of TMP strategies that allowed temporary lane closures of I-66, I-495, and I-95.

**2. Smart Lane Closures.** Normally lane closures are permitted during off peak periods, however, US 29 has seasonal traffic that changes the times of the peak traffic. We will obtain 24-hour traffic counts and propose time periods to deviate from agreed to hours. For example, a home University of Virginia football game may force a later lane closure. Conversely, some weekends the hours can be extended.

**3. Eliminate barriers to building the temporary intersection.** To eliminate barriers to building the temporary intersection, we will first answer critical questions such as:

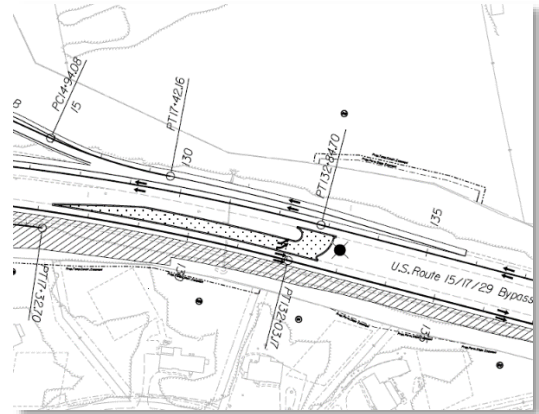
- Do the new and extended turn lanes and cross over area have sufficient strength to be paved and handle large traffic volumes?
- What will be the impact to utilities? Can the jug handle clear the power lines on the northwest side of US 29?
- What, if any additional storm water or water control facilities are needed? What DEQ approvals are needed?

**4. Traffic Modeling.** Updated traffic counts and microsimulation models of the temporary intersection and the US 29 North to US 17 North “U Turn” will identify difficulties in the plans. For example, a large truck may be able to make the turn, however it will do so slowly and create congestion. Additional pavement and signs will increase truck speed and mitigate this source of congestion.

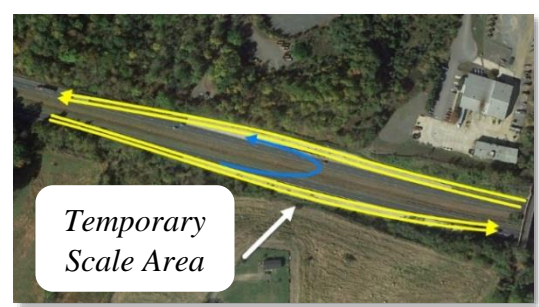
The US 29 North to US 17 North turn will have greater capacity further east than the proposed location. Approximately 2,000 feet to the east is a used weigh station. Use of the weigh station to widen the roadway will allow for a much greater turn radius and longer turn lane(s).

**Support from VDOT and Other Agencies**

1. **Support flexible, demand based lane closures.** Approval from VDOT of extended lane closures when we can demonstrate benefits to safety and project duration with limited impacts to congestion.
2. **Assist in identifying and eliminating barriers to building the temporary intersection.** Determine quickly if the temporary intersection is considered a break in the Limited Access Control, and obtain LACC approval. Assist in identifying environmental requirements that have a long approval process.
3. **Support Messaging to Public.** Public Affairs activities that discourage traffic, especially through truck traffic, will help the temporary traffic control operations.
4. **Police Presence.** Police presence will reduce speeds through the work zones. They also will improve operations during lane closures and short-term closures. Often trucks proceed too cautiously, and may even stop when the plan provides them a free-flowing movement. Police can help them maintain speed and prevent long queues.



**Northbound Left “U Turn.”** This movement will be challenging for trucks. One turn lane may operate better than two. Just east (2,000 feet) is unused weigh station which will allow for greater turn radius.



## Risk #2: Geotechnical Site Conditions

Subsurface soil and groundwater conditions can be a critical risk for projects because of their ability to impact critical project elements. As shown in the table below, many geotechnical conditions can potentially impact many project elements.

Geotechnical Condition	Project Element Impacted							
	Retaining Walls	Bridge Foundations	Pavement	Slope Stability	Pipes and Culverts	Embankments	SWM Ponds	Earthwork (Cut/Fill)
<b>Insufficient Geotechnical Data</b>	●	●	●	●	●	●	●	●
<b>High Plasticity Soils (Fat Clays and Elastic Silts)</b>	●		●	●				●
<b>Rock Weathering Variability</b>		●			●		●	
<b>High Groundwater Table</b>			●	●	●		●	
<b>Soft Compressible Soils</b>	●	●	●			●		
<b>Low Infiltration Rates</b>							●	
<b>Corrosive Soils</b>		●			●			
<b>Contaminated Soils</b>	●				●		●	●
<b>Downdrag</b>		●						

● - Typical Impacts    ● - Impacts specific to the Warrenton Southern Interchange project

We have reviewed the information package associated with the RFQ, including the draft geotechnical data report. Based upon our review of the RFQ and experience working on projects with similar geologic and topographic conditions, we determined four geotechnical conditions of specific concern to this project. These conditions include the presence of high plasticity unsuitable soils, variability in rock weathering throughout the site, high groundwater levels, and the lack of adequate subsurface information (test borings and laboratory testing).

### Why the Geotechnical Conditions are Critical Risks and Potential Impacts to the Project

As indicated above, the subsurface soil and groundwater conditions at the site are critical impacts to the project and present potential impacts to critical project elements and are further discussed below.

- **High Plasticity Soils.** The geotechnical data report indicates the presence of fat clays and elastic silts within 5 to 10 feet of the ground surface in nearly half of the test borings performed during the preliminary geotechnical investigation. These soils typically exhibit high moisture content, low shear strength, and expansive properties and are problematic with respect to supporting pavement sections, support of shallow spread footings, and slope stability. Further, laboratory tests results on samples of these materials obtained during the preliminary subsurface investigation indicate low CBR values and high swell potential. When these soils are present at the pavement subgrade level, they can cause increased roughness and degradation of pavement serviceability. Similarly, the expansive and weak nature does not make them suitable for support of shallow spread footings. Low shear strengths within these soils can also cause slope instability for typical cut and fill slopes. This instability can lead to slope and retaining wall failures if not properly addressed during design. The final potential impact deals with the re-use of unsuitable fat clays and elastic silts as fill. Currently, if these soils are encountered during excavation activities, the reuse as fill in other areas of the project is prohibited by VDOT. This can affect cut/fill quantities and force these materials to be exported from the site.



- **Rock Weathering Variability.** Within the Blue Ridge physiographic province, weathering of the parent rock can be highly variable over short distances. The test borings performed at the site by VDOT indicate that this phenomenon is present at the project site. One such example is the three test borings performed at the proposed bridge substructure locations. Two of these borings show very dense soil conditions that are suitable for support of shallow spread footings. However, the third boring shows loose to medium dense residual soil at the ground surface with soil suitable for support of spread footings located at a depth of approximately 25 feet. This variability can lead to delays and increased costs with respect to deep foundation installation. Similarly, with excavations for culvert installation and SWM pond construction, there is the potential to encounter relatively hard material at shallow depths that could impede earthwork and utility installation activities.
- **High Groundwater Table.** Groundwater levels within five feet of ground surface were observed during the VDOT preliminary subsurface investigation. The potential for perched water to be encountered was also noted. This is a concern with respect to pavement design because high groundwater levels can lead to premature pavement distress and reduced pavement life. It should also be noted that SWM ponds designed as infiltration basins cannot be constructed in areas of high groundwater since soil infiltration rates would likely be unacceptable. Similarly, installing pipes and culverts in area of high groundwater is impractical thus requiring relocation. Lastly, high groundwater tables can reduce soil shear strength and create a preferential path for slope failure. If these risks are not adequately identified during the subsurface investigation program and addressed during design, project delays are likely.
- **Insufficient Geotechnical Data.** The current number of test borings performed for the preliminary investigation do not meet the requirements of the VDOT Manual of Instruction (MOI) with respect to frequency and spacing. As a result, there is uncertainty related to the subsurface conditions at the site and those uncertainties could potentially impact nearly all project elements.

**Mitigation Measures**

We intend to proactively and aggressively reduce the geotechnical risk for the Warrenton Southern Interchange project.

*Our team has worked on design-build projects such as the 95 Express Lanes project where special treatment of high plasticity unsuitable soils was required. Similarly, our work on the Sterling Boulevard Extension project and the 495 Express Lanes project required us to address variable rock weathering throughout the project sites as well as high groundwater levels in isolated areas.*

Based on our understanding of the types of geotechnical risks that exist and the subsurface conditions at the project site, we have identified the following potential mitigation strategies that will take advantage of our experience dealing with these types of risks and will ensure that the risk is properly addressed.

- **Subsurface Investigation Program.** We intend to address the current gaps in available subsurface information by developing a comprehensive geotechnical subsurface investigation program that is focused on gathering the necessary data in the early phases of the project. Our team understands that if the subsurface conditions are not evaluated early in the design process, schedule delays and construction cost increases can occur. We believe that a well-designed subsurface investigation program can reduce the project risks associated with insufficient subsurface data, variable rock weathering, and high groundwater levels. During this process, we will also identify historic explorations that can be used to supplement our subsurface investigation program. In addition to traditional test borings, we will potentially use geophysical testing to better understand the rock weathering profile at bridge substructure locations.

*An example of this subsurface investigation on one of the projects cited our work history is on the Hillsdale Drive project. Due to soil conditions in the bottom of the existing pond varying greatly from*

*that represented on the plans and used as the basis of design, a complete soil study was needed to determine the extent of the wet/organic soils and arrive at a remediation plan. FCE was tasked to support the geotechnical investigation, providing access to the various points via temporary roads for the drills, in addition to recommending and providing pricing for different alternatives*

- **Pavement Design and Construction.** We intend to develop several alternatives to deal with the high plasticity clay and elastic silt materials and ensure long-term performance of pavement. These alternatives may include raising the profile grade to avoid the unsuitable soil; over excavation and replacement of the unsuitable material; insitu lime stabilization and/or drying; and and/or the use of geogrid and high quality granular fill to create a reinforced subgrade. Each alternative will be evaluated for performance, constructability, cost effectiveness, and the impact to the overall schedule.

*FCE has experience with all the alternatives we contemplate above. In the Hillsdale project noted previously, removal and replacement with a geosynthetic and aggregate was the solution that was used. FCE has used both lime stabilization and lime drying, in addition to other additives such as cement used for both drying and amending purposes.*

- **Embankment Slopes and Retaining Walls.** We anticipate that the presence of high groundwater levels, high plasticity clays, and unsuitable elastic silts will reduce factors of safety below acceptable levels for global stability of cut/fill slopes and retaining walls. Test borings, if needed, will be located where wall and slope heights are anticipated to be critical and undisturbed samples of the clays and elastic silts will be collected for laboratory strength testing. In addition, several alternatives to address low global stability factors of safety will be developed for our design team to evaluate including: over-excavation and replacement of unsuitable soils; flattening or benching slopes; lowering the bottom of retaining walls; use of soil buttresses for cut and fill slopes; and ground improvement beneath the slope or retaining wall. The option that is selected by our design team will be based on a combination of constructability, long-term performance, cost effectiveness, and impact to the project schedule.

*In addition to the experience with the methods noted above, FCE personnel individually have experience with additional measures such as geopiers, micropiles, and cut off walls. The Best Buy Ramp cited as part of the work history involved a Value Engineering Change designed to mitigate the effects of settling of the underlying clay strata due to the additional wall loading. The result was a significant savings of time awaiting settlement as well as significantly improved constructability of the section. In addition, this project involved over-excavation and replacement of unsuitable soils to improve the subgrade of a new MSE wall.*

**Role of VDOT and Other Agencies**

Upon notice to proceed, we plan to do a series of test bores to reduce the magnitude of the current risk and assist the bidders for the project.

Shortly after the design process starts, we intend to meet with VDOT prior to performing our fieldwork to review our planned subsurface investigation program and solicit their comments. Our goal for the meeting will be to gain consensus on boring layouts, depths, and specialized laboratory testing needs. VDOT’s role during the subsurface investigation program will be assist with access to private property, if required.

After completing our subsurface investigation program, our geotechnical design reports will be submitted to VDOT for review and comment. Comments identified during the review process will be addressed by our team and incorporated into the final roadway and bridge construction plans prior to plan approval and construction.

We expect little to no involvement from other agencies as related to the geotechnical challenges and recommendations for the project.

### Risk 3: Schedule Risk

Our team has identified schedule risk as the third major element of this project. Factors beyond our control can cause delay and upset the carefully planned construction sequence. These factors include delays in deliveries from our suppliers, delays caused by subcontractors and delays caused by outside agents.

#### Why the Risk is Critical

The success of a project is usually dependent upon the initial path the design-build team takes. Our “base-line” schedule will serve as the initial road map for project success. There are unforeseen and unplanned deviations from any construction schedule that should be and will be anticipated. However, delays beyond our control can result in independent buildable units not being completed on-schedule. Although some conditions are acceptable for one or two days, they cannot be maintained for one or two weeks without major impacts to the project.

#### Impact on the Project

The result of unforeseen delays is additional environmental mitigation, additional inconvenience to the public, and additional costs to FCE.

#### Mitigation Strategies

Mitigating the potential issues that impact our project work schedule will include the following strategies:

##### **1. Project Management Plan**

FCE will develop an integrated Project Management Plan (PMP) bringing together the entire DBT, taking advantage of lessons learned to develop our proven task force design-build approach. The PMP outlines the specific plans, procedures, roles and responsibilities of the management team necessary to successfully complete this project. It integrates the design with construction and incorporates lessons learned from all members of the DBT. The PMP will include a Design Management Plan and a separate Construction Management Plan. The PMP will also contain a Buildable Unit Schedule to increase efficiencies for both design and construction. Our preliminary Buildable Unit Schedule includes: Temporary Traffic Control Plans; Bridge Plans; Roadway Plans; Noise Walls; Pavement Marking and Signing; Lighting; Traffic Signals and Storm Water Pollution Prevention and Management Plans.

##### **2. Project Collaboration with VDOT**

FCE’s DB Project Manager, Matt Holcomb, is the primary contact for VDOT regarding all project matters, contractual and third-party issues for this project, and is responsible for the overall management of the team. Recognizing the dynamics of this design-build project, we invite and encourage VDOT to be involved throughout the design phases. One opportunity for this involvement is VDOT’s participation in our bi-weekly task force meetings.

##### **3. Task Force Meetings**

Bi-Weekly task force meetings will be held throughout both the design and construction phases. Project task forces include: Roadway, Structures, MOT, and Quality. Each task force will include a design and construction lead. Participants will include our PM, Matt Holcomb; Design Manager, Todd Bergstrom; Construction Manager, William Ashwell; our Design QA/QC Managers, Fernando Rodriguez and Tom Stora; and our Construction QA Manager, Avtar Singh. The Task Forces will enhance collaboration between the designer, contractor, QAM, VDOT and third-party stakeholders.

These meetings will include status reviews of: Design priorities, Schedule updates, Technical details, Constructability reviews, Safety concerns, and Quality expectations.

#### 4. Project Procurement Schedules

Upon the completion of the interface efforts, in order to ensure that the project progresses in accordance with the project CPM Schedule, the procurement process becomes essential. This process will commence immediately upon project award as the team begins to develop material contracts, establish lead times for any atypical or long lead materials and begin the shop drawing and submittal process. Materials with long lead times will get immediate attention and will be incorporated into the project schedule, working the manufacturers as a partner in the process. FCE has worked with every member of the prospective supplier/subcontractor team for this procurement, and has a successful relationship on past projects.

#### 5. Managing Subcontractors

Similarly, to material procurement, subcontractors will be analyzed, interviewed, and signed to contracts as soon as possible upon project award. Scopes of work will be established for work that will not be performed by the DBT, contract requirements will be reviewed and the necessary subcontractors will be added to the team. The subcontractors we partner with understand the schedule requirements of each project, understand and comply with all safety regulations for each project and have strong working relationships with field personnel, which is essential to cohesive construction phasing and sequencing.

#### 6. Pre-submission Meetings

Prior to submitting design plans for review, our team will schedule pre-submission meetings with the goal of establishing the specific scope of services for each buildable unit. These meeting will provide an opportunity for the DBT and reviewers to identify and discuss unique or critical aspects of each buildable unit. Our experience has shown pre-submission meetings help expedite reviews and keep the design process on schedule.

#### 7. Utility Coordination Meetings

Utility coordination will be an ongoing task throughout the project and will also start as soon the project is awarded. While the utilities within the project are limited, it is important to identify any relocations required as early as possible during the project to avoid any impacts on the project schedule. Early in the project development process, we will contact utility owners and request verification of the locations of their facilities within the project limits and identify any potential conflict locations. They will be provided with the required schedule so the relocations can be designed and completed without negatively affecting the project.

#### 8. Public Involvement and Communication

Keeping VDOT, the community, and all stakeholders informed and up-to-date with project status and progress is a key tool for a successful design-build project. To communicate when the traveling public will be impacted due to lane closures, detours, or other inconveniences, we anticipate utilizing various venues and public forums to share this information. Hosting public outreach meetings led by our PR Manager, Mike Carosi of Seventh Point, utilizing various social media, and creating marketing collateral and handout material are some of the communication tools we anticipate on this project.

#### Support from VDOT and Other Agencies

Communication and active participation at our task force meetings from VDOT and Third-Party agencies will be one of the best ways to support a successful design-build project. The meetings will be face to face meetings, when possible. Teleconference and web meeting technology will be used if needed.





# Appendix



**C-78 Form**

**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)

  
 \_\_\_\_\_  
 SIGNATURE

5-24-2017  
 \_\_\_\_\_  
 DATE

James M. Holcomb  
 \_\_\_\_\_  
 PRINTED NAME

President  
 \_\_\_\_\_  
 TITLE



# SOQ Checklist



**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix 3.1.2
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix 2.10
<b>Letter of Submittal (on Offeror's letterhead)</b>				Page 1
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
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix 3.2.9

**ATTACHMENT 3.1.2**

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

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 1
<b>Offeror's Team Structure</b>				Pages 2-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Pages 5-6
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

**ATTACHMENT 3.1.2**

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

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	Page 4
Organizational chart narrative	NA	Section 3.3.2	yes	Page 3-7
<b>Experience of Offeror's Team</b>				Page 8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 9-15



## **Affiliated/ Subsidiary Companies**







# Debarment Forms

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.

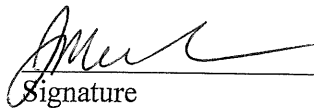
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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.

      18 MAY 17      PROVIDOR  
Signature                                  Date                                  Title

Fielder's Choice Enterprises, 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

5/31/17  
\_\_\_\_\_  
Date

President and CEO  
\_\_\_\_\_  
Title

PRIME AE 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.

	May 25, 2017	Principal
Signature	Date	Title

A. Morton Thomas and Associates, 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

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<u>ge. Khoudky</u>	<u>5/17/17</u>	<u>PRINCIPAL</u>
Signature	Date	Title
<u>CES CONSULTING LLC</u>		
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

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*Deen A Shelton*      18 May 2017  
Signature                      Date

Senior Associate  
Title

Haley & Aldrich, 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

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<u>Stephen J. Jothke</u>	<u>05/19/2017</u>	<u>Chief Operating Officer</u>
Signature	Date	Title

O. R. Colan Associates, 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

5/22/2017

Date

President

Title

Seventh Point Transportation PR

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

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Muh Q. Wash      5/17/17  
Signature                      Date

Vice President - Business Development  
Title

So-Deep, Inc., A SAM Company  
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

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

	5/19/17	Vice-President - State and Local Programs
Signature	Date	Title
Straughan Environmental, Inc.		

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



# **VDOT Prequalification Certificate**



COMMONWEALTH OF VIRGINIA



# CERTIFICATE OF QUALIFICATION

## FIELDER'S CHOICE ENTERPRISES, INC.

Vendor Number: **F451**

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; UNDERGROUND UTILITIES**

Issue Date: **May 31, 2017**

Suzanne FR Lucas, State Prequalification Officer

This Rating and Classification will Expire: **May 31, 2018**

Don E. Silles, 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





May 23, 2017

Bryan W. Stevenson, PE (APD Division)  
VA Dept. of Transportation  
Central Mail Office  
1401 E. Broad Street  
Richmond, VA 23219

RE: Fielder's Choice Enterprises, Inc. - Warrenton Southern Interchange  
US 15/17/29

To whom it may concern:

The Hartford, through its various operating entities, has issued surety bonds to Fielder's Choice Enterprises, Inc. since 2015, during which time we have favorably considered projects up to \$30,000,000 single limit within an aggregate work program of \$50,000,000. Our experience with Fielder's Choice Enterprises, Inc. has been excellent, and we highly recommend them to you.

Hartford's decision to issue any bond is conditioned upon acceptable review of contract terms, contract amount, bond forms, and financing for each project as well as other pertinent underwriting information at the time of the request.

Please understand that any arrangement for any bonds is a matter between Fielder's Choice Enterprises, Inc. and The Hartford and we assume no liability to third parties or you if, for any reason, we do not issue requested bonds.

This letter will expire one hundred and eighty (180) days from the above date.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "William D. Taylor".

William D. Taylor  
Regional Director  
The Hartford

**Bond Department**  
**Richmond Branch Office**  
4480 Cox Road, Suite 200  
Glen Allen, VA 23060-6751  
Office 804-747-7000 x 2  
Toll-Free 800-552-3429 x 2  
Fax 866-212-4423



**3.2.10**

## **SCC/DPOR Licenses and Registrations**

## 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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Fielder's Choice Enterprise, Inc.	03067113	Corporation	Active	1020 Linden Avenue Charlottesville, VA 22902	Class A Contractor: Specialties – H/H, EMC, ISC, CBC, RBC	2705062623	06-30-2019
PRIME AE Group, Inc.	F1812371	Foreign Corporation	Active	3975 Fair Ridge Drive, Suite 455N Fairfax, VA 22033	Eng.	0411001187	02-28-2018
				5521 Research Park Drive, Suite 300 Baltimore, MD 21228	Eng., Arch.	0407005609	12-31-2017
CES Consulting, LLC	S3416007	Limited Liability	Active	23475 Rock Haven Way, Suite 255 Dulles, VA 20166	Eng.	0407005783	12-31-2017
				317 Office Square Lane, Suite 101A Virginia Beach, VA 23462	Eng.	0411001331	02-28-2018
O.R. Colan Associates, LLC	T0653610	Foreign Limited Liability Company	Active	11121 Carmel Commons Blvd., Suite 200 Charlotte, NC 28226	RE	4008001545	07-31-2017
Haley & Aldrich, Inc.	F1088188	Foreign Corporation	Active	7926 Jones Branch Drive Suite 870 Mc Lean, VA 22102	Eng.	0407003076	12-31-2017
So-Deep, Inc. a SAM Company	02162758	Corporation	Active	8397 Euclid Manassas Park, VA 20111	Eng., LS	0407002900	12-31-2017
Seventh Point, Inc.	02675411	Corporation	Active	N/A	N/A	N/A	N/A

**ATTACHMENT 3.2.10**

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

**SCC and DPOR Information**

Straughan Environmental, Inc.	F1295916	Foreign Corporation	Active	10245 Old Columbia Road, Columbia, MD 21046	Eng.	0407005614	12-31-2017
A. Morton Thomas & Associates, Inc	F0494312	Corporation	Active	14555 Avion Parkway, Suite 350 Chantilly, VA 20151	Eng., LS	0411000586	02-28-2018

**DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)**

<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Fielder's Choice Enterprises, Inc.	James "Matt" Holcomb	Charlottesville, VA	Middletown, MD 21769	Professional Engineer	0402023970	01-31-2019
CES Consulting, LLC	Avtar Singh	Dulles, VA	Haymarket, VA 20169	Professional Engineer	0402035169	01-31-2019
PRIME AE Group, Inc.	Todd Bergstrom	Akron, OH	Norton, OH 44203	Professional Engineer	0402056792	09-30-2018

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That FIELDER'S CHOICE ENTERPRISES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is July 17, 1987;

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 12, 2012*

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



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#### FIELDER'S CHOICE ENTERPRISES, INC.

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##### Business Entities

##### UCC or Tax Liens

##### Court Services

##### Additional Services

##### General

SCC ID: 03067113  
 Entity Type: Corporation  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 7/17/1987  
 Status: Active  
 Shares Authorized: 5000

##### Select an action

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

1020 LINDEN AVE  
 CHARLOTTESVILLE VA22902

##### Registered Agent/Registered Office

GEORGE B MCCALLUM III  
 250 EAST HIGH STREET  
 CHARLOTTESVILLE VA 22902  
 CHARLOTTESVILLE CITY 203  
 Status: Active  
 Effective Date: 4/23/2003

Screen ID: e1000

Need additional information? Contact [sccinfo@scc.virginia.gov](mailto:sccinfo@scc.virginia.gov) Website questions? Contact: [webmaster@scc.virginia.gov](mailto:webmaster@scc.virginia.gov)

We provide external links throughout our site.

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Build #: 1.0.0.15949

# DPOR License Lookup License Number

## 2705062623

### License Details

<b>Name</b>	FIELDERS CHOICE ENTERPRISES INC
<b>License Number</b>	2705062623
<b>License Description</b>	Contractor
<b>Firm Type</b>	Corporation
<b>Rank <sup>1</sup></b>	Class A
<b>Address</b>	1020 LINDEN AVENUE, CHARLOTTESVILLE, VA 22902
<b>Specialties<sup>2</sup></b>	Commercial Building (CBC) Equipment / Machinery (EMC) Highway / Heavy (H/H) Landscape Irrigation (ISC) Residential Building (RBC)
<b>Initial Certification Date</b>	2001-06-08
<b>Expiration Date</b>	2019-06-30

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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

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DPOR License Lookup build 1,192 (built 2016-06-23 09:13:05).

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

0402023970

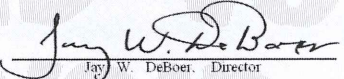
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE



JAMES MATTHEW HOLCOMB  
SHORT MOUNTAIN ENGINEERING LLC  
PO BOX 728  
MIDDLETOWN, MD 21769



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



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That PRIME AE GROUP, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on January 11, 2010; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

*May 20, 2016*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

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#### PRIME AE GROUP, INC.

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<b>UCC or Tax Liens</b>
<b>Court Services</b>
<b>Additional Services</b>

#### General

SCC ID: F1812371  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: MD  
 Date of Formation/Registration: 1/11/2010  
 Status: Active  
 Shares Authorized: 500000

#### Select an action

- [File a registered agent change](#)
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- [Pay annual registration fee](#)
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#### Principal Office

8415 PULSAR PLACE SUITE 300  
 COLUMBUS OH43240

#### Registered Agent/Registered Office

MARKUS HENNEKE  
 3975 FAIR RIDGE DRIVE  
 SUITE 455N  
 FAIRFAX VA 22033  
 FAIRFAX CITY (FILED IN FAIRFAX COUNTY)  
 303  
 Status: Active  
 Effective Date: 11/15/2016

Screen ID: e1000

Need additional information? Contact [scinfo@scv.virginia.gov](mailto:scinfo@scv.virginia.gov) Website questions? Contact: [webmaster@scv.virginia.gov](mailto:webmaster@scv.virginia.gov)  
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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON  
02-28-2018

NUMBER  
0411001187

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



PRIME AE GROUP INC  
3975 FAIR RIDGE DR STE 455N  
FAIRFAX, VA 22030



*Jan W. DeBoer*  
Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

NUMBER: 0411001187 EXPIRES: 02-28-2018

PROFESSIONS: ENG

PRIME AE GROUP INC  
3975 FAIR RIDGE DR STE 455N  
FAIRFAX, VA 22030



(FOLD)

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

DPOR-LIC (05/2015)

(DETACH HERE)

DPOR-PC (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  
0407005609

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

PROFESSIONS: ENG, ARC



PRIME AE GROUP INC  
PEI ENGINEERS, INC  
5521 RESEARCH PARK DR STE 300  
BALTIMORE, MD 21228



*James W. DeBorja*  
James W. DeBorja, Director

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

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DPOR-LIC (05/2015)  
(DETACH HERE)

 COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005609 EXPIRES: 12-31-2017  
PROFESSIONS: ENG, ARC  
PRIME AE GROUP INC  
PEI ENGINEERS, INC  
5521 RESEARCH PARK DR STE 300  
BALTIMORE, MD 21228



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DPOR-PC (05/2015)



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License Search    Advanced License Search    Disciplinary Action Search

License Details

<b>Name</b>	BERGSTROM, TODD ALAN
<b>License Number</b>	0402056792
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	NORTON, OH 44203
<b>Initial Certification Date</b>	2016-09-01
<b>Expiration Date</b>	2018-09-30

The license information in this application was last updated at Tue Jan 31 02:50:20 EST.

[License Lookup legal disclaimer](#)





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**CES Consulting, LLC**

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**General**

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

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
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- [Pay annual registration fee](#)
- [Order a certificate of fact of existence](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
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**Principal Office**

5771 JANNEYS MILL  
 HAYMARKET VA 20169

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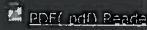
**Registered Agent/Registered Office**

AVTAR SINGH  
 15709 SPYGLASS HILL LOOP  
 GAINESVILLE VA 20155  
 PRINCE WILLIAM COUNTY 176  
 Status: Active  
 Effective Date: 12/28/2011

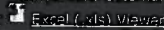
Screen ID: e1000

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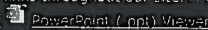
We provide external links throughout our site.



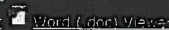
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Build #: 1.0.0.28118

**COMMONWEALTH OF VIRGINIA  
STATE CORPORATION COMMISSION**

AT RICHMOND, OCTOBER 26, 2010

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

**CES Consulting, LLC**  
(formerly known as Construction Engineering & Scheduling Consulting  
Engineers, PLC)

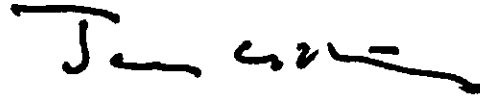
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it  
is ORDERED that this

**CERTIFICATE OF AMENDMENT**

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the  
Commission, effective October 26, 2010.

STATE CORPORATION COMMISSION

By

A handwritten signature in black ink, appearing to read "James C. Dimitri", written over a horizontal line.

James C. Dimitri  
Commissioner

# 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

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>

*July W. DeBoer*  
July W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

(DETACH HERE)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005783 EXPIRES: 12-31-2017  
PROFESSIONS: ENG  
CES CONSULTING LLC  
23475 ROCK HAVEN WAY STE 255  
DULLES, VA 20166



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

DPOR-PC (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



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001331 EXPIRES: 02-28-2018  
PROFESSIONS: ENG  
CES CONSULTING LLC  
317 OFFICE SQUARE LN STE 101A  
VIRGINIA BEACH, VA 23462



(FOLD)

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

DPOR-LIC (05/2015)  
(DETACH HERE)

DPOR-PC (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  
01-31-2019

NUMBER  
0402035169

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



AVTAR SINGH  
6773 LEOPOLDS TRAIL  
HAYMARKET, VA 20169



*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)  
(DETACH HERE)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation  
BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402035169 EXPIRES: 01-31-2019

AVTAR SINGH  
6773 LEOPOLDS TRAIL  
HAYMARKET, VA 20169



(FOLD)

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

DPOR-PC (05/2015)



# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF FACT*

*I Certify the Following from the Records of the Commission:*

That O.R. COLAN ASSOCIATES, LLC, a limited liability company organized under the law of Florida, obtained a certificate of registration to transact business in Virginia from the Commission on May 9, 2016; and

That it is registered to transact business 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:  
June 3, 2016*

A handwritten signature in cursive script that reads "Joel H. Peck".

*Joel H. Peck, Clerk of the Commission*



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
07-31-2017

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

NUMBER  
4008001545

REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION

O R COLAN ASSOCIATES OF FLORIDA LLC  
11121 CARMEL COMMONS BOULEVARD  
SUITE 200  
CHARLOTTE, NC 28226



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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.

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION  
NUMBER: 4008001545 EXPIRES: 07-31-2017

O R COLAN ASSOCIATES OF FLORIDA LLC  
11121 CARMEL COMMONS BOULEVARD  
SUITE 200  
CHARLOTTE, NC 28226



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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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.



# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

Richmond, October 24, 1991

*This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for*

HALEY & ALDRICH, INC.

*a corporation organized under the laws of MASSACHUSETTS and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.*



State Corporation Commission

Attest:

William J. Bridge

F108818-0

Clerk of the Commission

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#### HALEY & ALDRICH, INC.

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<b>Business Entities</b>
<b>UCC or Tax Liens</b>
<b>Court Services</b>
<b>Additional Services</b>

#### General

SCC ID: F1088188  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: MA  
 Date of Formation/Registration: 5/13/1999  
 Status: Active  
 Shares Authorized: 200000

#### Select an action

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

70 BLANCHARD RD STE 204  
BURLINGTON MA01803

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#### Registered Agent/Registered Office

CORPORATION SERVICE COMPANY  
 BANK OF AMERICA CENTER, 16TH FLOOR  
 1111 EAST MAIN STREET  
 RICHMOND VA 23219  
 RICHMOND CITY 216  
 Status: Active  
 Effective Date: 2/28/2017

Screen ID: e1000

Need additional information? Contact [sccinfo@scv.virginia.gov](mailto:sccinfo@scv.virginia.gov) Website questions? Contact: [webmaster@scv.virginia.gov](mailto:webmaster@scv.virginia.gov)

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Build #: 1.0.0.15949

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  
0407003076

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



HALEY & ALDRICH, INC  
7926 JONES BRANCH DRIVE  
SUITE 870  
MC LEAN, VA 22102

*Jan 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



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That SO-DEEP, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is April 7, 1981;

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:  
November 29, 2016*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*



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

0407002900

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

PROFESSIONS: ENG, LS



SO-DEEP, INC.  
8397 EUCLID AVENUE  
MANASSAS PARK, VA 20111



*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)

(DETACH HERE)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA  
BUSINESS ENTITY REGISTRATION

NUMBER: 0407002900 EXPIRES: 12-31-2017

PROFESSIONS: ENG, LS

SO-DEEP, INC.

8397 EUCLID AVENUE  
MANASSAS PARK, VA 20111



(FOLD)

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

DPOR-PC (05/2015)

# Commonwealth of Virginia

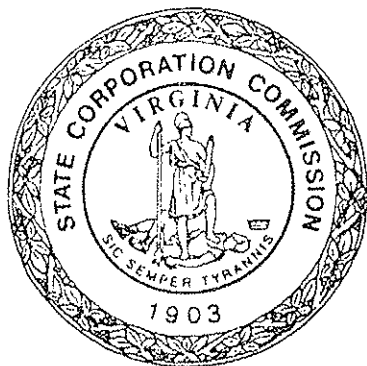


## STATE CORPORATION COMMISSION

*Richmond,* March 4, 1935

*This is to Certify that the certificate of incorporation of*  
HAMBRIGHT, CALCAGNO & DOWNING, INC.

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



*State Corporation Commission*

*George W. Bennett,*  
Clerk of the Commission



**ARTICLES OF AMENDMENT  
FOR THE ARTICLES OF INCORPORATION OF  
HAMBRIGHT, CALCAGNO & DOWNING, INC.**

**I.**

The name of the corporation is Hambright, Calcagno & Downing, Inc.

**II.**

The Amendment adopted is to change Article I of the Articles of Incorporation to change the corporation's name such that Article I, as amended, will read that: The name of the corporation is Seventh Point, Inc.

**III.**

The foregoing amendment was adopted on January 24, 2008.

**IV.**

The amendment was adopted by the unanimous consent of the shareholders and directors.

**V.**

This Certificate of Amendment shall become effective at the time such Certificate is issued by the State Corporation Commission.

The undersigned President declares that the facts herein stated are true as of the 24th day of January, 2008.

HAMBRIGHT, CALCAGNO & DOWNING, INC.

By: \_\_\_\_\_

Christopher A. Calcagno, President

COMMONWEALTH OF VIRGINIA  
STATE CORPORATION COMMISSION

AT RICHMOND, FEBRUARY 1, 2008

The State Corporation Commission has found the accompanying articles submitted on behalf of  
Seventh Point, Inc. (formerly HAMBRIGHT, CALCAGNO & DOWNING,  
INC. )

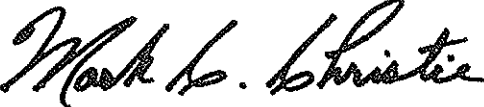
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it  
is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the  
Commission, effective February 1, 2008.

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

STATE CORPORATION COMMISSION

By 

Commissioner

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<b>UCC or Tax Liens</b>
<b>Court Services</b>
<b>Additional Services</b>

#### Seventh Point, Inc.

##### General

SCC ID: 02675411  
 Entity Type: Corporation  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 3/4/1985  
 Status: Active  
 Shares Authorized: 3000

##### Select an action

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

4752 EUCLID ROAD  
 VIRGINIA BEACH VA23462

##### Registered Agent/Registered Office

ALBERT H POOLE  
 4705 COLUMBUS ST  
 VIRGINIA BEACH VA 23462  
 VIRGINIA BEACH CITY 228  
 Status: Active  
 Effective Date: 3/24/1998

Screen ID: e1000

Need additional information? Contact [sccinfo@scc.virginia.gov](mailto:sccinfo@scc.virginia.gov) Website questions? Contact: [webmaster@scc.virginia.gov](mailto:webmaster@scc.virginia.gov)

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Build #: 1.0.0.15949

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* May 23, 1997

*This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for*

STRAUGHAN ENVIRONMENTAL SERVICES, INC.

*a corporation organized under the laws of* MARYLAND  
*and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.*



*State Corporation Commission*

*Attest:*

*William J. Bridge*

*Clerk of the Commission*

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  
0407005614

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

PROFESSIONS-ENG



STRAUGHAN ENVIRONMENTAL SERVICES, INC  
10245 OLD COLUMBIA RD  
COLUMBIA, MD 21046



*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** COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005614 EXPIRES: 12-31-2017  
PROFESSIONS: ENG  
STRAUGHAN ENVIRONMENTAL SERVICES, INC  
10245 OLD COLUMBIA RD  
COLUMBIA, MD 21046



(FOLD)

DPOR-LIC (05/2015)  
(DETACH HERE)

DPOR-PC (05/2015)

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c



Commonwealth of Virginia  
**State Corporation Commission**

Vir

CISM0180

CORPORATE DATA INQUIRY

06/01/16

10:58:27

CORP ID: F049431 - 2 STATUS: 00 ACTIVE STATUS DATE: 12/15/09  
CORP NAME: THOMAS & ASSOCIATES, INC., A. MORTON

DATE OF CERTIFICATE: 11/26/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: NATIONAL CORPORATE RESEARCH, LTD.

STREET: 250 BROWNS HILL COURT AR RTN MAIL:

CITY: MIDLOTHIAN STATE : VA ZIP: 23114-0000  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/30/15 LOC : 120  
ACCEPTED AR#: 215 15 3245 DATE: 10/05/15 CHESTERFIELD CO  
CURRENT AR#: 215 15 3245 DATE: 10/05/15 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
15 400.00 52,000

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(Screen Id:/Corp\_Data\_Inquiry)



# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

That A. MORTON THOMAS & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on November 26, 1997; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

*September 26, 2013*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

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

0411000586

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: LS, ENG



A MORTON THOMAS AND ASSOCIATES INC  
14555 AVION PKWY STE 150  
CHANTILLY, VA 20151



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

*James W. DeBoer*  
James W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)



## Key Personnel Resume Forms

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>James “Matt” Holcomb, PE</b> Vice President, Operations
b. Project Assignment: <b>Design-Build Project Manager</b>
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) : <b>Fielder’s Choice Enterprise, Inc. – Full time</b>
d. Employment History: With this Firm <b>3</b> Years With Other Firms <b>28</b> 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): <b>1. Vice President of Operations, Fielder’s Choice Enterprises, Inc., Charlottesville, VA/Vice President, Wagner Excavation, Waynesboro, VA, two of the Caton Companies (2014-present)</b> <ul style="list-style-type: none"><li>▪ Responsible for overseeing the daily operations of all aspects of the company including estimating, project management, and resource management.</li><li>▪ Lead for alternative contracting efforts, including Best Value, Design Build, and others.</li><li>▪ Supervisory engineer for in-house engineers (3 Professional Engineers, 2 EITs)</li><li>▪ Responsible charge of implementing new cost control plans and systems.</li><li>▪ Authority to negotiate and settle contract claims and disputes.</li><li>▪ Designated individual for Virginia Class “A” Contractors License.</li></ul> <b>2. Vice President, Construction, Ross Contracting, Mt Airy, MD (2007-2014)</b> <ul style="list-style-type: none"><li>▪ Responsible for construction, cost control, and estimating, with company growing by 25% in annual volume during recession time period.</li><li>▪ Accountable for project cost and time performance, instituted production based estimating systems.</li><li>▪ Annual volume of organization \$35M/yr</li><li>▪ Responsible for contract formation and interpretation within company. Supervised staff responsible for implementation of contract, authority to negotiate and settle contract issues.</li><li>▪ Wrote and implemented standard company contract agreements and contract formation systems.</li><li>▪ Reviewed and implemented cost control and cost reporting features, including HeavyJob cost management system. Modified company accounting and cost accounting methods to promote job costing system.</li><li>▪ Designed purchase order system for company as part of job cost system development.</li><li>▪ Primary point of contact for media. Featured as an expert on construction program funding on national news show.</li><li>▪ Designated individual for Virginia Class “A” Contractor License.</li></ul> <b>3. General Manager, Metro Earthworks, Lorton, VA (2005-2006)</b> <ul style="list-style-type: none"><li>▪ Responsible for site development, site redevelopment projects throughout the Metro DC area.</li><li>▪ Primarily responsible for \$56M site redevelopment project for privatization of family housing, Fort Belvoir, VA</li><li>▪ Supervised staff of five project managers, four superintendents</li><li>▪ Personally managed brownfields site redevelopment project dealing with heavy metal contamination</li></ul> <b>4. Operations Manager, F.O. Day Co, Rockville, MD (1999-2005)</b> <ul style="list-style-type: none"><li>▪ Responsible for daily management Highway/Heavy division</li><li>▪ Supervised staff of five project managers, multiple superintendents, responsible for negotiation of changes, identification of engineering and production solutions.</li><li>▪ Projects included roadway, residential development, large commercial development, and structural concrete. Projects ranged from \$100K to \$35M.</li><li>▪ Responsible for bridge construction division, bridge projects up to \$23M. Projects consisted of multiple phase projects under traffic to highly volatile river crossings.</li><li>▪ Designed unique shoring systems for temporary support of excavations, temporary support of utilities crossing bridge.</li><li>▪ Clients included Maryland SHA, Mills Corporation, Simon Properties Group, Montgomery County, and various smaller clients</li></ul>

- Submitted numerous Value Engineering Change proposals subsequently adopted by clients, ranging up to \$500,000.
- Responsible for time and cost performance, contract management, estimating of changes, and management of multiple subcontractors
- Developed comprehensive contract cost management system using stand-alone change and production management software.

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

**Florida Institute of Technology, FL/MBA/1993**  
**University of Florida, FL/Master of Engineering/1990**  
**US Naval Academy/BS/1986/Chemistry**

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

**0402023970/1993/Reg Prof Eng/VA; 43395/Reg Prof Eng/MD**

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

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

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

### **1. VDOT Project G70, Charlottesville VA**

Firm: Fielder's Choice Enterprises, LLC  
 2014-2015

**Responsibilities:** **Vice President Operations** responsible for estimating for project and project execution, supervised project staff. Interfaced with senior VDOT Personnel for issue resolution. Reviewed Value Engineering proposals, and responsible for overall project resource assignment. Project involved a very high traffic area within the City of Charlottesville, where through traffic transitioned from US 29 to US 250 bypass. In addition, area involves surge traffic due to football games and events at the University of Virginia. Significant value engineering approved for soundwall foundation, which significantly reduced time required for wall to reach full settlement. Direct supervisor of constructing team proposed for this project.

### **2. City of Frederick FY 2006 Waterline Repairs, Frederick, MD**

Firm: Ross Contracting, Inc  
 2007-2008

**Responsibilities:** **Design-Build Manager** for design-build to identify, design, and construct water utility upgrades for the City of Frederick, MD. In addition to waterline, coordination included relocation and improvement of various utilities including electric, communication, and storm water. Responsible for all aspects of the project, including design, construction, and cost responsibility. Due to the nature of the project with the average age of the facilities, project involved significant onsite investigation and extensive research into existing utility locations and unknown subsurface conditions. Project locations varied, with the majority of the work located within the commuter corridor of MD 355 in an aging urban area, presenting maintenance of traffic, mitigation of noise, and coordination with local stakeholders as significant coordination issues.

### **3. Democracy Blvd/Westlake Terrace/HOV Bridge, Bethesda, MD**

Firm: F.O. Day Co, Inc  
 2004-2007

**Responsibilities:** **Operations manager/project executive** for a \$26M bridge replacement, addition, and new construction in the Democracy Blvd/I-270 interchange reconstruction. Responsible for project execution, value engineering, schedule, and hazard mitigation. Project included replacement in 3 phases of Democracy Blvd bridge, maintaining traffic, construction of a new HOV bridge using AISC rolled sections in lieu of fabricated plate girders, and widening of the existing Westlake Terrace bridge to accommodate traffic from the HOV bridge exiting and entering I-270 below. Designed temporary shoring system for preservation of existing utilities under bridge, supervised design and mitigation of subsurface geotechnical issues using micropile design under Westlake Terrace bridge, designed value engineering wall replacement to address unforeseen geotechnical conditions and preserve ESA adjacent to stream. High traffic counts due to urban arterial next to a major mall and in highly congested rush hour traffic presented a significant challenge to operations.

\* 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. Will not be on-site for construction.



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Avtar Singh, PE, CCM, PMP, DBIA</b> Construction Manager
b. Project Assignment: <b>Quality Assurance Manager (QAM)</b>
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): <b>CES Consulting LLC – Full Time</b>
d. Employment History: With this Firm <b>6</b> Years With Other Firms <b>17</b> 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):  <b>1. CES Consulting LLC, President (2010 – Present)</b> Manage and direct CEI firm of 60 employees as well as working as consultant QAM/RCE/CM (responsibilities described below in projects) on multiple VDOT projects. For CES, responsible for firm procedures and processes, financial management, developing and implementing business development/strategy/forecasting and goals, ensure overall compliance with State and Federal laws. <ul style="list-style-type: none"><li>▪ Route 29 Solutions Design-Build Project (\$120M) – Quality Assurance Manager (05/2015 – 06/2017)</li><li>▪ I-95 Shoulder Widening, (\$42M) – Consultant Project Manager (3/2013 – 5/2015)</li><li>▪ NOVA Plant Mix Program, (\$60M) – Consultant Construction Manager (7/2011 to 3/2013)</li></ul> <b>2. Virginia Department of Transportation, Area Construction Engineer (01/2005 – 12/2010)</b> Responsible Charge Engineer responsible for overall construction management of assigned projects, provide overall engineering oversight as defined by Virginia Law, provide technical and contractual guidance on resolving issues, manage CEI and consultant workforce, and develop CEI budgets. <ul style="list-style-type: none"><li>▪ Multiple projects including Gainesville Interchange Advance Detour, I-66/Rte. 29 Interchange, I-66 Widening at Rte. 234, University Blvd Bridge. (\$267M) – VDOT Area Construction Engineer</li></ul> <b>3. NXL Construction Services, Project Engineer (08/1998 – 12/2004)</b> Worked as Consultant Project Engineer/CM responsible for onsite construction management of assigned projects, manage CEI workforce, develop work orders and review schedules and claims, manage project correspondence, review work zones and ensure project is CQIP ready. <ul style="list-style-type: none"><li>▪ Multiple projects including Route 123 Bridge over Occoquan River (\$18M), Woodrow Wilson Bridge Approaches section \$10M, Springfield Interchange (\$115M), Route 234 Widening (\$17M) – Project Engineer/Construction Manager</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Queens University, Canada/Masters Certificate in Project Management/2007;</b> <b>Queens University, Canada/BS/1992/Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2001/Reg Prof Eng/VA/ 0402 035 169; PMP/519508; CCM/A2127; DBIA (first year registered 2014)</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b>

## 1. Route 29 Solutions, Charlottesville, VA

Firm: CES Consulting

May 2015 – June 2017 (estimated)

**Responsibilities:** Served as a **Quality Assurance Manager** responsible for the Quality Assurance program on this \$120 Million Design-Build project. Mr. Singh is responsible for administering the DB's QA/QC program. Oversight of construction work, ensure QA/QC inspection/testing/reporting per VDOT DB manual, ensure work zone safety & construction safety, ensure staged E&S plans are followed and installed prior to work, responsible for E&S weekly reviews, provide list of correctable E&S items, ensure compliance with DEQ and Army Corp of Engineers Permit, Materials documentation. Preparatory inspection and weekly VDOT/QA/QC meetings, drafting/resolution/sign off on NCRs, providing/ensuring punch list completed and work to resolve deficiencies, spec. interpretation, field changes, and other related field/utility issues.

Project comprised of three separate projects that included construction of Grade Separated Intersection at Route 29/Rio Road; construction widening of 2.9 miles of Route 29 and construction of 2.9 miles of new alignment roadway parallel to Route 29. Extensive utility relocations including all dry utilities and wet utilities as well as gas line. Projects had extensive MOT/ES requirements, MSE walls, bridge construction, traffic signals/lighting, accelerated construction for Rio Road, piling, shoring, drainage and sewer construction and other ancillary construction.

**Relevance to Warrenton Southern Interchange Project:** Design-Build; Roadway; Utility Relocation; MOT; Traffic signals/Lighting; Drainage and Sewer Construction

---

## 2. VDOT NOVA I-95 Shoulder Widening, Prince William County, VA

Firm: CES Consulting

Mid 2013 – May 2015

**Responsibilities:** Served as a **Construction Manager** responsible for overseeing the owner's inspection staff on this \$40 Million project. He supported the NOVA District construction program as a consultant solely responsible to manage the entire construction operations of the contractor on this important shoulder widening project on NB & SB I95 within the boundaries of Prince William County. His role is to manage a CEI staff of over 10 managers/inspectors; serve as technical source for field and design issues, such as reviewing RFI's and forwarding to the appropriate designer of record for speedy review and approval; review and negotiate change orders to build new bridges and work with design engineers to expedite design; coordinate with the I95 express lane contractor to ensure that there smooth transition and understanding on MOT issues along the I95 corridor; schedule analysis and review and final project closeout.

**Relevance to Warrenton Southern Interchange Project:** Roadway; Bridge; Lighting

---

## 3. VDOT NOVA Gainesville Interchange Advance Detour Project, Gainesville, VA

Firm: Performed as a VDOT employee

2009 – 2010

**Responsibilities:** Served as **Responsible Charge Engineer**. Mr. Singh oversaw owner inspection staff on this \$267 million project. Leading the Value Engineering Package effort getting the project advertised one year earlier than planned thereby allocating utility and subsurface risk to smaller value project compared to the \$124 million parent project; after award of project and discovery of two major quantity omissions (500k waterline & 500k CTA), proposed to the designers to allow use of lime stabilization to eliminate CTA omission and shift waterline construction with agreement from PWCSA without affecting either project's schedule; responsible for management of CEI team, serve as technical source for field/design issues; participate in partnering and construction meetings contractor and serve as point person for resolving claims and NOIs.

**Relevance to Warrenton Southern Interchange Project:** Roadway; Utility Relocation

\* 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.

**Mr. Singh's current assignment is scheduled to end in July 2017.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Todd Bergstrom, PE</b> Vice President, National Design-Build Operations
b. Project Assignment: <b>Design Manager</b>
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) : <b>PRIME AE Group, Inc. – Full time</b>
d. Employment History: With this Firm <u>1</u> Years With Other Firms <u>32</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): <b>1. PRIME AE Group, Inc., Vice President, National Design-Build Operations (2016-present)</b> <ul style="list-style-type: none"><li>▪ Mr. Bergstrom is responsible for PRIME’s National Design-Build Operations. He brings more than 30 years of experience in design and management of bridge and highway projects with a focus for nearly 20 years in design-build project delivery. Mr. Bergstrom’s responsibilities include the oversight and management for all phases of a Design-Build project; serving as the Capture Manager; preparing the Statements of Qualifications; Technical and Cost Proposals; serving as Principal in Charge for the design services for Design-Build projects; and serving as the Design Manager for the Design-build Team to develop the final construction plans.</li></ul> <b>2. AECOM (Formerly URS), Vice President, Transportation Design-Build Services, Eastern-Midwest Area (2008-2016)</b> <ul style="list-style-type: none"><li>▪ Coordinating and building design build teams with local, regional, and national contractors.</li><li>▪ Negotiating and securing Teaming Agreements and Design-Build Design Services Subcontracts.</li><li>▪ Attending and participating with local, regional and national conferences including the DBIA Design-Build in Transportation Conference</li><li>▪ Coordinating with marketing group to develop Design-Build brochures and project profile sheets.</li><li>▪ Collaborating with other AECOM offices to develop the necessary design-build culture and to identify the engineering expertise.</li><li>▪ Meeting with all Department of Transportation officials to gain a full understanding of current and upcoming projects, expectations and their project goals.</li><li>▪ Serving as Capture Manager for Design-Build pursuits.</li><li>▪ Serving as Design Manager for key DB projects.</li><li>▪ Providing executive project design performance oversight on Design-Build projects.</li><li>▪ Preparing the Statements of Qualifications, Technical, and Cost Proposals.</li></ul> <b>3. C&amp;S Engineers, Regional Transportation Services, Regional Manager (2002-2008)</b> <ul style="list-style-type: none"><li>▪ Mr. Bergstrom served as the Regional Transportation Manager for C&amp;S Engineer’s Ohio office. His responsibilities included business development along with the oversight and management for all phases of Transportation Design projects, both traditional Design-bid-Build and Design-Build. He also served as Project Manager for several Bridge and Highway projects</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Akron, Akron, Ohio/BS/1984/Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2016/Reg Prof Eng/VA/0402056792; 1989/Reg Prof Eng/OH/PE.53236; 1999/Reg Prof Eng/WV/14079; 2015/Reg Prof Eng/MI/PE.074320; 2015/Reg Prof Eng/KY/31375; 2016/Reg Prof Eng/IN/PE.11600046; 2016/Reg Prof Eng/IL/PE.062068188</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol>

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

### 1. CCG2 – George Voinovich Bridge Eastbound Design-Build, ODOT District 12, Cleveland, OH

Firm: AECOM

2013-2016 (*Design completed and substantial construction completion*)

**Responsibilities:** Served as the Design-Build Design Manager responsible for the entire design services for the \$273 million design-build project consisting of constructing a new five-lane interstate I-90 Eastbound Innerbelt bridge in downtown Cleveland. Project included the design and construction of a new 3,900-foot eastbound viaduct signature structure that spans over the Cuyahoga River and Cleveland's industrial area; the design and construction of seven new mainline approach structures; and the reconstruction of two additional structures, all along the new I-90 alignment. In addition to the I-90 bridge construction, CCG2 included interchange reconstruction, reconstruction of several local city streets, retaining walls, landscaping, new traffic signals, drainage facilities, utilities, walls, traffic control, lighting, and aesthetic enhancements.

**Relevance to Warrenton Southern Interchange Project:** *Design-Build; Interchange Design; Bridge Design; Utility Coordination/Relocation; Lighting; Multi-Use Path; Vehicular Maintenance of Traffic for multiple traffic stages; Intersection Design; Storm Water Pollution Prevention Design; Multi-Agency Coordination; Community Outreach program; project partnering program.*

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### 2. DEL-71-11.50 Design-Build (ODOT District 6)

Firm: AECOM

2012-2013 (*Design and Construction*)

**Responsibilities:** Served as the Design-Build Design Project Manager for a \$50 million-dollar major roadway third lane widening and reconstruction. This project includes 8.9 miles of roadway/widening reconstruction and the construction of a mainline structure, both left and right. Construction was accomplished while maintaining two lanes of traffic in each direction.

**Relevance to Warrenton Southern Interchange Project:** *Design-Build; Bridge Design; Vehicular Maintenance of Traffic; Storm Water Pollution Prevention Design; Multi-Agency Coordination; Chemical stabilization of subgrade; project partnering program.*

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### 3. ODOT District 7, MOT-70-10.79 Design-Build

Firm: AECOM

2014-2016

**Responsibilities:** Served as the Project Principal for a \$55M third lane addition along I-70 in the City of Englewood, Ohio, near Dayton, Ohio. Work included the widening and reconstruction of four miles of I-70, construction of four new mainline bridges, and improvements to S.R. 48. The major project challenges were the extensive utility relocations along S.R. 48, complex MOT schemes, and intensive third party coordination with the City of Englewood and public/private utility owners. This successful project was completed in summer 2016, ahead of schedule.

**Relevance to Warrenton Southern Interchange Project:** *Design-Build; Urban Interstate; Interchange Design; Utility Relocation; Lighting; Aesthetics; Multi-Use Path; Vehicular/Pedestrian MOT; Intersection Design; Storm Water Pollution Prevention Design; Multi-Agency Coordination; project partnering program.*

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

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

Not applicable for this project.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>William Ashwell</b> Senior Project Manager
b. Project Assignment: <b>Construction Manager</b>
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) : <b>Fielder's Choice Enterprise, Inc. – Full time</b>
d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>20</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):  <b>1. Fielder's Choice Enterprises, Inc., Senior Project Manager (2015- Present)</b> <ul style="list-style-type: none"><li>▪ Administrative project management, including contract administration and purchasing.</li><li>▪ Coordination and management of major suppliers and subcontractors on roadway/utility projects.</li><li>▪ Assist in the management/coordination of field construction activities on roadway/utility projects.</li><li>▪ Developing and maintaining job schedules.</li><li>▪ Manage multiple roadway and utility projects to their successful completion</li></ul> <b>2. General Excavation, Inc., Project Manager (2001-2015)</b> <ul style="list-style-type: none"><li>▪ Administrative project management, including contract administration and purchasing.</li><li>▪ Coordination and management of major suppliers &amp; subcontractors on roadway/utility projects.</li><li>▪ Assist in the management/coordination of field construction activities on roadway/utility projects.</li><li>▪ Developing and maintaining job schedules.</li><li>▪ Manage multiple roadway and utility projects to their successful completion</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Bluefield State College, WV /BS/1995/Civil Engineering Technology</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Certifications: Responsible Land Disturber, Certificate #25330</b> <b>Erosion &amp; Sediment Control Contractor Certification, Certificate #1-05029</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b>  <b>1. VDOT Rt. 250 Best Buy Ramp Improvements, Charlottesville, VA</b> Firm: Fielder's Choice Enterprises, Inc. <i>February 2015-August 2016</i>  <b>Responsibilities:</b> Served as Senior Project Manager responsible for the administrative project management, including contract administration, purchasing, project scheduling, coordination of suppliers and subcontractors, and assisting in management of field construction activities. This was a \$11,800,000 interchange project that consisted of utility relocation (514 LF- 8" Sanitary Sewer, 87' 10"- Water Main, & 703 LF- 8" Gas Main), Noise Wall Barrier (47,185 SF), MSE Wall Construction (15,460 SF), CIP Retaining Wall (54 CY), Overhead Sign Structures (6 EA), Signalization, SWM Pond Construction, curb & gutter, sidewalks, asphalt paving, permanent pavement markings, and signs.  <b>Relevance to Warrenton Southern Interchange Project:</b> Project Management; Interchange Project; Utility Relocation; Retaining Wall; Signalization; Stormwater Management; Sidewalks; Pavement Markings



## 2. Hillsdale Drive Extension, Charlottesville, VA

Firm: Fielder's Choice Enterprises, Inc.

July 2016-October 2017 (anticipated)

**Responsibilities:** Served as Senior Project Manager responsible for the administrative project management, including contract administration, purchasing, project scheduling, coordination of suppliers and subcontractors, and assisting in management of field construction activities. This was a \$11,500,000 project that consisted of constructing 0.90 miles of new roadway, including grading, Bridge Construction (165 LF), Roundabout Construction, Utility Relocation/Improvements (1,392 LF- 8" & 10" Sanitary Sewer and 605 LF- 6" & 8" Water Main), Storm Drainage (3,148 LF- 15", 18", & 36", including water quality structures), Modular Wall Construction (8,017 SF), CIP Retaining Wall Structures (99 CY), Signalization, Site Lighting, Curb & Gutter, Sidewalks, Asphalt Shared Use Paths, Asphalt Paving, Pavement Marking, Signs, and Landscaping.

**Relevance to Warrenton Southern Interchange Project:** Project Management; New Roadway; Bridge Construction; Roundabout Construction; Utility Relocation/Improvements; Landscaping; Signs; Storm Drainage; Retaining Wall Structures

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## 3. Rt. 250 Interchange at McIntire Road, Charlottesville, VA

Firm: General Excavation, Inc.

March 2013-July 2015

**Responsibilities:** Served as Project Manager responsible for the administrative project management, including contract administration, purchasing, project scheduling, coordination of suppliers and subcontractors, and assisting in management of field construction activities. This was a \$21,500,000 interchange project that consisted of Bridge Construction (200 LF), 2 EA- Box Culverts (1,593 CY), 2 EA- CIP Retaining Walls (490 CY), 120,000 CY Excavation, Water Facilities (4,100 LF- 6", 8", 12", & 18", including 180'- 24" Jack & Bore), Sanitary Sewer Facilities (3,100 LF- 4", 6", 8", 12", & 30", including 480'- 48" Tunneled Encasement), Natural Gas Facilities (6,020 LF- 6", 8" & 12" Steel Gas Main, including Regulator Station and Building), Storm Drainage (6,700 LF- 15", 18", 24", 30", and 36", including water quality structures), Temporary Retaining Structures to accommodate MOT during construction, signalization, curb and gutter, sidewalk, asphalt shared use path, asphalt paving, pavement marking, signs, and landscaping.

**Relevance to Warrenton Southern Interchange Project:** Temporary Retaining Structures to accommodate MOT during construction; retaining walls; storm drainage; signalization; curb and gutter; sidewalk; project management; signs; landscaping; pavement markings

\* 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.

- Hillsdale Drive Extension, Charlottesville, VA – Senior Project Manager. *End Date: October 2017*
- Pleasant Valley Road Bridge Replacement, Harrisonburg, VA – Senior Project Manager. *End Date: October 2017*
- Rt. 229 Widening, Culpeper, VA – Senior Project Manager. *End Date: July 2017*



# 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: <b>VDOT Project Designation G70 – Route 29 / Route 250</b>  Location: <b>Charlottesville, VA</b>	Name: <b>Virginia Department of Transportation</b>	Name of Client/ Owner: <b>Virginia Department of Transportation</b> Phone: 800.663.4188 Project Manager: Maurice McKenzie Phone: 434.293.0011 Email: maurice.mckenzie@vdot.virginia.gov	<b>08/2016</b>	<b>08/2016</b>	<b>\$11,121</b>	<b>\$12,088</b>	<b>\$12,088</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects 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.

**Project Description:**

**VDOT Project Designation G70** – This project is part of the Route 29 Solutions Project consisting of Route 29 / Route 250 interchange that improved the entrance ramp from Route 29 south onto the Route 250 Bypass by adding an additional lane on the ramp and an associated merge lane on Route 250 westbound to the Barracks Road exit. An additional southbound lane to Route 29 was added by widening the median from just south of Hydraulic Road to the Route 250 Bypass interchange. The improvements reduced congestion and improved safety and improved traffic flow from Route 29 onto the Route 250 Bypass, as well as the movement of traffic continuing south on Route 29 (Emmet Street) into the city. Also, included in this project was construction of a new sidewalk between Morton Drive and Angus Road. The sidewalk is located in the Route 29 median, which provides the safest route for pedestrians to use when traveling from one side of the interchange to the other. The new sidewalk connected with an existing pedestrian crossings and sidewalks at Angus Road and Morton Drive. The project was located in close proximity to The University of Virginia and student housing, so extra attention and care to pedestrian safety and traffic flow was taken during construction. A variety of underground utility installations as well as relocates were installed along highly traveled areas on Route 29 and Route 250. New traffic signals were installed to improve the flow of traffic and pedestrian travel. In addition, a sound barrier wall was constructed adjacent to Route 250 W beside Best Buy that spans in close proximity to the exit ramp of Route 250 W to Barracks Road, decreasing the traffic noise for the houses that face Route 250 W.



**Key Features**

- ✓ **Enhanced traffic design**
- ✓ **Heightened pedestrian safety practices in close proximity to the University of Virginia**
- ✓ **Installation of sound walls**
- ✓ **Relocation and abandonment of existing underground utilities**
- ✓ **Complex installation of new waterline, sewer, and storm drain under heavy traffic**



**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: <b>Hillsdale Drive Extension</b>  Location: <b>Charlottesville, VA</b>	Name: <b>City of Charlottesville</b>	Name of Client/ Owner: <b>City of Charlottesville (LAP project)</b> Phone: <b>434.970.3309</b> Project Manager: <b>Jeanette Janiczek</b> Phone: <b>434.970.3309</b> Email: <b>janiczek@charlottesville.org</b>	<b>10/2016</b>	<b>10/2016</b>	<b>\$11,500</b>	<b>\$11,800</b>	<b>\$11,800</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects 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.

**Project Description:**

**Hillsdale Drive Extension Project** – This project is an integral component of the **Route 29 Solutions Project**. It extends Hillsdale Drive through a highly densely developed shopping center, south at the intersection of Greenbrier Drive and will continue between the Pepsi-Cola and the Postal Service properties and continue through the Seminole Square Shopping Center to connect with Hydraulic Road, one of the most traveled intersections in Albemarle County. The project consists of constructing 0.90 miles of new roadway, including grading, base stone and asphalt (including new roundabout), bridge construction (165 LF), utility relocation/improvements (1,392 LF- 8” & 10” sanitary sewer and 605 LF- 6” & 8” water main), storm drainage (3,148 LF- 15”, 18”, & 36”, including water quality structures), modular wall construction (8,017 SF), CIP retaining wall structures, signalization, site lighting, curb & gutter, sidewalks, asphalt shared use paths, pavement marking, signs, and landscaping. Challenges faced on this project include precise traffic sequencing to ensure adequate safety, continued access to existing business’s and schedule restraints. Concurrent construction of the bridge, the roadway (including the roundabout), utilities as well as multiple other components of the project has been key to the success of this project. Communication and close coordination with the general public, existing businesses and entire construction team as made this project a success.



- Key Features**
- ✓ Working in and around existing active businesses
  - ✓ Innovative roadway roundabout
  - ✓ Bridge installation
  - ✓ Improved traffic signals and lighting
  - ✓ Demolition of existing structures as well as clearing and grubbing in restricted areas
  - ✓ Improved drainage systems and utility relocation



**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: <b>VDOT Project Designation K44 – Route 1 / Parham Road</b>  Location: <b>Henrico, VA</b>	Name: <b>Virginia Department of Transportation</b>	Name of Client/ Owner: <b>Virginia Department of Transportation</b> Phone: <b>800.663.4188</b> Project Manager: <b>Kevin McIntyre</b> Phone: <b>804.920.4770</b> Email: <b>kevin.macintyre@vdot.virginia.gov</b>	<b>11/2012</b>	<b>05/2013</b>	<b>\$2,200</b>	<b>\$2,500</b>	<b>\$2,500</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects 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.

**Project Description:**

**VDOT Project Designation K44** - A roadway widening project generally consisting of storm drainage improvements, roadway widening, intersection improvements, storm water management, installation of new traffic signals, maintenance of traffic, and pedestrian access. This project was designed to enhance and increase the flow of traffic on an extremely busy section of Route 1 and Parham Road in Henrico County. Many of the challenges faced during construction were installing large drainage structures and pipe in and near multiple intersections under heavy traffic. Continual maintenance of the traffic during the day time and night time hours was a critical component as well as pedestrian safety, especially with the St. Joseph's Villa children's school located adjacent to the project. Police and local authorities were scheduled to assist with the flow of traffic due to traffic pattern modifications, delays and closures. Working closely with the inspectors and partnering with the local VDOT department was also key to the success of this project.



**Key Features**

- ✓ **Roadway intersection enhancements**
- ✓ **Grading and drainage improvements**
- ✓ **Public traffic safety and coordination**
- ✓ **Quality assurance and roadway and entranceway restoration**
- ✓ **Successful utility installations, tie-ins, and repairs during nighttime operations**



**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: <b>US 219 (Chestnut Ridge Road) from I-68 to the PA State Line (Design-Build) – Interchange and Freeway</b>  Location: <b>Grantsville, MD</b>	Name: <b>Not selected at this time</b>	Name of Client: <b>Maryland State Highway Administration</b> Phone: <b>410.545.8913</b> Project Manager: <b>Michael Baird</b> Phone: <b>410.545.8913</b> Email: <b>MBaird@sha.state.md.us</b>	<b>Spring/2018 (Estimated)</b>	<b>Fall/2020 (Estimated)</b>	<b>\$67,000</b>	<b>N/A</b>	<b>\$280 (PRIME) \$1850 (Dewberry/Alpha)</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects 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.

**Project Description:**

***PRIME is performing as a subconsultant leading the highway design from our Baltimore, MD office located at 5521 Research Park Drive, Suite 300, Baltimore, MD 21228.***

PRIME is providing professional engineering services to The Maryland Department of Transportation's State Highway Administration (SHA) Office of Highway Development's for the design of a new freeway to replace existing US 219 in Grantsville, MD from the existing interchange at I-68 to Old Salisbury Road in Grantsville, Garrett County, MD. Currently, the 1.4-mile segment of US 219, from I-68 to Old Salisbury Road, in Garrett County is a two-lane rural arterial with a posted speed limit of 40 miles per hour, that provides access to industrial, commercial, and residential properties in the project area. There is one signalized section at the intersection of US 40 Alternate and US 219, and approximately 34 access points within these project limits. There are currently no sidewalks on either side of US 219, although three residences are located near the travel center/plaza area and more are located north of the commercial center at the intersection of US 40 Alternate. I-68 provides an east-west connection between Maryland and West Virginia and meets US 219 via a diamond interchange. The primary purpose of the US 219 Improvement Project, from I-68 to Old Salisbury Road, is to provide transportation improvements that are responsive to planned economic development. The project needs are to support local and regional economic growth, efficient highway operations for development, and community access. The US 219 Improvement Project is also intended to address safety throughout the project area and to help meet the regional goals for the Appalachian Development Highway System (ADHS).



***US 219 Bridge over US 40 Alt.***

**Planning and Concept Design:** The original concepts under consideration by the state and provided to PRIME, were highly impactful to wetlands, forested areas and historic properties/culturally significant resources and moreover proved to be cost prohibitive, given the available ADHS funding for the project. PRIME was challenged with developing viable, cost effective concept alternatives with fewer impacts. PRIME developed and evaluated several options to minimize costs through sound value engineering and a practical design approach, ultimately reducing impacts while still meeting all project goals. PRIME also identified potential risks to the state and addressed issues with the original concept designs which had been overlooked, including alignment issues, superelevation, bridge underclearance, slope benching and maintenance of traffic to name a few. PRIME provided several concepts to the state which eliminated numerous flyovers, ramps and structures and significantly reduced grading impacts to environmental resources. The state ultimately eliminated nearly all the original concept alternatives as being cost prohibitive and too impactful and retained one of PRIME's concepts for detailed study.



***US 219 Interchange***

**Highway and Drainage Design:** PRIME has prepared horizontal and vertical alignments for all roadways and ramps, as well as typical sections and detailed superelevation design. PRIME also incorporated drainage ditches and environmental site design facilities into the deliverables. PRIME developed the design of a multi-lane roundabout including detailed design computations for entry and exist deflection, swept paths, intersection and circulatory sight distances. We also prepared necessary public meeting displays and construction cost estimates for this project.

**Coordination with Environmental Planning, Stormwater Management (SWM):** PRIME has continued to coordinate extensively with the Office of Planning and Preliminary Engineering as well as the Office of Environmental Design as this project moves forward as part of the NEPA approval process and permit acquisitions. PRIME has worked closely with the lead SWM designers to ensure that runoff are managed for both quantity and quality requirements to achieve concept approval.

**CPM Scheduling:** PRIME developed a highly detailed critical path schedule for this project and is maintaining the schedule in order to track progress and ensure timely advertisement of this design-build project.

- Key Features**
- ✓ **Interchange Design and Improvements**
  - ✓ **Roundabout Design**
  - ✓ **Highway geometric and drainage design**
  - ✓ **Third Party Coordination**
  - ✓ **Storm Water Management planning and design**

**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: <b>Backlick Road (Route 617) Bridge over CSX Replacement</b>  Location: <b>Fairfax, VA</b>	Name: <b>Not selected at this time</b>	Name of Client: <b>Virginia Department of Transportation, NOVA District</b> Phone: <b>703.259.2304</b> Project Manager: <b>Sharad Behboodi</b> Phone: <b>703.259.2304</b> Email: <b>Shahrad.Behboodi@VDOT.Virginia.gov</b>	<b>09/2017</b>	<b>12/2018</b>	<b>\$ 11,000</b>	<b>NA</b>	<b>\$650</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects 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.

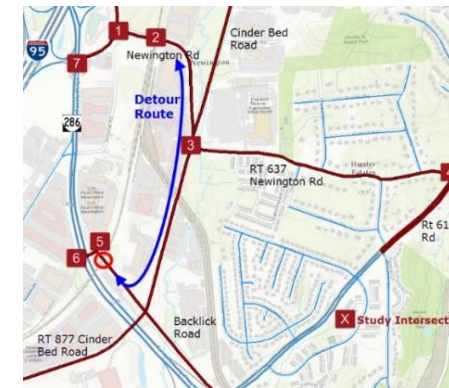
**Project Description:**

***PRIME is performing the design work as the prime designer from our Fairfax office located at 3975 Fair Ridge Drive.***

Virginia's Atlantic Gateway Project is a \$1.4 billion series of projects to address congestion on the I-95 corridor in Northern Virginia. The project includes the D.C. to Richmond Southeast High Speed Rail project (DC2RVA), which requires the construction of 14 miles of new track to increase capacity for freight, commuter, and passenger rail service through the region.

Backlick Road (Route 617) provides an important connection in one of the most congested areas in northern Virginia. The bridge over the CSX rail corridor does not have sufficient horizontal or vertical clearance. In addition, preliminary studies showed that replacing the bridge is on the critical path for the DC2RVA. PRIME was selected to develop plans and construction documents for this critical element on an accelerated schedule.

The single-span semi-integral structure consists of steel plate girders with a composite reinforced concrete deck supported by wall type reinforced concrete abutments and turnback wingwalls. Two rows of drilled shafts are used to support the new foundations. Drilled shafts are utilized to avoid potential conflict with the two underground fiber optic cables that run parallel to the tracks, as well as to avoid the need to extract the existing piles at the existing Pier locations. The superstructure carries two 12-foot lanes of traffic and a 15'-6" shared use path (SUP) adjacent to the northbound travel lane. The railing consists of VDOT Three Rail Railing with 10-foot protection fence and VDOT One Rail Railing with 8-foot protection fence adjacent to SUP and southbound lane, respectively.



*Diagram of Origin Destination Study*



*Existing Backlick Road Bridge (looking South)*

**Key Features**

- ✓ **High priority, expedite design**
- ✓ **Coordination with CSX Railroad and DPRT**
- ✓ **Extensive outreach to commerce and residences.**
- ✓ **New temporary intersection part of TTCP**
- ✓ **Traffic Study included Origin-Destination Study**

A full closure of the bridge will speed construction and reduce risks to motorists and workers. However, there is only one detour route for industry and commercial businesses in the area. A traffic study was undertaken to determine the relative traffic impacts of staged versus full closure during construction and determine mitigation that can be performed during construction. The PRIME team designed and gained approval for a new temporary roadway to provide additional access to the area.

The bridge required additional coordination with CSXT to remediate the slope stability issue, and subsequent stormwater run-off concerns, resulting from re-grading of the North embankment slope. This is accomplished by providing two benches in the slope.

In addition to the improved vertical clearances to accommodate the new rail track, the bridge entry at the north end is widened to provide more room for vehicles, particularly trucks, to maneuver without striking the approach or bridge rail. This is accomplished by providing a flared kicker girder that connects to the fascia girder. Other key improvements include: wider SUP on the bridge, new curb and gutter on the southern approach to the bridge, and new pavement at both approaches.



**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: <b>Replacement of Lewiston Road (Route 802) Bridge over Interstate 95</b>  Location: <b>Hanover, VA</b>	Name: <b>Moffatt &amp; Nichols</b>	Name of Client: <b>VDOT Richmond District</b> Phone: <b>804.524.6139</b> Project Manager: <b>Doug Cabbage</b> Phone: <b>804.524.6139</b> Email: <b>doug.cabbage@vdot.virginia.gov</b>	<b>4/2015</b>	<b>10/2017</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$1,100</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects 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.

**Project Description:**

*PRIME is performing the design work as a subconsultant from our Fairfax office located at 3975 Fair Ridge Drive.*

The previous Lewistown Road bridge over I-95 was a site of numerous truck strikes and was undersized for the rapidly growing area. The project consisted of replacing the existing bridge with a bridge two feet higher, widening Lewistown Road, adding a westbound lane, and rebuilding the ramps to I-95, and adding new signalized intersections.

The replacement is a two-span steel plate girder with semi-integral abutments supported on piles and Mechanically Stabilized Earth (MSE) walls. PRIME evaluated Accelerated Bridge Construction (ABC) methods including prefabricated pier, footings and columns to limit impacts, road closures and construction time.

The surrounding roadways were rebuilt to improve service and to meet the higher elevation of the new bridge. The bridge construction was staged to maintain Lewistown Road traffic over I-95. The Temporary Traffic Control Plan (TTCP) planned included work zones on I-95 and I-95 lane closures.

As of June 2017 the construction is largely complete.

**Key Features**

- ✓ **Replacement of bridge and ramps over high volume section of I-95**
- ✓ **New Traffic Signals**
- ✓ **Staged construction maintained traffic**
- ✓ **Full and temporary interstate closures**
- ✓ **Public Outreach and TMP**



*Staged Construction shown. Old span and new span shown*



*Two-span steel plate girder with semi-integral abutments*



*Aerial View showing new ramp location.*