VDOT
Virginia Department of Transportation

STATEMENT OF QUALIFICATIONS

ALBEMARLE INTERSECTION BUNDLING

A DESIGN BUILD PROJECT

Contract ID# C00111814DB103

FAULCONER CONSTRUCTION COMPANY

RK&K

August 21, 2018

VDOT
Virginia Department of Transportation

3.2 Letter of Submittal

FAULCONER
CONSTRUCTION COMPANY

August 21, 2018

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

RE: Albemarle Intersection Bundling; Contract ID Number: C00111814DB103

Dear Mr. Stevenson:

Faulconer Construction Company, Inc. (Faulconer) is pleased to submit the attached Statement of Qualifications for the above-mentioned project.

3.2.1 Faulconer Construction Company, Inc., 2496 Old Ivy Road, Charlottesville, Virginia 22903 is the Offeror and will be the overall authority on the project as well as the Lead Contractor. Faulconer will execute the contract and appoints the following:

3.2.2 Point of Contact	3.2.3 Principal Officer of Legal Entity
Edwin F. Stelter, LEED AP, DBIA Faulconer Construction Company, Inc. 2496 Old Ivy Road Charlottesville, VA 22903 Phone: 434-295-0033 Fax: 434-295-0508 Email: estelter@faulconerconstruction.com	**Jack W. Sanford, Jr.** Faulconer Construction Company, Inc. 2496 Old Ivy Road Charlottesville, VA 22903 Phone: 434-295-0033 Fax: 434-295-0508 Email: jsanfordjr@faulconerconstruction.com

3.2.4 Faulconer, a corporation authorized to conduct business in Virginia by the SCC, will be the design-build contracting entity for this project and responsible party to the design-build contract with VDOT. Faulconer will hold all financial responsibility for the contract, without any known liability limitations.

3.2.5 Lead Contractor: Faulconer Construction Company, Inc.; Lead Designer: Rummel, Klepper & Kahl, LLP (RK&K).

3.2.6 Faulconer does not have any affiliated and/or subsidiary companies and has indicated such on Attachment 3.2.6.

3.2.7 Signed Certification Regarding Debarment Forms (Attachments 3.2.7 (a) and 3.2.7 (b)) are included in the Appendix.

3.2.8 Faulconer Prequalification status is active, and number is F006. Evidence indicating Faulconer's VDOT Prequalification is provided in the Appendix.

3.2.9 A single Surety Letter from the bonding company is included in the Appendix stating Faulconer's rating categorization and the estimated contract value.

3.2.10 The SCC and DPOR information is provided on Attachment 3.2.10 with supporting documentation in the Appendix.

3.2.11 Faulconer is committed to achieving a 9% DBE participation goal for the entire value of the contract.

We appreciate the opportunity to submit our qualifications and look forward to working with VDOT on the Albemarle Intersection Bundling Design-Build project.

Respectfully Submitted,

Edwin F. Stelter, LEED AP, DBIA
Vice President of Procurement
Faulconer Construction Company, Inc.

3.3 Offeror's Team Structure

3.3 TEAM STRUCTURE

Faulconer Construction Company, Inc. [FCC] is a leader in the heavy highway and infrastructure design-build delivery industry having worked on a variety of design-build projects. Faulconer offers VDOT a team for the Albemarle Intersection Bundling Design-Build that can manage the design and construction; reduce project risk, expedite schedules—all while focusing on safety, cost-control, and quality. During our 15-year design-build history, Faulconer has exceeded owners' expectations in the on-time, on-budget delivery of high-quality projects, while meeting some of the most strenuous maintenance of traffic and environmental commitments.

Faulconer has built a solid reputation of strategically aligning with the design-build partners most suited to meet the specific needs and requirements of the project at hand. For this project, we have selected **Rummel, Klepper & Kahl, LLP [RK&K]** as our lead design firm, along with the added depth of highly qualified sub-consultants. Together these firms form the Faulconer Design-Build (D-B) Team.

Having worked together successfully on the King Street Improvements in the City of Roanoke, our team has developed a rapport and knowledge of each other's abilities, skills and work style which is vital to the success of the Albemarle Intersection Bundling D-B project. Our D-B Team's approach to construct this project relies on key elements that will ensure a successful project delivery: precise planning; experienced and consistent staff from procurement to completion; dedicated resources; and seamless, concurrent project execution.

Subcontractors/Subconsultants

The following subcontractors/subconsultants were carefully selected based on their relevant experience and established working history of D-B project success with VDOT, Faulconer, and/or RK&K:

- Branscome, Inc. (Construction)
- NXL Construction Company, Inc. (QAM)
- CES Consulting, LLC (Construction QCM) *(DBE)*
- ECS Mid-Atlantic, Inc. (Geotechnical)
- H&B Survey and Mapping, LLC (Survey) *(DBE)*
- Glenno Engineering (Right of Way/Utilities Mgmt.)
- KDR Real Estate Services, Inc. (Right of Way)
- Rhodeside and Harwell, Inc. (Public Relations, Landscape Architecture & Bicycle/Pedestrian Facilities *(DBE)*

3.3.1 KEY PERSONNEL

All Key Personnel are highly qualified individuals and have served in similar roles offering extensive road construction and exceptional design expertise. Information regarding their qualifications and experience can be found in Attachment 3.3.1 in the Appendix.

NAME	POSITION	COMPANY
Edwin Stelter, LEED AP, DBIA	Design Build Project Manager (DBPM)	Faulconer
Joe Hamed, PE, CCM, PMP, DBIA	Quality Assurance Manager (QAM)	NXL
Owen Peery, PE	Design Manager (DM)	RK&K
Greg Krystyniak, PE	Construction Manager (CM)	Faulconer

3.3.2 ORGANIZATIONAL CHART

The Organizational Chart on the following page identifies Key Personnel, the reporting structure, and the major functions each will perform. We have identified specific personnel that will address the design and construction of each of the respective project elements and their reporting relationships. Solid lines identify the direct lines of reporting relationships of our team members from the DBPM to the Design, Construction and QA team. Dashed lines represent indirect reporting relationships and obligations to the DBPM and the team members. Furthermore, the reporting structure for the Quality Assurance shows a clear separation between the Construction Quality Control Inspection and field/laboratory testing duties. All team members will remain on the team for the duration of the procurement process and if awarded this contract, for the duration of the contract as described under Section 11.1 in the RFQ.

STAKEHOLDERS & 3RD PARTIES

Dominion VA Power
Comcast Cable
Verizon Business (MCI)
Sprint
City of Charlottesville
Albemarle County

VDOT
Traveling Public
City of Charlottesville
Albemarle County
University of Virginia
Private Landowners
Charlottesville Regional Chamber of Commerce
Rivanna Water & Sewer
Sentara Martha Jefferson
UVA Hospital
Charlottesville Area Transit

VDOT

Public Relations/Outreach Manager
Deana Rhodeside, PH.D (R&H)

Design-Build Project Manager
Edwin Stelter, LEED AP, DBIA (FCC)

Executive Committee
Francis Burke (FCC)
Mimi Kronisch, PE, CCM (RKK)

Quality Assurance Manager
Joe Hamed, PE, CCM, PMP, DBIA (NXL)

QA Inspector - I-64 Exit 124

QA Inspector I-64 Exit 118 & Fontaine Ave Ramp

QA Inspector US - Rt. 250 & Rt. 151 Roundabout & Rt. 20 & Rt. 649 Roundabout

QA Inspector - Rio Mills Rd. & Berkmar Dr.

AMRL Certified QA Lab
To be selected after shortlist

ROW/Utility Manager
Mark MacIntire,PE (GEP)

ROW Procurement
Al Dorin, Jr., MAI, SRA, RW-NAC (KDR)

PROJECT-WIDE DESIGN POSITIONS

Lead Traffic Engineer
Jeffrey Kuttesch, PE (RKK)

Lead Structural Engineer
Chris Vaught, PE, DBIA (RKK)

Lead MOT Engineer
Howard Humphreys, PE (RKK)

Lead Utilities Engineer
Jeffrey Kapinos, PE (RKK)

Lead Geotechnical Engineer
Benjamin Gresham, PE (ECS)

NEPA Environmental
Eric Almquist, AICP, PWS (RKK)

Environmental Permitting & Compliance
Ricky Woody, II, PWS (RKK)

Surveying/Plats
Les Byrnside, LS (H&B)

Landscape Architect
Mark Mastalerz, ASLA, RLA, LEED AP (R&H)

Bicycle/Pedestrian Facilities
Jennifer Koch, AICP (R&H)

Design Manager
Owen Peery, PE (RKK)

Safety Manager
Matthew Martin (FCC)

Construction Manager
Gregory Krystyniak, PE (FCC)

Design QA/QC Manager
Ryan Masters, PE (RKK)

UTILITIES

PROJECT-WIDE CONSTRUCTION POSITIONS

Utility Field Coordinator
Mark MacIntire,PE (GEP)

Environmental Compliance Manager
Junior Weaver (FCC)

CQC Manager
Thomas Starkey, Jr. (CES)

AMRL Certified QC Lab
To be selected after shortlist

I-64 EXIT 124 INTERCHANGE

Roadway Engineer/Design Manager
Mike Merritt, PE (RKK)

Drainage Engineer
Rachel Friend, PE (RKK)

Assistant Construction Manager
Ryan Roman, EIT (FCC)
Construction Superintendent
Traffic Control Supervisor
Subcontractors

I-64 EXIT 118 CLOVERLEAF & FONTAINE AVE RAMP

Roadway Engineer/Design Manager
James Durbin, PE, LEED AP (RKK)

Drainage Engineer
Alice Ortman, PE (RKK)

Assistant Construction Manager
Mark Massie, Sr., DBIA (B)
Construction Superintendent
Traffic Control Supervisor
Subcontractors

US RT. 250/RT 151 ROUNDABOUT & RT. 20/RT. 649 ROUNDABOUT

Roadway Engineer/Design Manager
Stuart Samberg, PE, PTOE, PTP (RKK)

Drainage Engineer
Michael Hogan, PE (RKK)

Assistant Construction Manager
Bryan Rieckmann, EIT (FCC)
Construction Superintendent
Traffic Control Supervisor
Subcontractors

RIO MILLS ROAD AND BERKMAR DRIVE CONNECTOR

Roadway Engineer/Design Manager
Jeremy Kraft, PE (RKK)

Drainage Engineer
Brian Finerfrock, PE (RKK)

Assistant Construction Manager
Ryan Roman, EIT (FCC)
Construction Superintendent
Traffic Control Supervisor
Subcontractors

LEGEND
- = Key Personnel
- FCC = Faulconer Construction
- RKK = Rummel, Klepper & Kahl
- B = Branscome
- NXL = NXL
- CES = CES Consulting
- RH = Rhodeside & Harwell
- ECS = ECS Mid-Atlantic
- HB = H&B Survey & Mapping
- GEP = Glenno Engineering
- KDR = KDR Real Estate Services

ORGANIZATIONAL CHART NARRATIVE

Reporting Relationships of Key Personnel

Design Build Project Manager (DBPM), Edwin Stelter, LEED AP, DBIA [FCC], *will report to VDOT and be the primary point of contact for VDOT for the overall project design and construction.* Mr. Stelter will facilitate communication, integration and direction of the entire D-B Team, including design, construction, quality assurance, MOT, safety, utilities and environmental permitting/protection. He will be responsible for the execution of the work under the contract including corresponding with third parties and project stakeholders, coordinating design activities, oversight of construction quality, and managing the project risks and schedule to ensure timely completion. He will work with the D-B Team to ensure that the design complies with the Owner's specifications and meets contract obligations. He will also coordinate any public outreach efforts.

Added Value: Throughout his career, Mr. Stelter has excelled in bringing a variety of D-B and transportation projects to completion on time and within budget. He served as the Project Executive overseeing the successful completion of the King Street Improvements D-B project in the City of Roanoke and served in similar roles on a variety of D-B projects including UVA Crispell Drive, James River Water Project, Zion Crossroads Effluent Relocation, UVA Lee Street Utilities, and Fort Pickett Regional Training Institute. Mr. Stelter currently serves on the Senior Advisor Team on VDOT's Route 220 Corridor Safety Improvements D-B project, providing decision making, high-level oversight and guidance to the project team. Additionally, he is well regarded in the industry by his peers having served as a Chairman and member of VTCA's Design-Build Committee and President of DBIA's Central Virginia Chapter.

Quality Assurance Manager (QAM), Joseph Hamed, PE, CCM, PMP, DBIA [NXL], *will report directly to the DBPM* on all quality issues and be responsible for establishing and overseeing the QA Program and leading the QA Team ensuring all work, materials, testing, and sampling conform to the contract requirements and the "approved for construction" plans and specifications. Mr. Hamed will have direct, independent access to VDOT. He will have the authority to stop construction activities to ensure compliance with the specifications and issue Non-Compliance Reports (NCRs), if necessary. The QAM Team will conduct independent and concurrent tests and analysis of the work with the construction Quality Control Team. Mr. Hamed will maintain project quality records and approve and submit pay estimates. In addition, he will submit monthly written reports on the status of the QA Program to VDOT, the D-B Team, and the Executive Committee. He has a solid background in coordinating activities with internal and external parties, as well as interacting with citizens regarding projects, perceived impacts, and benefits.

Added Value: Mr. Hamed offers his vast oversight of VDOT funded construction projects administered through both the design-build and design-bid-build delivery methods. In his current role as Quality Assurance Manager for NXL, he has served or is currently serving as the QAM on the following VDOT D-B projects: FCC's Route 220 Corridor Improvements; Route 122 Bridge over Goose Creek; Route 100 Bridges over Route 11 and NSRR; I-581 & Valley View Boulevard Improvements; Odd Fellows Road Interchange; I-81 Corridor Safety and Operation Improvements (Truck Climbing Lanes); and the Route 60 & Main Street Bridge Replacement. He has provided constructability review services while employed with VDOT as an Area Construction Engineer.

Design Manager (DM), Owen Peery, PE [RK&K], *will report directly to the DBPM* and will be responsible for leading and coordinating the individual design disciplines including the coordination of all design disciplines and ensuring the overall project design conforms to the specifications; all design disciplines report directly to Mr. Peery. He will provide VDOT with design plans for review and approval. Mr. Peery will establish and oversee the Quality Assurance/Quality Control (QA/QC) Program for design, including design review, VDOT review coordination, specifications and constructability. He will remain involved once construction starts to oversee any plan modifications, ensure field changes/modifications meet the approved design(s), make sure revisions are documented in As-Built plans, respond to Requests for Information (RFIs), review shop drawings, and review construction / MOT activities with the CM as work progresses to see if there are unrealized opportunities or needs for change. Mr. Peery has 34 years of experience designing and managing transportation projects on interchange, interstate and other facilities requiring extensive, coordinated maintenance of traffic with construction phasing and transportation management plans. This experience will be instrumental in the design and construction sequencing needed on the six project elements included in the Albemarle Bundling Intersection D-B project.

Added Value: Working with Faulconer, Mr. Peery was the Design Manager for the City of Roanoke's King Street Improvements D-B, VDOT I-64 and Route 623 Interchange D-B in Henrico and Goochland County, the overall

Design Manager of the award-winning Route 29 Solutions D-B in Albemarle County, overseeing the design of all three project elements. On the Route 29 project, he led a team that was structured similarly to the way our organization chart has been structured for this project, with discipline leads having project-wide responsibilities and project segments being designed by teams comprised of roadway and supporting disciplines. He was also Lead Designer on the City of Charlottesville's Route 250 Bypass at McIntire Road project where he led a multi-disciplined team of in-house personnel and 12 firms who brought specialized experience to the planning, design and construction of that project.

Construction Manager (CM), Gregory Krystyniak, PE [FCC], *will report directly to the DBPM* and will be on-site full-time for the duration of the project and have the overall responsibility of the daily operations. He will manage the construction schedule and process including all QC activities to ensure the materials used and work performed meet contract requirements and the construction plans and specifications. He will also review all construction QC reports and lab results. Any item that is not conforming to the specifications will be addressed immediately with corrective actions mandated that same day. He will also coordinate with the DM during construction for the proper and timely issuance and review of any RFIs and shop drawings, as well as preparation of as-builts and plan revisions. Mr. Krystyniak is a licensed professional engineer and holds a Virginia DEQ Responsible Land Disturber Certification (RLD). He will attain a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to commencement of construction.

Added Value: Mr. Krystyniak has 17 years of experience in design and construction management of comparable transportation projects. His experiences includes serving 12 years in the VDOT Culpeper District L&D, and a term as the Acting South Area Construction Engineer. Having held D-B roles, as a contractor, and designer role at VDOT allows him to understand and manage all aspects of the contract, transitioning seamlessly from design to construction, and tailoring a QC Plan that ensures the work conforms to the plans, specifications, and contract requirements. Mr. Krystyniak's track record for success is proven by his having been involved with numerous major roadways constructed in Albemarle County and the City of Charlottesville since 2001, including the Route 250 Bypass at McIntire Road where he provided oversight of RK&K's design. He currently serves as the Assistant D-B Manager on VDOT's Route 220 Corridor Safety Improvements Project, however, his duties will be substantially complete by the planned award of this project, allowing him to transition projects with ease.

Narrative Describing Functional Relationships and Communication

Specialized Project Teams

The Faulconer D-B Team is structured based on the needs of the six individual elements. As such, we have formed specialized Project Element Teams (PETs) to meet the requirements of each. The benefit of this arrangement is a dedicated PET for design and construction that is overseen by project-wide staff and allows for the work to be executed simultaneously on a bundling contract of this nature. Each element is led by a dedicated Roadway Engineer/Design Manager (RE/DM), enabling the simultaneous design of each element and greater efficiencies with the overall design process. The RE/DM, under the direction of the DM, will work with their assigned staff focusing on the design of that particular element in order to meet the schedule. Each PET will be supported by project-wide individuals specializing in various disciplines.

Likewise, we have assigned Assistant Construction Managers, *managed by the CM,* to lead the construction efforts of each element. They will work with the designers to tailor the design to meet the specific constructability issues associated with the element. They will serve a critical role for the overall success of the element and be supported by the Construction Superintendent, Traffic Control Supervisor, Subcontractors, and project-wide construction leadership team and crews.

Specific design and construction efforts of the individual PETs will be coordinated as a project-wide effort. Examples of these include MOT, utilities, and public outreach. Specialized Groups will coordinate combined efforts such as lane closures or community outreach. These groups will meet regularly ensuring consistency of methods.

The following page describes the leadership structure of the PET teams.

UPC 111814 - UPC 111814 - I-64 EXIT 124 INTERCHANGE IMPROVEMENTS

Mike Merritt, PE [RK&K], is a Director of Transportation with 28 years of experience in the preparation of roadway design plans for state, federal and municipal transportation projects. He was selected as the RE/DM for the I-64 Exit 124 Interchange Improvements due to his experience having managed the Union Cross Road Widening, one of North Carolina's first DDI projects; the $137M Triangle Parkway D-B project where he managed the design of a roadway to Interstate standards and complexity; and the Route 13/158 D-B project. Mr. Merritt will be supported by **Rachel Friend, PE, CSM [RK&K]**, offering her 15 years of concentrated experience in hydraulic analyses, drainage, and stormwater management facility design.

UPC 111727 - I-64 EXIT 118 PARTIAL CLOVERLEAF MODIFICATION AND UPC 111813 - FONTAINE AVENUE RAMP IMPROVEMENTS AT US ROUTE 29 BYPASS

Due to the close proximity of the I-64 Exit 118 Partial Cloverleaf Modification and Fontaine Avenue Ramp Improvements projects, we have combined the two to expedite project delivery. **James Durbin, PE, LEED AP [RK&K]**, will serve as the RE/DM for these projects. Mr. Durbin was selected to lead these projects based on his 27 years of experience and past experience having designed and managed complex bridge and roadway projects. He was the Lead Roadway Engineer for the I-81 Exit 105 and I-81, Exit 14 Interchange Modifications projects which have similar design elements to these projects. Mr. Durbin will be supported by **Alice Ortman, PE [RK&K]**, with 15 years of experience in drainage, stormwater, erosion and sediment control design and other water resources engineering services for transportation projects. Ms. Ortman served eight years at VDOT as an Associate Hydraulic and River Mechanic Engineer.

UPC 111730 - US RT. 250 AND RT. 151 ROUNDABOUT & UPC 111733 - RT. 20 AND RT. 649 ROUNDABOUT

For the Route 250 and Route 151 Roundabout and the Route 20 and Route 649 Roundabout, we have identified, **Stuart Samberg, PE, PTOE, PTP [RK&K]**, to lead these two roundabout projects bringing 12 years of experience. He was selected based on his experience with the Route 240 at Route 250, and Route 311 at Route 419 roundabouts. He was also selected because of his experience working with Culpeper District and the Charlottesville Residency including on the initial study and temporary signal at the intersection of Route 250 / Route 151, and other safety and operational enhancement projects. Mr. Samberg will be supported by **Michael Hogan, PE [RK&K]**, with 19 years of drainage experience. Mr. Hogan served as the Lead Drainage Engineer on the I-64 Widening and Route 623 Interchange Improvements D-B project as well as on multiple projects under RK&K's Statewide VDOT On-Call Drainage and River Mechanics contract.

UPC 109397 - RIO MILLS ROAD AND BERKMAR DRIVE CONNECTOR

Jeremy Kraft, PE [RK&K], with 15 years of experience in the design and experience of complex roadway projects will serve as the RE/DM for the Rio Mills Road and Berkmar Drive Connector Element. Mr. Kraft is experienced designing all types of VDOT roadways. He has worked on very fast-track projects in the past and this will be important on this project element. Mr. Kraft will be supported by **Brian Finerfrock, PE [RK&K]**, with 19 years of advanced drainage and hydrologic and hydraulic analysis experience. Mr. Finerfrock spent six years serving as the VDOT River Mechanics Engineer in the NOVA District. He has extensive experience leading and overseeing complex drainage designs for VDOT.

Project-Wide Positions

The Faulconer D-B Team includes the following project-wide team of design and construction professionals that have been selected because of their proven competencies in engineering, construction and design-build. Project-wide design staff (traffic, structural, utilities, geotechncial, NEPA environmental, environmental permitting, survey, landscape architecture, pedestrian/bicycle facilities and ROW) and construction staff (safety, structures, utilities, and environmental) are introduced on the Project Wide Staff Chart on the following page. These individuals will work alongside the Key Personnel to ensure consistency with detailing and plan development amongst the individual projects. They will interact with their counterparts within the individual PETs and the additional Project-Wide Staff positions described below:

Safety Manager, Matthew Martin [FCC] *will report directly to the DBPM* supporting both design and construction efforts. He will provide regular oversight of plans and field activities to deliver a safe environment for VDOT, construction workers and the traveling public. He will provide all needed safety training for the project and aid in developing element-specific safety plans to address unique hazards that will enhance Faulconer's standard policies, including subcontractor protocols.

Design QA/QC Manager, Ryan Masters, PE [RK&K], offering his 19 years of experience *will report directly to the DM* and arrange for design quality assurance and design quality control procedures in accordance with the quality control plan. He will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews. The Design QA/QC Manager will serve as a D-B resource to the Project-Wide Design Team. Mr. Masters led the roadway design for the Route 220 Improvements D-B, I-64 Widening and Route 623 Interchange Improvements D-B Project, and the nearby Route 250 Bypass Interchange project.

Construction QC Manager (CQC Manager) Thomas Starkey, Jr. [CES], *will report to the CM.* He has 15 years of experience with the oversight and construction of highways, secondary and primary roads, and bridges on major interstates. He will arrange for all quality assurance and quality control procedures in accordance with the quality control plan. He will provide contract conformance reviews, interdisciplinary reviews, and constructability reviews by the Faulconer D-B Team. He will also coordinate the third-party QC testing lab and testing technicians. The CQC Manager will serve as a resource to the Project-Wide Construction Team.

ROW/Utility Manager, Mark MacIntire, PE [GEP], *will report directly to the DBPM* and coordinate all utility relocations and ROW procurement with design and construction. Offering his 38 years of experience for utilities, he will verify conflicts; determine cost responsibilities; coordinate plan and UT-9 development with utility owners, conduct utility field inspections; coordinate utility relocation design; obtain and review utility relocation plans and estimates, and ensure inspection and documentation of utility relocation construction. For ROW, he will prioritize and synchronize ROW procurement activities in coordination with KDR to meet utility relocation and construction schedules. For both utilities and ROW, he will ensure RUMS and required documentation are updated regularly and current. Mr. MacIntire ensures continuity of service from design through construction.

ROW Procurement, Al Dorin, MAI, SRA, RW-NAC [KDR], *will report directly to the DM* and will facilitate timely and yet sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining property owner. He will perform all right of way activities including appraisal, negotiations, settlement and title services in a timely manner. Mr. Dorin has 41 years of experience and has managed numerous ROW and acquisition projects including conducting negotiations with property owners. He has worked with both Faulconer and RK&K on recent on road and utility design projects including the Route 220 Improvements D-B.

Public Relations/Outreach Manager, Deana Rhodeside, Ph.D [R&H], will lead all public involvement efforts on all elements *reporting to the DBPM.* She will have an open line of communication to stakeholders, third party representatives, and VDOT. In concert with VDOT, she will initiate and facilitate public meetings and communication necessary to announce lane closures and notice of other construction milestones. She is experienced in all areas of creative services, public affairs, community outreach, marketing, advertising, strategic planning and communications plans. Most recently, Dr. Rhodeside has served as the Project Director on successful community outreach efforts for the Charlottesville West Main Street and Richmond Highway Bus Rapid Transit projects.

Executive Committee, Francis Burke [FCC] and **Mimi Kronisch, PE, CCM [RK&K]**, executives of the D-B Team's firms, will ensure that all team partners, including VDOT, are on the same page and that proper and sufficient resources are allocated to the project. To make sure the project stays on schedule, they will meet monthly to discuss the overall progress and performance of the D-B Team.

PROJECT WIDE STAFF

Project-Wide Design Staff *(reporting directly to the DM)*

	Name	Role	Yrs. of Exp.	Project Relevant Experience
RK&K	Jeffrey Kuttesch, PE, PTOE	Lead Traffic Engineer	14	▸ VDOT Rt. 29 Solutions D-B ▸ VDOT Rt. 220 Improvements D-B
	Chris Vaught, PE, DBIA	Lead Structural Engineer	9	▸ VDOT Rt. 29 Solutions D-B
	Howard Humphreys, PE	Lead MOT Engineer	31	▸ VDOT I-81 Exit 105 ▸ VDOT Longhill Road Roundabout

PROJECT WIDE STAFF				
RKK	Jeffrey Kapinos, PE	Lead Utility Engineer	32	▸ VDOT I-64 Widening and Rt. 623 Interchange Improvements D-B
RKK	Eric Almquist, AICP, PWS	NEPA Environmental	19	▸ VDOT Rt. 29 Solutions D-B ▸ VDOT I-64 Widening and Rt. 623 Interchange Improvements D-B
RKK	Richard Woody, PWS	Environmental Permitting & Compliance	31	▸ VDOT I-64 Widening and Rt. 623 Interchange Improvements D-B ▸ King Street Improvements D-B
ECS	Benjamin Gresham, PE	Lead Geotechnical Engineer	20	▸ VDOT Rt. 29 Solutions D-B ▸ VDOT I-64, Exit 91 D-B
H&B	Les Byrnside, LS	Surveying/Plats	32	▸ VDOT I-64 Widening and Rt. 623 Interchange Improvements D-B ▸ VDOT Rt. 29 Solutions D-B
R&H	Mark Mastalerz, ASLA, RLA, LEED-AP	Landscape Architect	30	▸ VDOT I-64 /I-264 Interchange & Soundwall ▸ Midlothian Turnpike/Route 60 Widening
R&H	Jennifer Koch, AICP	Bicycle & Pedestrian Facilities	7	▸ Suffolk's Bike/Pedestrian Plan ▸ DC DOT Eastern Downtown Cycletrack ▸ Braddock Road Multimodal Study
Project-Wide Construction Staff *(reporting directly to the CM)*				
GEP	Mark MacIntire, PE	Utility Field Coordinator	38	▸ Sudley Manor Dr. & Linton Hall Rd D-B ▸ I-81 Widening D-B Project
FCC	Junior Weaver (FCC)	Environmental Compliance Manager	48	▸ VDOT Meadow Creek Parkway ▸ Stonefield - Road Plan - Route 29 and Hydraulic Road (Rt. 743)

Design and Construction Team Interaction

The Faulconer D-B Team will ensure proper communication and coordination between the many parties involved with the project elements based upon continuous communication plus frequent meetings and updates. The DBPM will be involved in all project element development and construction processes ensuring overall quality management, adherence to the contract, and to allocate appropriate resources to meet the project schedule. He will facilitate communication, integration and direction of the entire Faulconer D-B Team. The DBPM will lead the D-B Team internal weekly meetings during the design phases with each element team and with key design and construction staff present.

Commitment to Keep Team Intact

The Faulconer D-B Team has selected specific personnel with current assignments that will allow them to serve on this project in the capacity needed. The individuals identified in this Statement of Qualifications, both Key Individuals and non-Key Individuals, will serve on the Albemarle Bundling Intersection D-B project through completion of construction.

3.4 Experience of Offeror's Team

3.4 EXPERIENCE OF TEAM

Faulconer and RK&K have experience as fully integrated D-B partners from the recently completed King Street Improvements D-B Project in the City of Roanoke. Individually, they have delivered multiple projects to VDOT under D-B, P3 and Innovative Delivery Methods for a variety of projects under multiple consecutive contracts.

Faulconer Construction Company, Inc. [Faulconer] brings to the Albemarle Intersection Bundling Project specialized experience delivering D-B transportation projects. Having performed in excess of $700 million of construction in the past 10 years, of which 80 percent was self-performed, Faulconer's growth in D-B project delivery continues to account for a greater proportion of their portfolio of projects. Faulconer is leading, or has played a key role, on more than 20 D-B projects with a cumulative contract value in excess of $200 million. Furthermore, Faulconer's headquarters and the proposed project base camp location are centrally located and minutes to all six elements.

Rummel, Klepper, & Kahl, LLP [RK&K], as the Lead Designer, will provide overall project management for all design activities. RK&K has relevant experience delivering road and bridge D-B projects as well as a solid reputation of strategically aligning teams to meet the specific needs and requirements of this project. RK&K's specific experience with VDOT includes well over 500 projects or assignments. In addition, RK&K held the initial contracts with VDOT's Innovative Project Delivery Office assisting in the development of technical requirements and bridging documents on the earliest D-B and P3 projects administered in Virginia. This, combined with the delivery of more than $2.3 Billion D-B projects for VDOT and other DOTs gives RK&K a unique and in-depth experience in the delivery of D-B projects.

Branscome, Inc. is one of the largest heavy highway and general contracting companies in the mid-Atlantic region offering a full range of heavy construction services. Their experience as a key partner on several DB projects has earned them a reputation for excellence and innovation. Having worked with Faulconer as a subcontractor on numerous projects, and their direct experience with interchanges and roundabouts, enhances the D-B Team's experience and capabilities.

Glenno Engineering, PLLC [GEP] joins our team providing ROW/Utility Coordination and Management. Glenno's staff and Faulconer have a history of successfully working together on D-B projects, including the VDOT Route 220 Corridor Safety Improvements in Botetourt County and the VDOT I-81 Truck Climbing Lanes in Montgomery County. Glenno Engineering is currently leading the development and completion of the bridge and structures technical requirements and risk management support for the $3.5 billion Hampton Rds. Bridge Tunnel Expansion.

NXL Construction Company, Inc. [NXL] is comprised of licensed Professional Engineers, CMAA certified Construction Managers, Design-Build Institute of America designated professionals, and skilled Construction Inspectors that provide comprehensive construction management services for CEI projects, ranging from field Inspection to Quality Assurance. NXL has worked with Faulconer and RK&K on numerous projects including Route 220 Improvements D-B. SWaM #626437

CES Consulting, LLC [CES], a certified DBE firm, has served in and IA/IV, QA or QC role on eleven D-B projects throughout the state. CES has fully certified QAMs with PE/DBIA/CCM credentials and QCMs with DBIA/CCMs. CES has teamed up previously with RK&K on the Route 29 Solutions D-B project and on multiple D-B pursuits as well as working on together on CEI and project specific contracts over the past eight years. DBE#690040

ECS Mid Atlantic, Inc. [ECS] specializes in geotechnical engineering, geostructural design, tunnel and underground engineering. Their team is very familiar with the local soil conditions from numerous current and completed projects in the Charlottesville region. ECS has delivered geotechnical services on 12 successful D-B projects and have performed over 300 geotechnical investigations within the VDOT Districts.

Rhodeside and Harwell, Inc. [R&H] a certified DBE firm, offers comprehensive services in public involvement, planning/design, and landscape architecture. R&H's expertise in land use, environmental planning, transportation-related design including bicycle/pedestrian, has successfully addressed projects in all types of settings. DBE #626309

H&B Survey & Mapping, LLC [H&B] provides surveys on projects involving bridges, streets and highways. H&B has teamed with RK&K on more than 30 projects since 2010 including the I-64 Widening & Route 623 Improvements, Route 29 Solutions, King Street Improvements, and I-64 Widening and High Rise Bridge D-B projects. SWaM #679423

KDR Real Estate Services, Inc. [KDR] is a VDOT pre-qualified right-of-way and easement acquisition firm. KDR has performed ROW services on eight D-B projects. KDR, RK&K and Faulconer have worked on many D-B and transportation projects throughout the region including the King Street Improvements D-B project. SWaM #651893.

3.4.1 Work History Forms

Work History Forms (Attachments 3.4.1(a) and (b)) as required are included in the Appendix.

3.5 Project Risks

3.5 RISKS

The Faulconer D-B Team will employ the Construction Management Association of America (CMAA) endorsed approach to risk management by using a "Risk Register" which includes a formal list of identified risks, potential impacts to the project, and mitigation strategies for each issue. Our D-B Team's risk management process has already commenced, and will continue throughout design and construction, enabling our team to respond in an organized and proactive way as specific project issues unfold. The D-B Team will employ a five-step risk management approach to the project as follows:

1. **Identify** – name risks facing the project, determine cause and effect, and categorize risks
2. **Assess** – assign probability of occurrence, severity of impact, and determine response
3. **Analyze** – quantify risk severity, determine risk exposure, establish risk tolerance level, and determine risk contingency (applicable during preliminary design and pricing)
4. **Manage** – define response plans and actions, establish ownership of risk, and manage response (after NTP)
5. **Monitor / Review** – monitor/review/update risks, monitor response plans, update risk exposure, analyze trends, and produce reports (after NTP, during design, during construction)

We have reviewed the available information for the Albemarle Intersection Bundling D-B Project, visited the sites during various traffic and weather conditions, and jointly discussed the major risks. With the mindset of project risks being defined as an issue that has the potential to impact the project schedule, budget, and/or safety, the team has identified the three most critical risks facing the D-B Team during the project:

Risk No. 1 – Maintenance of Traffic

Risk Identification: Due to our extensive work on major projects in the region, the Faulconer D-B Team understands that each project element brings different traffic challenges and strategies, with some similarities as well. Each of the project elements in this bundle will create changes in traffic patterns either during construction or after completion when compared to existing conditions which the traveling public has grown accustomed to. This change in pattern will begin during construction when temporary lane shifts, lane closures, and early reconfiguration of the existing intersections. These temporary traffic conditions will have the potential to confuse the traveling public if not properly mitigated and carefully planned out. Key risk items include the following:

I-64 Exit 124 Interchange & I-64 Exit 118 Interchange / Fontaine Avenue Ramp have the following key risk elements:

- UVA and major regional events such as sporting events, concerts, "move in day" and graduation have a large impact on the traffic at these locations.
- These interchanges function at near capacity during peak periods. An incident at either of these locations during peak periods impacts the entire regional network including Interstate 64, U.S. Routes 250 and 29.
- Exit 124 is a major gateway into Albemarle County and Charlottesville from the east while Exit 118 / Fontaine Avenue is a major gateway from the west. Both provide access to the Charlottesville Regional Airport.
- Exit 124 provides critical access for emergency vehicles accessing the Sentara Martha Jefferson Hospital.
- Exit 118 / Fontaine Avenue provides critical access for emergency vehicles accessing the University of Virginia (UVA) and the UVA Medical Center. The UVA Medical Center is a regional facility that provides emergency services to a large portion of central and south-central Virginia.
- Both the Exit 118 and the Fontaine Avenue projects require construction along U.S. Route 29. Route 29 is a major regional north-south artery through central Virginia. It parallels and provides an alternate route to Interstates 81 and 95 connecting Northern Virginia to the Greensboro / Raleigh / Durham corridor in North Carolina.
- Each of these projects could have impacts from or could impact other major regional projects. At this time, VDOT, Albemarle County and the City of Charlottesville are either planning or designing major projects that can and will impact nearly every ingress or egress route into Charlottesville and the University of Virginia. These projects include: Fontaine Avenue Improvements, Emmett Street Improvements, U.S. 29 / Hydraulic Road intersection improvements and the replacement of the Belmont Bridge.

Route 250 / Route 151 and Route 20 / Route 649 Intersection Roundabouts have the following key risk elements:

- Each accommodate regional traffic in addition to local traffic.
  - Route 250 provides access to Route 151 and the year-round resort of Wintergreen. The area around the resort is growing rapidly as well and becoming known as the "Brew Ridge Trail" with wineries, breweries and distilleries along with a facility that holds a major multi-day festival each year. This growth has led to high traffic volumes at times that are not the normal workday commuter times including weekends, holidays and during winter inclement weather periods. It also increases the probability of impaired drivers negotiating through the work zone.
  - Route 20 is a state route that provides a connection between Charlottesville and Fredericksburg while Route 649 provides a local route from the Airport / Hollymeade area around the City of Charlottesville to points east and southeast. This traffic is somewhat regular with respect to weekday and weekend traffic.
- Each will require MOT that will build a roundabout where an existing at-grade intersection exists with no viable detour.

Rio Mills Road to Berkmar Drive Connector has the following risk element:

- Minor traffic control will be required at the project tie-ins.

Why this Risk is Critical: A clear, concise and effective Transportation Management Plan (TMP) and Maintenance of Traffic (MOT) plan is key to the success of a project. If not mitigated correctly, through design and implementation, poor execution of traffic control will lead to decreased capacity and mobility, leading to traffic delays and schedule delays. These lead to disgruntled users and a poor image for the project and diminished confidence in the Department's ability "Keep Virginia Moving." More important than image is the safety of the traveling public and construction personnel. Improper execution of the MOT plan or the buildup of driver frustration can lead to a dangerous or fatal result, especially when coupled with drivers that are unfamiliar with the area, have reduced visibility in inclement weather or are partially impaired.

Risk Impact to the Project & Mitigation Strategies: The D-B Team's mitigation strategies will begin with the development of the TMP that has a major focus on mobility, communication strategies and incident management. The potential impacts to the project include safety, mobility, public acceptance, schedule and budget. Each element of the bundle possesses unique challenges and specific risks. Maintaining mobility of the traveling public, and the preservation of a safe work zone and driver mobility throughout the duration of construction will be a project wide goal. Our mitigation strategies for the TMP/MOT risks identified above include:

Public Awareness and Outreach: Keeping the public, stakeholders and communities informed that surround each of these project elements will be key. Each project has its own potential impact on the region and the area of the project. Keeping the public informed as to the sequence and timing of project elements as well as intra-project stages and phases will be our top priority. To maintain public support and confidence, project updates must be clear, timely and most of all accurate. If the public loses confidence in the information being provided, our ability to minimize congestion and maintain safety decreases. Our plan uses a multi-layered approach to inform the public and minimize traveling inconveniences. It will incorporate proven and innovative strategies and tools, including:

- Social media to provide motorists up-to-date information on construction progress, work zone changes and incident reports
- Local media outreach and special announcements
- Regional messaging using ITS message boards located along I-64 and U.S. 29.
- Dynamic message signs to reflect real-time work zone conditions
- 3D and flyby simulations of the projects and conducting Diverging Diamond and Roundabout Clinics to educate the traveling public on how to navigate each element during and after construction.
- Working closely with VDOT and regional partners including emergency services, Albemarle County, City of Charlottesville, Charlottesville Regional Transit and UVA.

Limitation of Road Closures: With the exception of the Rio Mills / Berkmar Connector, traffic flow must be maintained at all times for all project elements for the reasons identified above. Our Team will comply with the lane closure restrictions we anticipate for this project and will limit lane closures and work within travel lanes to

non-peak periods.

Construction Staging and Access: Staging areas will be situated so as to not increase congestion and provide safe ingress and egress to the construction sites. Materials deliveries to the construction site will be restricted to off-peak hours.

Incident Management: A major focus of the TMP will be a clear incident management plan for each project. An incident at any of the project elements must be swiftly responded to and measures taken to minimize impacts to the roadway network. Coordination and communication with first responders and hospitals is critical at each of these locations due to the proximity of the interchange projects to major hospitals and the lack of alternative routes at the two roundabouts.

Coordination with Regional Projects: In addition to coordinating the project elements within this bundle of projects, coordination with other major regional projects will lead to the success of this project as well as the other projects in the area. We will propose regular coordination meetings with key construction and or owner personnel to synchronize and reduce the potential of interproject construction impacts within the region. As stated above, nearly every major corridor into the City of Charlottesville and UVA have major projects at some level of project development and delays due to construction on one of these projects will likely be felt on the others. The result from this coordination will be the understanding and ability to anticipate changes in traffic due to the activities on other regional projects and to ensure that activities that can impact traffic are not implemented on numerous projects all at the same time.

Minimize Changing Traffic Patterns: Maintaining adequate separation between construction operations and the traveling public will be the key strategy for maintaining the safety of construction personnel. Emphasis will be placed on limiting the number of times traffic will be switched and minimizing the transitions between the switches. By limiting the number and severity of traffic switches, the traveling public will be more comfortable navigating each element while it is under construction. Phases of each element will be constructed in such a manner to get traffic in its final configuration as quickly as possible while MOT measures are in place. This will greatly help in the establishment of lasting driver patterns.

Role of VDOT and other Agencies: The D-B Team will work tirelessly with VDOT in the TMP and MOT plan development for each element to address any concerns by VDOT or other stakeholders through plan coordination reviews and meetings. VDOT will assist in facilitating public notice and education of new traffic patterns using press releases, public meeting notices, ITS message boards and other means to ensure public awareness in and around the region.

Risk No. 2 – Utility Relocations

Risk Identification: Based on information provided in the RFQ, field reconnaissance, and records research there are both public and private utilities within the limits of the project elements. Utility facilities include electric, telecom, fiber optic cables, TV, water and sanitary. Electric and telecom facilities are both overhead and underground.

Why this Risk is Critical: The critical risk to the project from utilities is identifying the potential conflicts with construction and scheduling relocation and adjustments. Orchestrating multiple concurrent projects with multiple construction phases is a critical schedule risk. Protection of utilities from both direct and indirect impacts is also critical to the success of the project. Failure of any of the utility owners to provide timely assistance can disrupt the schedule and the ability of the D-B Team to complete the construction of particular areas of the project. Failure to provide early coordination/planning in order to identify conflicts and the scope of relocations, acquire rights of way and easements and schedule the utility relocations could cause significant schedule delays. Managing the utility relocations must be aggressive and comprehensive to avoid impacts to the construction of the project elements.

At the I-64 Exit 124 Interchange Improvements, there are underground power and communication that serve the signal cabinets in the northeast and southwest quadrants. The transformer is just north of the signal cabinet. An underground fiber-optic cable runs down the west side of Route 250 just off the travelway.

- The transition of the power and communication from the existing signals to new signals will have to synchronize between the D-B Construction Team and the utility companies to eliminate potential delays.
- The fiber optic cable is close to the I-64 bridge foundations. During design, the engineering will strive for avoidance and during construction the line will need to be adequately protected.

At the Route 20/Route 649 Roundabout, there are overhead power and communication lines. The poles for the utilities parallel Route 20 on the east side of the road. At the intersection with Route 649, the utilities cross diagonally from the northeast quadrant to the southwest quadrant of the existing intersection. The pole line then shifts to parallel to Route 649 westward.

- The expanded footprint of the roundabout will impact the east side pole line requiring relocation.
- Relocating Route 649 to the south will impact the pole line along Route 649 requiring relocation.
- Coordinating the design and construction for the relocations with the multiple phases for the roundabout construction will be a critical schedule activity for this element.

At the Route 250/Route 151 Roundabout, there are overhead power and communication in potential conflict as well as sanitary and water considerations. There are currently two lines of poles paralleling Route 250 along both the north and the south side of Route 250. Just west of Route 151 on the north side of Route 250, the utilities cross over Route 250 to a pole in the southwest corner of the intersection. The utilities then run overhead off of Route 151 to the west in a southerly direction.

- The roundabout will impact both lines of poles and the crossing to Route 151.
- Coordinating the design and construction for the relocations with the multiple phases for the roundabout construction will be a critical schedule activity for this element.
- The Rockfish Gap Country Store is on the north side of Route 250 at the western limits of the project. The west approach to the new roundabout may impact the current access to the business and the pole line in front of the business. The store is served by a pole at the west end of the building. Avoiding impacts to this pole will be a priority.
- The store has a well in the vicinity of the pole which is unlikely to be disturbed but will be highlighted during the design phase for avoidance. It is currently unknown where the septic system for the store is located so locating and avoiding that will be another priority during design.

For the Exit 118 and Berkmar connection elements there are no anticipated utility relocation based on the RFQ information. This will be confirmed during further design of the project elements.

Risk Impact to the Project & Mitigation Strategies: The primary strategy to mitigate this risk to the project is to develop designs that avoid the in-place utilities. Avoidance is not only helpful in limiting the work and involvement of the utility companies, but it is key in demonstrating value in our relationships with VDOT and the utility companies and gives them an interest in making the project successful as well. In addition, the D-B Team will provide early, open and continuous communication and coordination with the impacted utility companies throughout the design and construction phases of the project. We will meet early in the process with each utility owner to gain an understanding of how to work together to achieve the element's goals. We intend to build upon the existing relationships we have developed with the utility companies during other local projects and manage utility relations through partnering and open communication.

The D-B Team has assigned Mr. Mark MacIntire, PE, of Glenno Engineering, as the Lead Utility Manager. He has provided similar utility coordination services in both the design and construction phases on multiple VDOT D-B projects. He will lead the D-B Team's utility coordination efforts, and in close coordination with design, will identify and define potential impacts, evaluate avoidance solutions and facilitate relocation services. To help avoid unforeseen utility impacts, the D-B Team will obtain as-built information from the utility companies and field verify the existing utility mapping. Supplemental designating will be performed on any known facilities not shown on the existing mapping. We will use VDOT experienced Subsurface Utility Engineering (SUE) to detect and designate the location of existing utilities and implement a Level A test-hole program to obtain the precise depth of utilities. This program data will enable a complete review of existing facilities, confirm conflicts identified during design development and will provide data for the UT-9 forms that will be provided to the utility companies prior to the Utility Field Inspection (UFI) meeting(s). We will investigate alternative designs to help avoid or minimize the impact to existing utilities. We anticipate holding a separate UFI meeting for each element.

New information regarding the designs and schedules will be shared with the utilities. Follow-up meetings will be held as necessary with utility companies to develop relocation designs. Design and schedule changes will be communicated to the utilities during the project. Utility relocations will be identified in the project schedule. The D-B Team will work with the utility owners to examine methods, such as phased relocations, to expedite utility related plans and estimates (P&E) and advance the project schedule. Acquisition of ROW and easements will be prioritized to allow the relocation of utilities as early as possible. The D-B Team will use a single experienced

point of contact for both utility relocation coordination and relocation construction to maintain continuity of communication from the design phase into the construction phase. Where feasible, the D-B Team will look at self-performing some utility work such as conduit installation in order to maintain control of the schedule during construction. We are familiar with the UFI process and the preparation of the documents required by VDOT's Utility Manual of Instructions-Utility Relocation Policies & Procedures and will perform the relocation effort in all of each element in accordance with the Manual's and the RFP's requirements.

Role of VDOT and other Agencies: The D-B Team expects the role of VDOT to have in addressing these project risks is predominantly high-level oversight only when it comes to the utility coordination process. We will coordinate directly with the utility companies and will invite VDOT to participate in the relocation planning efforts including attending UFI meetings and review all copies of plan and estimate packages. If needed, VDOT will provide final determination on cost responsibility. All utility coordination will be performed directly by our team utilizing our relationships and reputation with the utility companies to ensure efficient and successful relocations.

Risk No. 3 – Acquisition of Water Quality Permits

Risk Identification: Water quality permit acquisition has the potential to substantially impact scope, cost, and schedule, as well as affect customer satisfaction of each element. To complete this action, agency coordination will assess biological resources, wetlands, stream, cultural resources and conservation easements. This review affects the elements design by requiring an evaluation of avoidance, minimization and compensation measures while specifying construction means and methods which might not have been considered or completed with the previous environmental reviews and documentation. During the water quality permitting process, the regulatory agencies evaluate the impacts or effects of the project elements to jurisdictional waters of the United States including wetlands (WOUS), federal and state threatened and endangered species, cultural resources and conservation easements.

Each element of the Albemarle Intersection Bundling D-B Project has Clean Water Act jurisdictional WOUS within or adjacent to them. The final design of each element, with the exception of the Rio to Berkmar Connector, has the potential to require Section 404 Clean Water Act General Permit from the United States Army Corps of Engineers (Corps) and Virginia Department of Environmental Quality (VDEQ) Virginia Water Protection Permit (VWPP) General Permit in addition to the acquiring the VDEQ Virginia Stormwater Management Permit (VSMP) General Permit for land disturbing activities for each element.

Each intersection has identified the potential presence of the federally listed Northern long-eared bat and/or the State Listed Little Brown Bat and Tri-color Bat. The I-64 Exit 124 Interchange Improvements and the Fontaine Avenue Ramp Improvements are within two miles of a Bald Eagle nest, and the Route 20/Route 649 Roundabout has a database listing the state listed Loggerhead Shrike additional coordination with resource agencies elements are developed.

Each element drains to the Rivanna River watershed (River) where anadromous fish potential has been identified and segments of the River near the I-64 Exit 118 Partial Cloverleaf and Fontaine Avenue Ramp Improvements contain habitat for the federally listed James Spinymussel and the I-64 Exit 124 Interchange Improvements contain a habitat for the state listed Green Floater which will require additional coordination with resource agencies as the elements are developed. In addition, segments of the River categorized by the Commonwealth's resource agencies as Stream Conservation Units (SCU) which could result in a time of year (TOY) restriction of February 15 to June 15 of any given year for in-stream work activities for anadromous fish or TOY restriction for in-stream work between March 15 to May 31 and August 15 to September 30, as applicable.

Each element has been evaluated and reviewed for a defined area of potential effect for Cultural Resources with some coordination with the State Historic Preservation Officer (SHPO) still underway. In addition, the Route 20/ Route 649 Roundabout has a Virginia Outdoors Foundation (VOF) Easement recorded on properties adjacent to the existing intersection.

Why this Risk is Critical: The Corps and VDEQ water quality permit authorization requires a period of review/ evaluation, coordination with state and federal resource agencies, a determination of consistency with the general permit requirements and a determination on the required compensatory mitigation for WOUS impacts. The decisions by these regulatory agencies have a direct effect on each element with potential schedule cost impacts.

As part of the permitting process, the permitting agencies may require an element to consider alternatives, endangered species studies, time-of-year restrictions for in-stream work and/or tree clearing, additional cultural resources coordination, application of avoidance and minimization measures that could result in design modifications necessary to document the Least Environmentally Damaging Practicable Alternative (LEDPA) decision and support a Public Interest Finding necessary for water quality permit authorization.

The Route 20/Route 649 Roundabout Virginia Outdoors Foundation Easement risk is critical because the VOF Board decides the validity of the right of way actions within this type of easement which requires a comparable values mitigation options presentation. This is one of the highest levels of land protection easements within the Commonwealth of Virginia and overall is difficult to mitigate If the VOF Board determines the proposal is not acceptable then right of way cannot be taken from the VOF easement.

Risk Impact to the Project & Mitigation Strategies: At the beginning of the design of each project element, the D-B Team will perform field investigations to locate environmentally sensitive resources within and adjacent to each element and provide this information in a GIS file to the design team. Concurrently, our team will prepare Corps WOUS technical memorandum to secure Corps Jurisdictional Determination and initiate threatened and endangered species coordination. The D-B Team will consider and implement avoidance and minimization measures and define construction means and methods including the restoration approaches for temporary impact areas. We will strive to keep design impacts to WOUS within the regulatory agencies general permit thresholds which expedite the permitting process time.

During the design of each element, the D-B Team will avoid and minimize impacts to wetlands, streams, fish, plant, wildlife and their habitats, and cultural resources by evaluating the cross-section, profiles, alignments, countersinking of culverts, minimize clearing of existing vegetation, maintain applicable buffer widths for a species habitat, avoid and minimize impacts to WOUS and Natural Resources within and adjacent to each element to the greatest extent practicable.

The D-B Team will utilize the FHWA categorical exclusion to provide confirmation to the Corps that coordination with the SHPO was completed with No Effect Decision on Cultural Resources. The will ensure the effect on each element is negligible because the FHWA is the lead federal agency and has satisfied the SHPO coordination requirements for federal agencies under Section 106 of the National Historic Preservation Act.

The D-B Team will design the project to avoid right of way from the VOF property. We will identify project compensatory mitigation opportunities for WOUS and nutrient credits early in the project development process to minimize delays following the permit authorization to expedite project construction.

The D-B Team will apply the Fish and Wildlife Service (FWS) Northern Long-Ear Bat Final 4(d) Rule that went into effect on February 16, 2016. The final rule allows incidental take from permanent conversion of forest lands to other uses such as right of way creation or expansion. The anticipated result is an elimination of the time of year restriction or a reduction in the time of year restriction duration on tree cutting for the NLEB. Our team will develop our schedules to include time of year restriction for in-stream activities. However, during our coordination with the resource agencies, we will work to reduce or eliminate any TOY restrictions. The D-B Team will design the erosion and sediment controls and stormwater management to comply with the VSMP requirements and develop a Stormwater Pollution Prevention Plan (SWPP) for each element. The elements will be constructed with strict adherence to erosion and sediment control requirements and stormwater permits. We've successfully secured environmental clearances and water quality permits on other VDOT transportation projects. To ensure the timely delivery of the environmental clearances and to ensure compliance with environmental commitments, the D-B Team will:

- Use peer-review to perform QC and QA reviews of draft and final products.
- Use letters of instruction for the environmental commitments to dissemination information to Team.
- Establish environmental commitments monitoring protocols.
- Perform reviews to evaluate compliance with the environmental commitments.
- Report on the results of those reviews to the Project Leadership.
- Adjust operations as necessary to promote compliance with environmental commitments.

Role of VDOT and other Agencies: No role is anticipated from VDOT or any other agency other than the traditional information sharing, oversight, permit review and preparation of acceptance documentation.

Overall Project Risk Summary

The Faulconer D-B Team understands that risks are inherent in D-B projects and fully take on the risk of this project as required in the RFQ and subsequent RFP.

3.6 Approach to Executing Work on Multiple Elements

3.6 APPROACH TO EXECUTING WORK ON MULTIPLE ELEMENTS

Proven Performance with Delivery of Multiple Projects

The Faulconer D-B Team has a proven record of providing design and construction services on time and within budget for VDOT and other clients in Virginia and throughout the mid-Atlantic and Southeast. Faulconer, as a matter of normal business, executes multiple projects concurrently in Central Virginia. We have a large concentration of resources in Albemarle County, our headquarters location, to draw upon to handle the multiple concurrent elements of the Albemarle Bundling D-B Project. Ed Stelter, the DBPM, and Greg Krystyniak, the CM, are based in Charlottesville and have managed these resources on concurrent projects previously. Our other designated project personnel provide VDOT with the knowledge and proven experience required to meet schedules, respond quickly, deliver multiple projects concurrently and on accelerated schedules. As described previously in the 3.3 Team Structure section of this response, we have formed specialized project teams to meet the needs of each individual project element. The benefit of this arrangement and project approach is a dedicated team for design and construction that is supported by project-wide staff, allowing for seamless execution of simultaneous project delivery on a bundling contract of this nature.

This arrangement proved successful on the recent VDOT Route 29 Solutions D-B project included three distinct 'elements' bundled into a single design-build contract. Each project element was led by a dedicated engineer from the design team, enabling the simultaneous design of each of the project element, leading to the success of the overall design process. RK&K served as the Design Managers for that project, overseeing the simultaneous designs for all three project elements and was also the lead designer for the Rio Road Grade Separated Intersection (GSI). The dedicated teams assigned to each project element ensured the allocation of necessary design resources and contributed to all three elements being completed ahead of schedule. The GSI portion of the Rio Road project element was completed seven weeks ahead of schedule, while the Route 29 Widening and Berkmar Drive project elements were completed approximately four months ahead of the fixed completion date.

RK&K has a proven track record of performance while delivering multiple projects on concurrent schedules. This is best demonstrated by RK&K's repeated selections for VDOT Limited Services Statewide Design Contracts since 2005. Over the most recent contract period (2014-2018), RK&K has performed design services on 32 tasks including interchange reconstruction, roadway widening, intersection improvements and roundabout designs. This experience provides our D-B Team with diverse technical skills necessary to complete the six projects simultaneously.

Design Strategy for Albemarle Intersection Bundling

Our strategy for designing the Albemarle Intersection Bundling project is a proven and successful model as described above on the VDOT Route 29 Solutions D-B project. We have teamed key staff people for the project elements that have successfully led the design of similar projects.

The I-64 Exit 124 Diverging Diamond Interchange design team will be led by Mike Merritt. Mr. Merritt successfully led the design of the Union Cross Road / Interstate 40 Diverging Diamond Interchange, one of the first diverging diamond interchanges in North Carolina. This project entailed the construction of a parallel bridge adjacent to the existing to facilitate the diverging diamond configuration.

The I-64 Exit 118 and Fontaine Avenue Ramp design team will be led by James Durbin. Mr. Durbin recently led the design of the complete reconstruction of the I-81 Exit 14 interchange. Similar to I-64 Exit 118, the goal of the Exit 14 project was to eliminate the weave of a partial cloverleaf on the interstate. This project included very complex maintenance of traffic due to the reconstruction of approximately two miles of I-81 including the two mainline bridges within the interchange.

The Route 250/Route 151 and Route 20/Route 649 Roundabouts will be led by Stuart Samberg. Mr. Samberg is intimately familiar with the design, traffic analysis and maintenance of traffic associated with the construction of roundabouts on active roadways. Most recently, he has led RK&K's design efforts on the Route 240 at Route 250, and Route 311 at Route 419 roundabouts designs and understands how key constructability of these projects are in areas where the existing roadway must remain open at all times and there are no viable detours available for the traveling public.

The Rio Mills Road and Berkmar Drive Connector will be led by Jeremy Kraft. Mr. Kraft has 15 years of experience designing all types of VDOT roadways. He has worked on fast-track projects in the past and this will be important on this project element. Due to minimal right of way, utility relocation, maintenance of traffic and permitting requirements for this project, our team believes this element will lead the other projects into construction.

Mr. Kraft has led the design of fast-track projects before including recently leading the design of Route 1 located in Ashland to a Citizen Information Meeting only 14 days after RK&K's Notice to Proceed and Preliminary Field Inspection Plan submission 60 days later.

Constructing Multiple Elements

There are five points to highlight that ensure our teams ability to successfully construct multiple elements of the Project concurrently. They are as follows:

Track Record: Faulconer is typically under contract and concurrently working on anywhere between 25 and 50 projects at any given time. The project sizes range from several thousand dollars to over sixty million and are located primarily between Virginia and North Carolina. The largest concentration of projects take place within 60 miles of our headquarters in Charlottesville. Having never delivered a project late, this history validates Faulconer's success in managing and scheduling the required resources and successfully delivering multiple projects concurrently.

Our Charlottesville facilities will serve as the project's base camp. With our project leaders and support personnel working out of one central location, information can easily flow from one project to the other. Additionally, mobilization is minimized, and our resources are available to the project team.

Internal Processes Require Resource Loaded Schedules: Faulconer's established systems and processes for delivering projects have been fine-tuned and in-place for over 18 years. Operating on a premise of proactive planning, one of the established processes require that project managers develop resource loaded P6 schedules on every project. This processes also requires that project schedules are updated once a month (or more often as required or needed) to account for weather and/or project related changes. Through the company-wide master schedule, comprised of individual project schedules, our leadership and asset managers are able to constantly monitor and evaluate resource needs which are clearly identified and accurately forecasted months, and in some cases years, in advance of when they are actually needed. This allows us to globally assess, plan, and adjust as necessary for future manpower and equipment needs.

Available Resources: Faulconer owns or leases an average of 200 pieces of heavy construction equipment annually and employs approximately 300 team members company-wide. Using our resource loaded P6 schedules allow us to accurately forecast the type and quantity of resources needed. Should forecasted equipment needs exceed currently available resources, we are able to supplement additional equipment needs through our longstanding relationships with major equipment dealers and financial partners.

Branscome: Although Faulconer has the skills, resources, and capabilities to self-perform all six project elements, our team decided to bolster our resources by teaming with Branscome. Aside from the depth and breadth of VDOT experience and knowledge they bring to the table, their added management and resources will allow this team to maximize and optimize our collective resources to ensure timely project delivery. As one of the largest heavy highway and general contracting companies in the Mid-Atlantic region, Branscome has substantial experience working on high-speed, limited access roadways, as well as intersections and roundabouts.

Project Sequence: Our construction group has compartmentalized each project element into three specific Construction Teams in order to leverage and maximize the construction team's skills, knowledge and experiences gained and learned through past and current projects. The Faulconer D-B Team will coordinate the scope and sequencing of all project element related activities to establish a timely critical path method (CPM) to help ensure concurrent design and construction sequencing and on-time project completion for each element. Project Controls will be centralized in Faulconer's Charlottesville headquarters. The DBPM will ensure implementation of our project controls systems.

The First Construction Team will focus on the **Rio Mills Road and Berkmar Drive Connector Element** since, according to current information, there will be minimal or no environmental impacts, utility impacts, and the right of way will be donated. Concurrent to this construction, we will progress and complete the design and utility relocation on the I-64 Exit 124 Interchange. Once the Rio Mills/Berkmar Element is completed, the Construction Team will proceed with work on the **I-64 Exit 124 Interchange Improvements Element**. As the first construction to proceed, the early work on Rio Mills/Berkmar Element will also serve as an inaugural run which will allow the construction team, design-builder, VDOT and other stakeholders, to familiarize themselves with how the construction will proceed.

The Second Construction Team will construct the **US Route 250/Route 151 Roundabout** and the **Route 20/ Route 649 Roundabout Elements**. Which project planned to be delivered first depends on information that would be determined through the RFP. The strategy for delivering the US Route 250/Route 151 Roundabout and the

Route 20/Route 649 Roundabout Elements is that the same leadership and field personnel will be best suited to deliver two very similar elements. This will greatly reduce project risks and delays resulting in less disruption to the traveling public.

The Third Construction Team, led by Branscome for the **I-64 Exit 118 Partial Cloverleaf Modification Element** will concurrently perform the **Fontaine Avenue Ramp Improvements at US Route 29 Bypass Element**.

QA/QC Program

The Faulconer's D-B Team's QA/QC Management Plan creates a clearly defined and concise structure that will provide a proactive oversight and inspection program for the Albemarle Intersection Bundling and its six identified elements. The QA/QC Plan will maintain independent responsibilities between the QA and QC staff. The QAM will ensure that the construction quality of the project meets or exceeds VDOT's minimum requirements. Our Quality Assurance Program will be led by our QAM, who will report directly to the DBPM. The QAM reports directly to VDOT, independent of QC, and has the authority/responsibility to cease work on the project for quality related issues.

Our QA Team will staff a minimum of one Lead QA Inspector for each of the six projects, and each reporting directly to the QAM. Supporting our QA and QC Teams will be separate and independent, AMRL-certified QA and QC labs.

The Project QA/QC plan will describe the interaction and the independent relationship between the QA and QC organizations. It will describe testing and inspection activities including the frequency of testing and inspection. Standard inspection procedures will meet the guidelines described in VDOT's Construction Manual, Materials Manual of Instruction, Road and Bridge Standard Specifications.

At the commencement of construction, the QAM will interface with the CM and each Element Assistant Construction Manager (ACM). The QAM will remain independent of all QC activities including inspection and testing. The QAM will, however, confirm that QC activities are completed as recorded. As demonstrated on our organizational chart, the Faulconer D-B Team will perform the Construction QC of these projects. These efforts will be led by the QC Manager (QCM) reporting directly to the CM.

Based on the anticipated schedule provided to the QAM and his staff on a weekly basis, the QCM will be able to foresee and plan for upcoming work items ensuring all work, materials, testing, and sampling conform to the contract requirements and the "approved for construction" plans and specifications. The QAM will attend progress meetings and issue/require resolution of all Non-Conformance Reports (NCRs) received by the QCM. He will then discuss these issues directly with the DBPM with recommendations to correct the problem(s). The QAM, CM, QCM and the identified ACM will also use the inspection preparatory meetings as an opportunity to proactively address issues related to upcoming work.

Based on the current and projected workloads of the Faulconer D-B Team, we can fully commit our personnel and resources (Lead Contractor, Lead Designer, Key Personnel, Subconsultants, and additional Project-Wide Design and Construction Support) for the duration of Albemarle Intersection Bundling D-B project. We are confident our current workload and staff availability will allow us to exceed VDOT expectations regarding quality of service, technical capability and responsiveness.

Appendices

ATTACHMENT 3.1.2

Project: 0250-002-956

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	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
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

ATTACHMENT 3.1.2

Project: 0250-002-956

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 2
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
~~Key Personnel Resume – Utility Coordination Manager~~	~~Attachment 3.3.1~~	~~Section 3.3.1.5~~	~~no~~	
~~Key Personnel Resume – Right of Way Manager~~	~~Attachment 3.3.1~~	~~Section 3.3.1.6~~	~~no~~	
~~Key Personnel Resume – Lead Roadway Engineer~~	~~Attachment 3.3.1~~	~~Section 3.3.1.7~~	~~no~~	

ATTACHMENT 3.1.2

Project: 0250-002-956

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	Page 3
Organizational chart narrative	NA	Section 3.3.2	yes	Page 4-8
Experience of Offeror's Team				Page 9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Page 10-15

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00111814DB103

PROJECT NO.: 0250-002-956

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

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

David H. Galloway
SIGNATURE

8-21-18
DATE

David H. Galloway
PRINTED NAME

Vice President
TITLE

ATTACHMENT 3.2.6

State Project No. 0250-002-956

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address

Debarment Sheets

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0250-002-956

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

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

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

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

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

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

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

David N. Galloway — Signature

8-21-18 — Date

Vice President — Title

Faulconer Construction Company, Incorporated

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

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

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

Signature	8/21/2018 Date	Director, Transportation Title

Rummel, Klepper & Kahl, LLP (RK&K)

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

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

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

Signature	Date	Title
	8/21/2018	CEO

NXL Construction Services, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

Signature	Date	Title
	8/21/2018	President

CES CONSULTING LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

Signature	8/21/2018 Date	Branch Manager Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

Signature	August 21, 2018 Date	Vice President Title

H&B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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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.

Dennis P. Rhodeside — 8/21/2018 — Director

Signature — Date — Title

Rhodeside & Harwell, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

Signature	Date	Title
	8/21/2018	PRESIDENT

KDR REAL ESTATE SERVICES

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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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.

Sheretta Jones	Aug 21, 2018	Assistant Secretary
Signature	Date	Title

Branscome Inc

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0250-002-956

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

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

Signature	Date	Title
	8/21/18	CHIEF OPERATING OFFICER

GLENNO ENGINEERING, PLLC
Name of Firm

Offeror's VDOT Prequalification Certificate

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 7/27/2018
- F -

Vendor ID: F440
Vendor Name: FAIRFIELD-ECHOLS, LLC
Prequal Level: Prequalified
Prequal Exp: 05/31/2019

-- PREQ Address --
PO BOX 479
FISHERSVILLE, VA 22939-0000
Phone: (540)337-1201
Fax: (540)337-0845

Work Classes (Listed But Not Limited To)
002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES

Bus. Contact: GRAHAM, DAVID RICE
Email: DRGRAHAM@FAIRFIELDECHOLS.COM

-- DBE Information --

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

Vendor ID: F006
Vendor Name: FAULCONER CONSTRUCTION COMPANY, INCORPORATED
Prequal Level: Prequalified
Prequal Exp: 05/31/2019

-- PREQ Address --
P. O. BOX 7706
CHARLOTTESVILLE, VA 22906-7706
Phone: (434)295-0033
Fax: (434)295-0508

Work Classes (Listed But Not Limited To)
002 - GRADING
005 - DRAINAGE STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: STELTER, EDWIN
Email: ESTELTER@FAULCONERCONSTRUCTION.COM

-- DBE Information --

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

Surety Letter

RUTHERFOORD
A Marsh & McLennan Agency LLC Company

Rutherfoord
One South Jefferson Street
Roanoke, VA 24011
Main +1 540 982 3511
Fax +1 540 342 9747
www.rutherfoord.com

July 27, 2018

Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Faulconer Construction Company, Inc., Charlottesville, Virginia
Project: Albemarle Intersection Bundling
VDOT's Estimated Contract Value: $22,000,000

To whom it may concern:

Rutherfoord a Marsh & McLennan Agency LLC Company has provided performance and payment bonds for Faulconer Construction Co., Inc. for over thirty years. We bond them with the Hartford Fire Insurance Company, an A+/XV A.M. Best rated company listed with the Federal Treasury and licensed to transact business in all fifty states.

We would favorably consider a request from Faulconer Construction to provide a 100% performance and 100% payment bond to you in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods as provided for in the contract documents. As always, the Hartford Fire Insurance Company reserves the right to perform normal underwriting at the time of any bond request, including, without limitation, prior review and approval of relevant contract documents, bond forms, and project financing.

Please be advised that this letter is not an assumption of liability, nor is it a bid bond or a performance bond. It is issued only as a bonding reference requested from us by our client.

Faulconer Construction Company, Inc. is well known for their professionalism and expertise in the construction industry. You would be well served to use them.

Sincerely yours,

Cynthia Ellinwood

Cynthia Ellinwood
Senior Surety Account Manager

/cae

MARSH & McLENNAN AGENCY

DPOR and SCC Registrations

ATTACHMENT 3.2.10

State Project No. 0250-002-956

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Faulconer Construction Company, Inc.	00706333	Corporation	Active	PO Box 7706 Charlottesville, VA 22906	Class A Contractor	2701003330	05-31-2020
Rummel, Klepper & Kahl, LLP (RK&K)	K000417-8	Limited Liability Partnership	Active	2100 East Cary Street, Suite 309, Richmond, VA 23223	ENG	0411000271	02-29-2020
				700 E. Pratt, Suite 500 Baltimore, MD 21202	ENG	0407002860	12-31-2019
				900 Ridgefield Dr., Suite 350, Raleigh, NC 27609	ENG	0411001046	02-29-2020
NXL Construction Company, Inc.	03497427	Corporation	Active	114 E. Cary Street, Suite 200, Richmond, VA 23219	ENG, LS	0407003031	12-31-2019
				110 Wenn Drive Christiansburg, VA 24073	ENG	0411001067	02-29-2020
CES Consulting, LLC	S3416007	Limited Liability Company	Active	23475 Rock Haven Way, Suite 255, Dulles, VA 20166	ENG	0407005783	12-31-2019
ECS Mid Atlantic, LLC	S1208216	Limited Liability Company	Active	4004 Hunterstand Court, Suite 102 Charlottesville, VA 22911	ENG	0411000662	02-29-2020
H&B Survey & Mapping, LLC	S2905604	Limited Liability Company	Active	612 Hull Street, Suite 101B, Richmond, 23224	LS	0407005432	12-31-2019
Rhodeside & Harwell, Inc.	02783561	Corporation	Active	510 King Street, Ste #300, Alexandria, VA 22314	LA	0407004045	12-31-2019
Branscome, Inc.	05506134	Corporation	Active	432 McLaws Circle Williamsburg, VA 23185	Class A Contractor	2705061347	02-28-2019
KDR Real Estate Services, Inc.	05712104	Corporation	Active	2500 Grenoble Road Richmond, VA 23294	Real Estate Firm	0226007129	12-31-2018
Glenno Engineering, PLLC	S7585989	Limited Liability Company	Active	1672 Wildwood Shores Dr., Powhatan, VA 23139	ENG	0413000706	12-31-2019

ATTACHMENT 3.2.10

State Project No. 0250-002-956

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Faulconer Construction Company, Inc.	Gregory E. Krystyniak	Charlottesville, VA	166 Rustling Oaks Way, Ruckersville, VA 22968	Professional Engineer	0402040852	06-30-2019
Rummel, Klepper & Kahl, LLP	Owen Lee Peery	Richmond, VA	2100 East Cary Street, Suite 309 Richmond, VA 23223	Professional Engineer	0402046882	10-31-2019
NXL Construction Company, Inc.	Joseph Roy Hamed	Christiansburg, VA	110 Wenn Drive Christiansburg, VA 24073	Professional Engineer	0402039327	02-29-2020
KDR Real Estate Services, Inc.	Allen Gunn Dorin, Jr.	Richmond, VA	2500 Grenoble Road Richmond, VA 23294	Principal Broker License	0225108043	03-31-2019

SCC Licenses

FIRM SCC DOCUMENTATION

FAULCONER CONSTRUCTION COMPANY, INCORPORATED

General

SCC ID: 00706333
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/8/1954
Status: Active
Shares Authorized: 17890

Principal Office

2496 OLD IVY RD
CHARLOTTESVILLE VA22903

Registered Agent/Registered Office

JACK W SANFORD JR
2496 OLD IVY RD
CHARLOTTESVILLE VA 22903
ALBEMARLE COUNTY 101
Status: Active
Effective Date: 12/30/1998

Select an action

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

New Search Home

Rummel, Klepper & Kahl, LLP (RK&K)

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

1807030008

July 3, 2018

CT CORPORATION SYSTEM
4701 COX ROAD, SUITE 285
GLEN ALLEN, VA 23060

RECEIPT

RE: RUMMEL, KLEPPER & KAHL, LLP

ID: K000417 - 8

DCN: 18-07-03-0587

Dear Customer:

This is your receipt for $50.00 to cover the fee for filing the annual continuation report for the above-referenced registered limited liability partnership.

The annual continuation report was filed on July 3, 2018.

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, 1-866-722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

GPACCEPT
CIS0509

P.O. Box 1197, Richmond, VA 23218-1197
Tyler Building, First Floor, 1300 East Main Street, Richmond, VA 23219-3630
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) www.scc.virginia.gov/clk

UPA-134-GP
(04/13)

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

VIRGINIA OR FOREIGN
REGISTERED LIMITED LIABILITY PARTNERSHIP

2018 ANNUAL CONTINUATION REPORT

Filing Due Date:

July 01, 2018

Filing Fee: $50

180703008

The undersigned, on behalf of the partnership set forth below, pursuant to Title 50, Chapter 2.2, Article 9.1 of the Code of Virginia, states as follows:

1. The name of the partnership, which is registered as a registered limited liability partnership in Virginia, is:

   RUMMEL, KLEPPER & KAHL, LLP

   180703 0587

2. The partnership's SCC ID number is **K000417 - 8**.

3. The jurisdiction in which the partnership is registered as a registered limited liability partnership is **MARYLAND**.

4. The principal office address of the partnership according to the records of the Commission is:

   700 EAST PRATT ST STE 500
   BALTIMORE, MD 21202

   (Mark the appropriate box.)

   ☒ The address listed above is the current address of the partnership's principal office.

   ☐ The address listed above is not the current address of the partnership's principal office. The current address, including the street and number, if one is associated with the location, is:

   _____
   (number/street) (a post office box is not acceptable – see Instructions)

   _____
   (city or town) (state) (zip)

2018 JUL -2 AM 9:56

Signed on behalf of the partnership by the following partner, receiver or trustee:

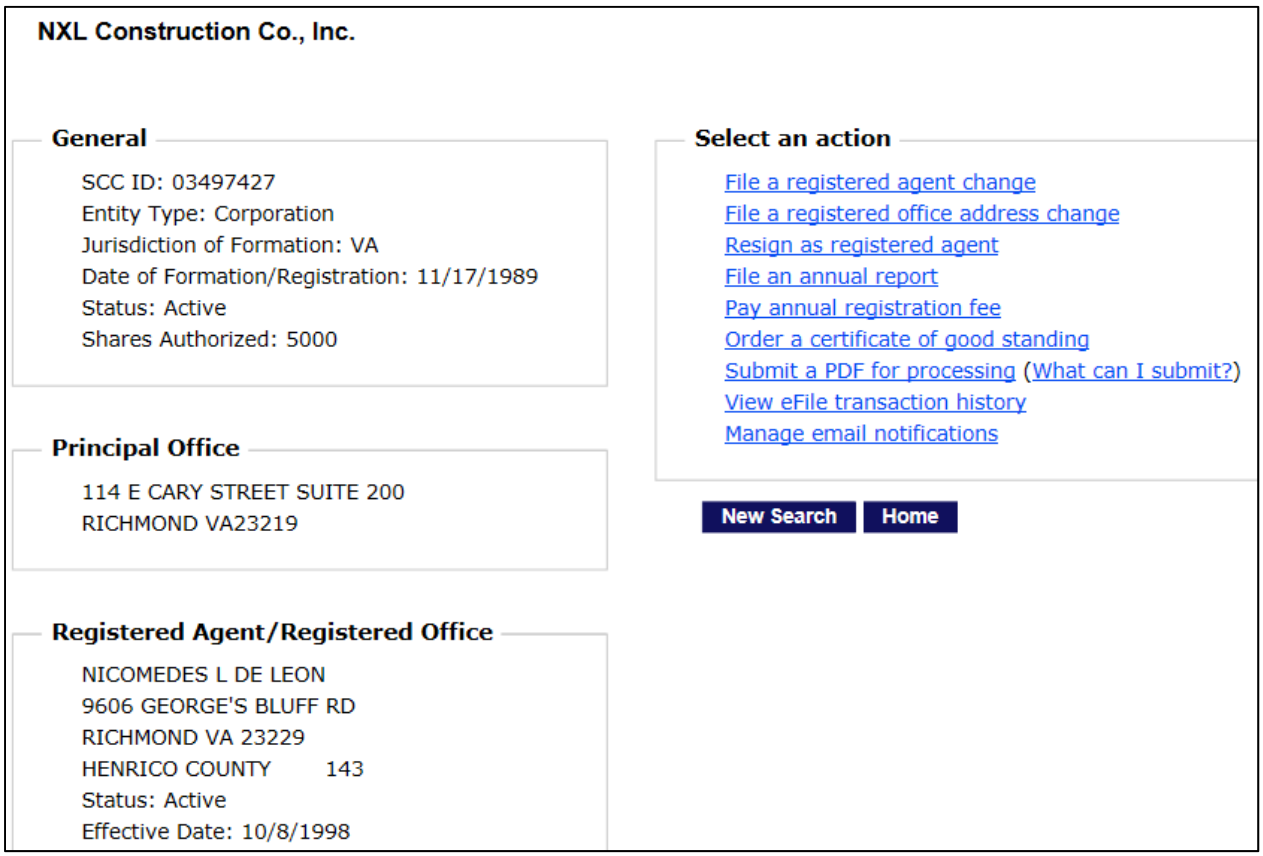
_____ 6/26/2018
(signature) (date)

Partner 410-728-2900
(printed name) (telephone number (optional))

Mark Dumler
(title)

Personal Information, such as a social security number, should NOT be included in a business entity document submitted to the Office of the Clerk for filing with the Commission. For more information, see Notice Regarding Personal Identifiable Information at www.scc.virginia.gov/clk/index.aspx.

SEE INSTRUCTIONS ON THE REVERSE



NXL Construction Co., Inc.

General

SCC ID: 03497427
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/17/1989
Status: Active
Shares Authorized: 5000

Principal Office

114 E CARY STREET SUITE 200
RICHMOND VA23219

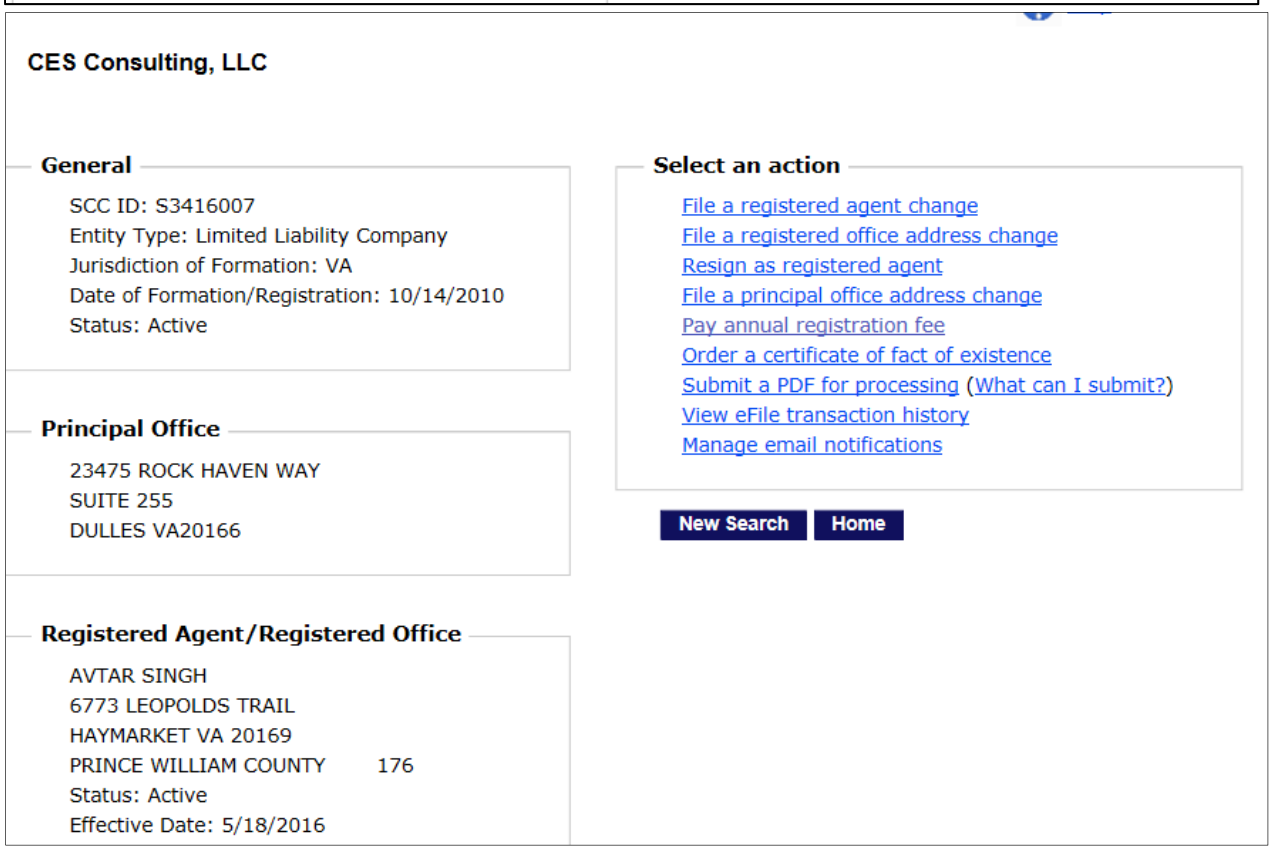
Registered Agent/Registered Office

NICOMEDES L DE LEON
9606 GEORGE'S BLUFF RD
RICHMOND VA 23229
HENRICO COUNTY 143
Status: Active
Effective Date: 10/8/1998

Select an action

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

New Search Home



CES Consulting, LLC

General

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

Principal Office

23475 ROCK HAVEN WAY
SUITE 255
DULLES VA20166

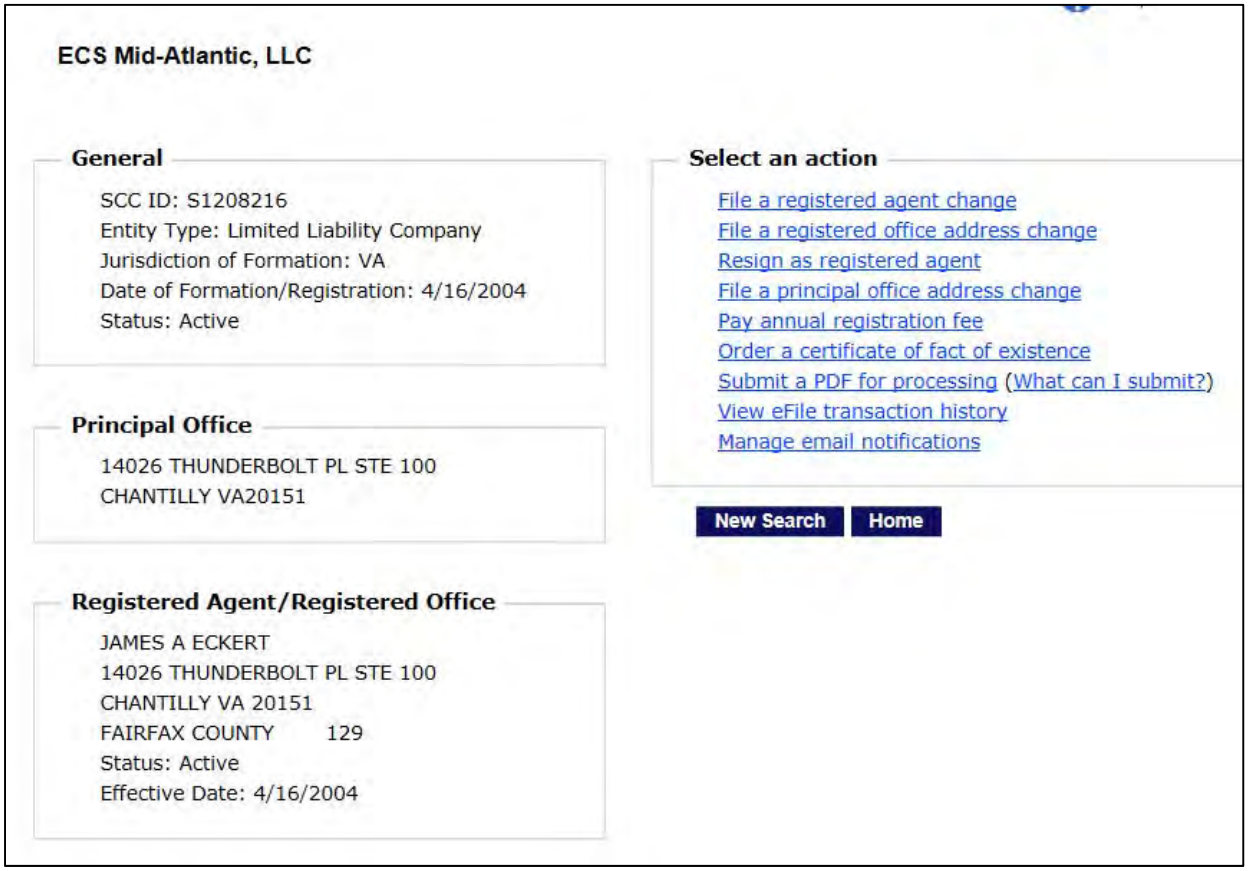
Registered Agent/Registered Office

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

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File a principal office address change
Pay annual registration fee
Order a certificate of fact of existence
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search Home



ECS Mid-Atlantic, LLC

General

SCC ID: S1208216
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/16/2004
Status: Active

Principal Office

14026 THUNDERBOLT PL STE 100
CHANTILLY VA20151

Registered Agent/Registered Office

JAMES A ECKERT
14026 THUNDERBOLT PL STE 100
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 4/16/2004

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File a principal office address change
Pay annual registration fee
Order a certificate of fact of existence
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search Home

H & B Surveying and Mapping, LLC

General

SCC ID: S2905604
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/27/2009
Status: Active

Principal Office

614 MOOREFIELD PARK DRIVE
RICHMOND VA23236

Registered Agent/Registered Office

TIMOTHY H GUARE
TIMOTHY H GUARE PLC
6802 PARAGON PL STE 100
HENRICO VA 23230
HENRICO COUNTY 143
Status: Active
Effective Date: 7/2/2009

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File a principal office address change
Pay annual registration fee
Order a certificate of fact of existence
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search Home

RHODESIDE & HARWELL, INCORPORATED

General

SCC ID: 02783561
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/14/1985
Status: Active
Shares Authorized: 10000

Principal Office

510 KING STREET SUITE 300
ALEXANDRIA VA22314

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
100 SHOCKOE SLIP
2ND FLOOR
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 1/1/2018

Select an action

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

New Search Home

BRANSCOME INC.

General

SCC ID: 05506134
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/14/2000
Status: Active
Shares Authorized: 1000

Principal Office

432 MCLAWS CIRCLE
WILLIAMSBURG VA23185

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
100 SHOCKOE SLIP
2ND FLOOR
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 1/1/2018

Select an action

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

New Search Home

KDR Real Estate Services, Inc.

General

SCC ID: 05712104
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/30/2002
Status: Active
Shares Authorized: 100

Principal Office

2500 GRENOBLE RD
RICHMOND VA23294

Registered Agent/Registered Office

ALLEN G DORIN JR
2500 GRENOBLE RD
RICHMOND VA 23294
HENRICO COUNTY 143
Status: Active
Effective Date: 7/9/2003

Select an action

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

New Search Home

Glenno Engineering, PLLC

General

SCC ID: S7585989
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/13/2018
Status: Active

Principal Office

1672 WILDWOOD SHORES DRIVE
POWHATAN VA23139

Registered Agent/Registered Office

BROOKE S BARDEN
1330 ALVERSER PLAZA
MIDLOTHIAN VA 23113
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 6/13/2018

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File a principal office address change
Pay annual registration fee
Order a certificate of fact of existence
Submit a PDF for processing (What can I submit?)
View eFile transaction history
Manage email notifications

New Search Home

DPOR Firm Licenses

FIRM DPOR DOCUMENTATION

Faulconer Construction Company, Inc.

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

EXPIRES ON
05-31-2020

NUMBER
2701003330

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

FAULCONER CONSTRUCTION COMPANY,
INCORPORATED
PO BOX 7706
CHARLOTTESVILLE, VA 22906-7706

DPOR

Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Rummel, Klepper & Kahl, LLP (RK&K)

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

EXPIRES ON
02-29-2020

NUMBER
0411000271

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
RK&K
2100 EAST CARY ST
SUITE 309
RICHMOND, VA 23223

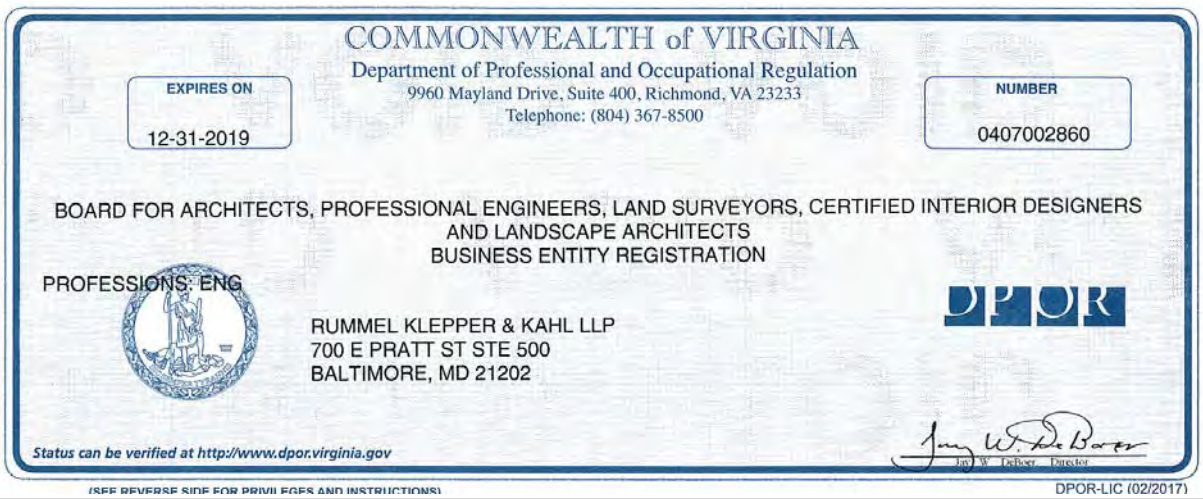
DPOR

Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)



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

EXPIRES ON
12-31-2019

NUMBER
0407002860

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
700 E PRATT ST STE 500
BALTIMORE, MD 21202

DPOR

Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

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

EXPIRES ON
02-29-2020

NUMBER
0411001046

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
900 RIDGEFIELD DR STE 350
RALEIGH, NC 27609

DPOR

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

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

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

NXL Construction Co., Inc.

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

EXPIRES ON
12-31-2019

NUMBER
0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219

DPOR

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

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

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

EXPIRES ON
02-29-2020

NUMBER
0411001067

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

PROFESSIONS: ENG

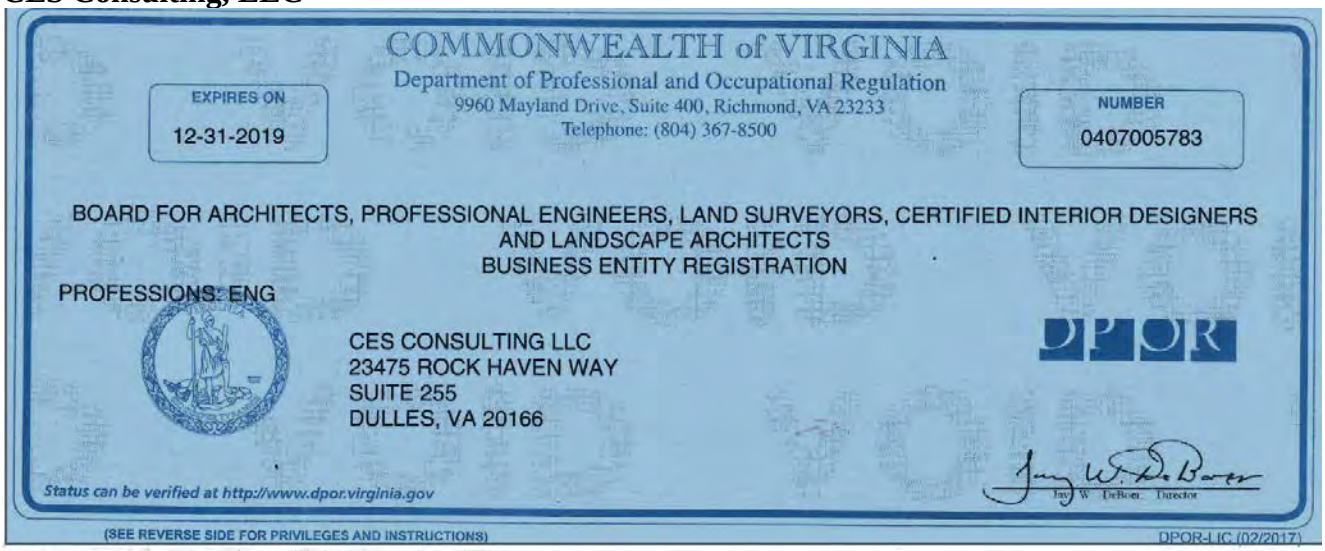
NXL CONSTRUCTION COMPANY INC
110 WENN DRIVE
CHRISTIANSBURG, VA 24073

DPOR

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

Jay W. DeBoer, Director

CES Consulting, LLC



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

EXPIRES ON
12-31-2019

NUMBER
0407005783

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

PROFESSIONS: ENG

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

DPOR

Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

ECS Mid-Atlantic, Inc.

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

EXPIRES ON
02-29-2020

NUMBER
0411000662

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

PROFESSIONS: ENG

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

DPOR

Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

H&B Survey and Mapping

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

EXPIRES ON
12-31-2019

NUMBER
0407005432

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

PROFESSIONS: LS

H & B SURVEYING & MAPPING LLC
612 HULL ST
SUITE 101B
RICHMOND, VA 23224

DPOR

Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Rhodeside and Harwell, Inc.

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

EXPIRES ON
12-31-2019

NUMBER
0407004045

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

PROFESSIONS: LA

RHODESIDE & HARWELL, INCORPORATED
510 KING STREET STE # 300
ALEXANDRIA, VA 22314

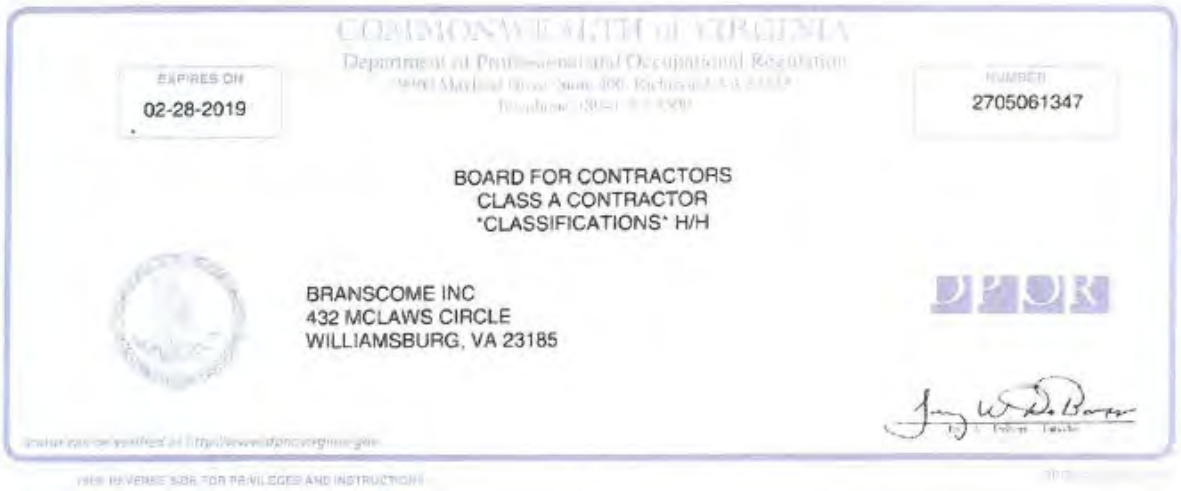
DPOR

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

Jay W. DeBoer Director

DPOR-LIC (02/2017)

Branscome, Inc.



EXPIRES ON
02-28-2019

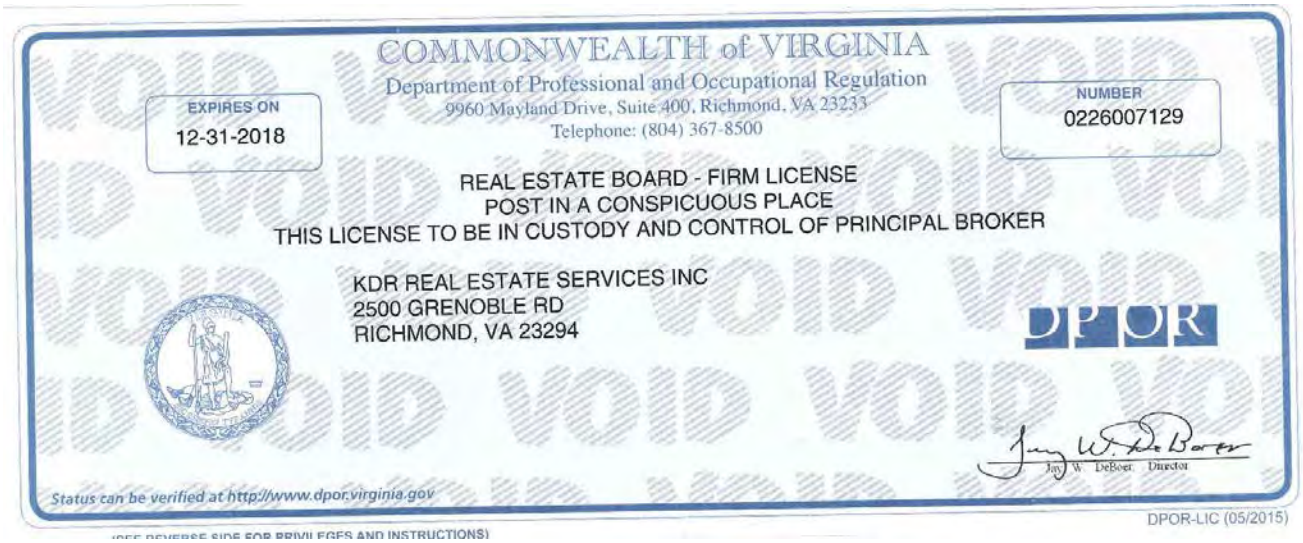
NUMBER
2705061347

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
'CLASSIFICATIONS' H/H

BRANSCOME INC
432 MCLAWS CIRCLE
WILLIAMSBURG, VA 23185

DPOR

KDR Real Estate Services, Inc.



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

EXPIRES ON
12-31-2018

NUMBER
0226007129

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

KDR REAL ESTATE SERVICES INC
2500 GRENOBLE RD
RICHMOND, VA 23294

DPOR

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

Jay W. DeBoer Director

DPOR-LIC (05/2015)

Glenno Engineering, PLLC

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

EXPIRES ON
12-31-2019

NUMBER
0413000706

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

PROFESSIONS: ENG

GLENNO ENGINEERING PLLC
1672 WILDWOOD SHORES DR
POWHATAN, VA 23139

DPOR

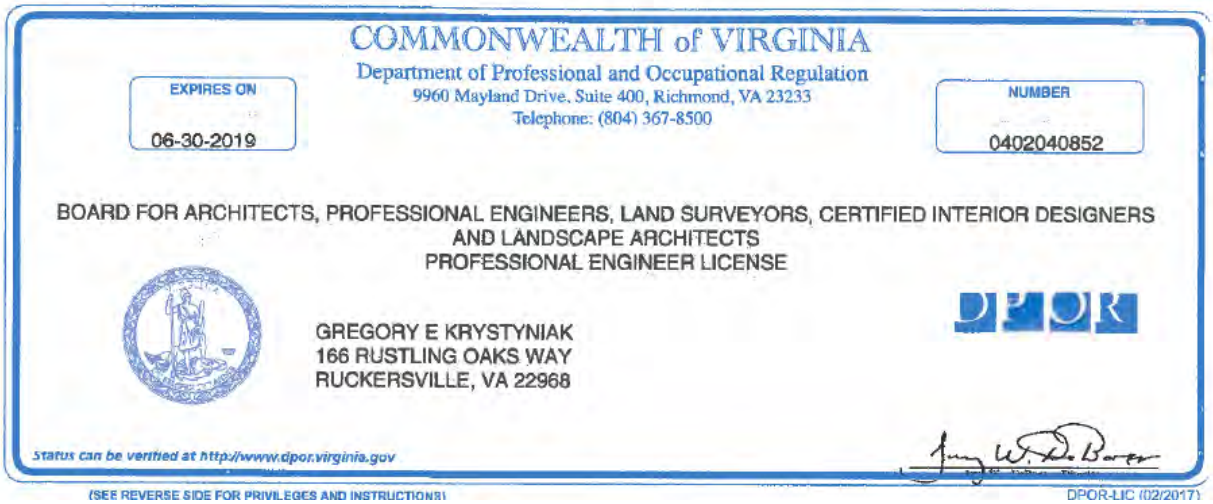
Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer Director

DPOR Individual Licenses

KEY PERSONNEL DPOR

Faulconer Construction Company, Inc.



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

EXPIRES ON
06-30-2019

NUMBER
0402040852

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

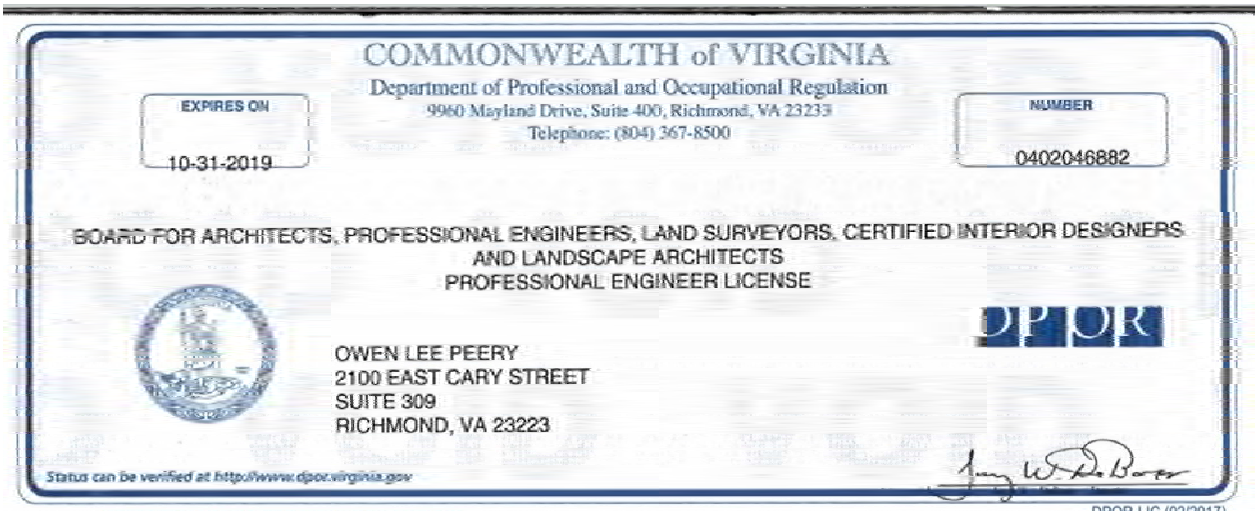
GREGORY E KRYSTYNIAK
166 RUSTLING OAKS WAY
RUCKERSVILLE, VA 22968

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Rummel, Klepper & Kahl, LLP (RK&K)



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

EXPIRES ON
10-31-2019

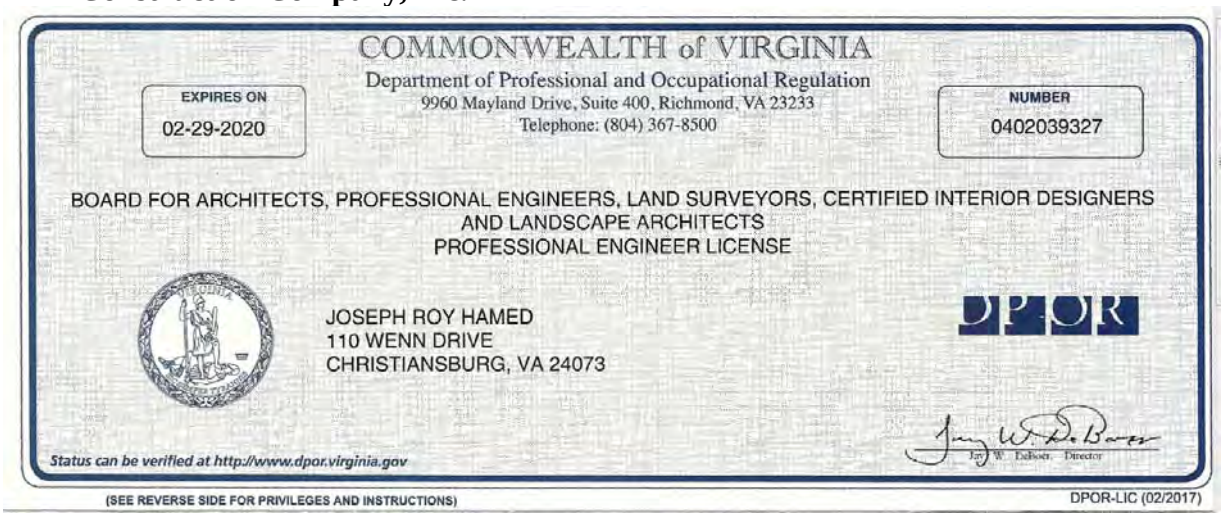
NUMBER
0402046882

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

OWEN LEE PEERY
2100 EAST CARY STREET
SUITE 309
RICHMOND, VA 23223

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

NXL Construction Company, Inc.



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

EXPIRES ON
02-29-2020

NUMBER
0402039327

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

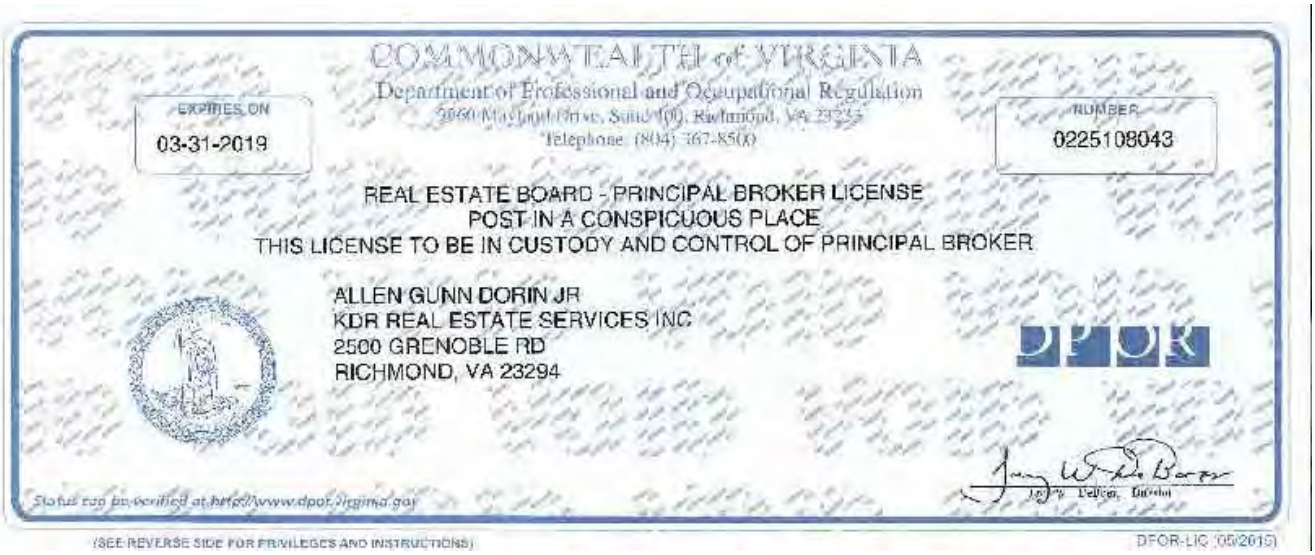
JOSEPH ROY HAMED
110 WENN DRIVE
CHRISTIANSBURG, VA 24073

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

KDR Real Estate Services, Inc.



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

EXPIRES ON
03-31-2019

NUMBER
0225108043

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

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

DPOR

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

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2010)

Attachment 3.3.1 Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **EDWIN F. STELTER, LEED AP, DBIA – VICE PRESIDENT OF PROCUREMENT**

b. Project Assignment: **DESIGN BUILD PROJECT MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time): **FAULCONER CONSTRUCTION COMPANY, INC.** (Full-time)

d. Employment History: With this Firm >22 Years With Other Firms 3 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):

Faulconer Construction Co., Inc., Vice President of Procurement, 1996-Present: Mr. Stelter is a highly experienced construction professional with more than 25 years of experience working in the industry. Having started in the field with Faulconer as an assistant superintendent / project engineer, he quickly worked his way through a variety of positions including Estimator, Project Manager, Chief Estimator, and Director of Innovative Pursuits. His primary involvement has been the acquisition and execution of a wide range of civil, utility and transportation projects. Since 2012, he has lead all design-build efforts within the company. This has included identifying and developing pursuits; bringing together key partners and teams; reviewing and fully executing qualifications and proposals; leading negotiations with owners, contractors and other stakeholders; and staying engaged through post award to guarantee a successful project for the client. Being the company champion on design-build projects, Mr. Stelter is keenly cognizant of the importance of team collaboration and communication to ensure that all quality metrics, safety standards and client goals will all be met. He routinely holds executive and oversight roles on key design-build projects to ensure design-build best practices are adhered to and followed. Furthermore, Mr. Stelter is a Designated Design Build Professional (DBIA) and past Chairman and member of VTCA's Design-Build Committee and President of DBIA's Central Virginia Chapter. Additionally, he currently serves on VTCA's Board of Directors and is a former member of the VTCA Contractor Leadership Committee (CLC).

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

Appalachian State University, Boone, NC/BS/1993/Community and Regional Planning
Palm Beach State College, Lake Worth, FL/AA/1990/Building Construction

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

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.)

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

VDOT | Design Build Route 220 Corridor Safety Improvements, *Botetourt County, VA*

Name of Firm:	Faulconer Construction Co., Inc.	**Project Role:**	Senior Advisor
Beginning Date:	April 2016	**End Date:**	Anticipated Completion August 2021

Mr. Stelter started his involvement on the project in May of 2015 when Faulconer and CH2M started teaming discussions about the project. Immediate upon the advertisement of the RFQ in April of 2016, Mr. Stelter led all RFQ and RFP pursuit activities for Faulconer. This involved the assembly of the team, reviewing contract documents, site visits, reviewing design concepts and alternatives, providing constructability reviews, identifying risks and risk mitigation strategies, and project pricing. Upon the award of the project, Mr. Stelter, along with fellow Albemarle Bundle team member Mark MacIntire, PE, became part of the Senior Advisor team for the project. He has and continues to provide project decision guidance and high-level oversight on the project. In addition to oversight, he is often delegated to lead project specific tasks. For example, within the project limits and well within the excavation footprint, the site contains acid producing material (APM). Depending on the categorization of the material, this material can be detrimental to the environment unless proper mitigation measures are implemented. Mr. Stelter led Faulconer's efforts in reviewing geotechnical data and reports and information from our APM Specialists, evaluating and quantifying the APM, and evaluating options and costs for the management, treatment, and disposal of APM.

Client: Virginia Department of Transportation | Cost: $64.5M

Project Relevance: Design-build, roadway, survey, environmental, geotechnical, hydraulics and stormwater management, traffic control devices, transportation management plan, right-of-way, utilities, public involvement/relations, quality assurance and quality control, construction engineering and inspection, and overall project management.

City of Roanoke | Design Build King Street Improvements, *City of Roanoke, VA*

Name of Firm:	Faulconer Construction Company, Inc.	**Project Role:**	Project Executive
Beginning Date:	Sept. 2016	**End Date:**	Jan. 2018

The King Street Improvements D-B project was a 0.174-mile project that added a 11' turn lane to create a left turn lane at the southern Walmart entrance and Springtree Drive to decrease traffic backups at the intersection of King Street and Orange Avenue. The thru/right turn lane was shifted approximately 11' to the outside creating the need for an enclosed storm sewer system where the existing stream resided. Because of the project's location in the state, tie-back grades along existing entrances were a major challenge in the design. The D-B worked to create a balance between the resulting proposed grades and the amount of reconstruction that was needed to tie to the existing business parking lots. RK&K's Richmond office, as a subconsultant to Faulconer Construction Company, provided design services for his project.

As Project Executive, Mr. Stelter provided oversight on this design-build transportation improvement project for the City of Roanoke. His roles and responsibilities included working with the owner, designer (RK&K), Right of Way Consultants (KDR), utility providers, and other stakeholders to ensure project goals were met and the integrity of the schedule was maintained. Mr. Stelter was heavily involved throughout the development of the design in reviewing and identifying constructability challenges and barriers. Additionally, he played a significant role in working with the lead MOT designers to find the most effective solutions and phasing plans that would impact the travelling public the least. He also worked with the Construction Manager on contract negotiations and administration and the procurement of subcontractors and materials.

Client: City of Roanoke | Cost: $2.46 Million

Project Relevance: Design-build, roadway, survey, environmental, geotechnical, hydraulics and stormwater management, traffic control devices, transportation management plan, right-of-way, utilities, public involvement/relations, quality assurance and quality control, construction engineering and inspection, and overall project management.

University of Virginia | North Ground Connector Road (renamed Leonard Sandridge Rd), *City of Charlottesville, VA*

Name of Firm:	Faulconer Construction Company, Inc.	**Project Role:**	Senior Estimator
Beginning Date:	Feb. 2005	**End Date:**	Jan. 2006

The $4.1 million-dollar North Grounds Connector Road was the third of three contracts totaling more than $16 million that Faulconer Construction was awarded as part of University of Virginia's new $131 million-dollar John Paul Jones Arena. The project primarily consisted of constructing a two-lane road connecting Route 29/250 and Massie Road, and lengthy acceleration and deceleration lanes along Route 29/250. The work included moving over 155,000 CY's of mass rock and earth, utilities, 12,300 SF of MSE wall crossing over an environmentally sensitive area, over 14,500 TNS of stone and asphalt, signalization, site lighting, landscaping and paving.

As the Senior Estimator for the John Paul Jones bundle of projects, Mr. Stelter would review bid documents for the Construction Manager (owner's agent) and provide value engineering suggestions. Once the RFP for the project was advertised, he was responsible for reviewing and analyzing the contract documents, developing plans and assigning productions for the execution of the work, identifying risks, and establishing an accurate lump sum budget and schedule for the project. Upon project award, he remained heavily involved during preconstruction and project start-up to ensure project operations would commence smoothly. This included early contract administration, procurement of subcontractors, materials, and other services, and working with the operations team to schedule labor and equipment resources. He continued his involvement which included the coordination and continuous engagement with the multiple parties and vested stake holders including VDOT, the ultimate end user. Mr. Stelter continued to evaluate value engineering ideas and with slight modifications to the plans was able to develop an onsite disposal area for excess soils that saved the project time and money. Faulconer was able to complete the project five months early which led to significant local media coverage. The media cited the project as a success in an industry that has a reputation of schedule overruns. One article stated, "the road's price tag had held relatively steady – another anomaly in an era of cost overruns and schedule delays."

Client: University of Virginia | Cost: $4.1 Million

Project Relevance: Roadway, survey, environmental, geotechnical, hydraulics and stormwater management, traffic control devices, transportation management plan, utilities, quality assurance and quality control, construction engineering and inspection, and overall project management.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **JOSEPH HAMED, PE, CCM, PMP, DBIA – QUALITY ASSURANCE MANAGER**

b. Project Assignment: **QUALITY ASSURANCE MANAGER**

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

d. Employment History: With this Firm **6** Years With Other Firms **28** 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):

NXL Construction Services, Inc., Quality Assurance Manager, May 2011 – Present: Mr. Hamed is a Licensed Professional Engineer, Project Manager, and Construction Manager with more than 25 years of experience in the transportation construction industry. He oversees design-build projects providing oversight and inspection services and ensuring the Quality Assurance and Quality Control plans are followed. This entails QA records review for compliance along with final audits of all QAM records for contractual compliance. He has extensive VDOT experience having served in a variety of roles with the Department before joining NXL. He has served as the QAM on five VDOT design-build projects. He has been providing these services since his tenure as an Area Construction Engineer with VDOT and has dealt directly with many constructability issues during bridges, grading, draining, paving, and lighting construction.

Virginia Department of Transportation, Area Construction Engineer/Program Delivery Engineer/Project Manager, August 2004 - May 2011: Mr. Hamed held a variety of positions during his tenure with the Department. As a Project Manager, he provided constructability reviews, cost analysis, and project scheduling. As Area Construction Engineer, Mr. Hamed worked exclusively to manage quality assurance of VDOT projects in the Salem District where he provided Responsible Charge oversight of a variety of projects that included grading and bridge construction. He managed Quality Assurance of a team of inspectors and construction managers meeting the performance metrics of on time, on budget, CQIP, and Environmental Compliance yearly, while ensuring VDOT's Quality Management Plan was met. He also coordinated closely with a wide variety of stakeholders both inside and outside of the Department including engineers, contractors, localities, property owners, and business owners. As the Program Delivery Engineer for the SW Region, he provided oversight of project delivery in all phases including planning, programming, project design, procurement, and construction.

HNTB, Resident Engineer, March 2004 – July 2004: As Resident Engineer, managed, oversaw and provided on site engineering services and quality control staff for VDOT/PPTA projects. He and his staff documented progress, performed E&S inspections, logged/track non-conforming work, and assured that the work met or exceeded the relevant VDOT Standards and Specifications for each project. Mr. Hamed also provided engineering support and analysis on assignments.

The Louis Berger Group, Project Manager/Project Engineer, April 1999 – January 2004: Mr. Hamed and a staff of construction inspectors that he managed, monitored contractor's progress on VDOT projects with respect to cost and quality, documented work, tracked non-conforming work, and prepared monthly pay vouchers. He managed multiple claims on behalf of owners where he assembled claim files for each issue and made recommendations for claims resolution. Also, provided day to day quality management/inspection of bridge and roadway projects, documentation of work and final project closeouts.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Idaho, Moscow, ID/BS/1990/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2004/Professional Engineer/VA (#0402039327)
2012/Certified Construction Manager (#2433)
2005/Project Management Professional (278341)
2015/Design-Build Institute of America (#D-2361)

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.)

VDOT | Design Build, Route 220 Corridor Improvements, *Botetourt County, VA*	
Name of Firm: NXL Construction Services, Inc.	**Project Role:** Quality Assurance Manager
Beginning Date: May 2017	**End Date:** Anticipated Completion August 2021

As the Quality Assurance Manager, Mr. Hamed is providing VDOT oversight and inspection services for this $64.5M design-build project. He is representing the District by ensuring the Quality Assurance and Quality Control plans are followed. He developed auditing documents for VDOT to perform reviews on contractor to ensure compliance with VDOT DB Manual and specifications. His is assisting VDOT in performing reviews on design submittals and construction documentation submittals in addition to overseeing justification for all work orders issued. Duties include auditing all QAM documentation to ensure compliance with the contract requirements including *VDOT's Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects*. This experience provides Mr. Hamed with a keen awareness of the DB process and what is needed to provide VDOT with a quality project backed up with the proper records.

The Route 220 Corridor Improvements project will provide safety improvements to approximately nine miles of existing two-lane rural highway. The design-build team's scope of work includes design, right-of-way services, environmental permitting, erosion and sediment control, grading, drainage, and paving. The project will incorporate various safety measures including improving vertical and horizontal alignments, widening shoulders, realigning intersections, adding turn lanes, creating additional passing zones, providing raised center-line pavement markers, and providing center-line and edge-line rumble strips. The finished product will consist of improved existing alignment and some new alignment.

Client: Virginia Department of Transportation | Cost: $64.5 Million

VDOT | Design Build, I-581 and Valley View Boulevard Phase II Interchange Improvements, *Roanoke, VA*	
Name of Firm: NXL Construction Services, Inc.	**Project Role:** Quality Assurance Manager
Beginning Date: April 2013	**End Date:** December 2017

As the Quality Assurance Manager, Mr. Hamed is providing VDOT oversight and inspection services for this $38.5M design-build project. He is representing the District by ensuring the Quality Assurance and Quality Control plans are followed. He developed auditing documents for VDOT to perform reviews on contractor to ensure compliance with VDOT DB Manual and specifications. His is assisting VDOT in performing reviews on design submittals and construction documentation submittals in addition to overseeing justification for all work orders issued. Duties include auditing all QAM documentation to ensure compliance with the contract requirements including *VDOT's Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects*.

The I-581 and Valley View Boulevard Phase II Interchange Improvements will complete an existing interchange that serves a major shopping center. The design-build team's scope of work includes design, right-of-way services, environmental permitting, traffic management, grading, drainage, paving, sound walls, lighting, traffic signals, bridge repair/ construction, and pedestrian trails/bridges. The project's innovative approach provides a diverging diamond interchange that reduces right-of-way acquisition and environmental impacts.

Client: Virginia Department of Transportation | Cost: $38.5 Million

VDOT | I-81 Corridor Safety and Operation Improvements (5 miles of truck climbing lane), *Montgomery County, VA*	
Name of Firm: NXL Construction Services, Inc.	**Project Role:** Quality Assurance Manager
Beginning Date: May 2011	**End Date:** November 2013

As Quality Assurance Manager (QAM), Mr. Hamed's responsibilities included conducting preparatory inspection meetings prior to the start of new activity; providing oversight and directing the independent quality assurance testing and inspections; reviewing Pay Applications and comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. In addition, he oversaw the QA inspection staff and monitored the QC staff for compliance with the project specific QA/QC Plan. Mr. Hamed provided independent Quality Assurance (QA) in accordance with the Department's design-build specifications including VDOT's *Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects.* He provided ongoing observation of construction and QC processes to assure adherence to the relevant plans, specifications, and standards.

The I-81 Corridor Safety Operation Improvements design-build project provided an additional interstate southbound lane through five miles of mountainous terrain. Contractor's scope of work included design, right of way services, drilling, blasting, grading, drainage, paving, multiple bridge construction, demolition of existing structures, environmental permitting, maintenance of traffic, and retaining walls.

Client: Virginia Department of Transportation | Cost: $75 Million

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

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

1. Route 220 Design Build, QAM, anticipated completion: 8/2021
2. Odd Fellows Road Design Build, QAM, anticipated completion: 8/2018

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **OWEN L. PEERY, PE – DIRECTOR, TRANSPORTATION**

b. Project Assignment: **DESIGN MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time): **RK&K** (Full-time)

d. Employment History: With this Firm **>30** Years With Other Firms **4** Years

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

RK&K, Director, Transportation, 2002 – Present: Mr. Peery leads RK&K's transportation efforts throughout Virginia. He has 34 years of combined experience in civil design and project management where he has been the Project Manager, Design Manager and/or Lead Project Engineer on a wide range of transportation and civil engineering projects for VDOT, local transportation agencies, and private sector clients. His responsibilities include management of in-house engineering staff, client and owner/agency coordination, the direction of design by in-house discipline staff and subconsultant personnel, establishing and overseeing quality control programs, public interaction including public hearings and workshops, and the management of budgets and schedules. Mr. Peery's specific design experience includes the layout and design of urban and rural interstates, roadways, streets, interchanges, at-grade intersections, civil-site plan coordination and design, drainage and stormwater design, erosion and sediment control quantities, estimates and specifications. His specialized experience is in the design of urban and freeway, interstate facilities and the extensive inter-agency, stakeholder, utility and owner coordination required with urban improvements. He has also been RK&K's Design Manager on several design-build projects and assisted VDOT preparing Design-Build and P3 contract documents. Most of his work has been widening and rehabilitation of existing facilities. Mr. Peery has managed approximately 150 VDOT projects or assignments over the past 15 years. Additionally, he is a current member of the VTCA Design-Build Committee and has formerly served as a member of the VTCA Engineering Consultant Leadership Committee (ECLC). His extensive experience assures VDOT that he is more than capable of leading the design management of the Albemarle Bundle DB project.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Military Institute, Lexington, VA/BS/1983/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2009/Professional Engineer/VA (#0402046882); 1994/Professional Engineer/MD/ (#20474)

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.)

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

VDOT | Design Build Route 29 Solutions – Rio Road Grade Separated Intersection (GSI), *Albemarle County, VA*

Name of Firm:	RK&K	**Project Role:**	Design Manager
Beginning Date:	Jan. 2015	**End Date:**	July 2017

As **Design Manager** for Route 29 / Rio Road Grade Separated Intersection (GSI), Mr. Peery was responsible for leading and overseeing the design and construction services portions of the project. This complex project that included numerous design sub consultants and specialists, consisted of a complex SPUI grade separated intersection to allow traffic to move efficiently on the Route 29 corridor, and the construction of four through lanes underneath Rio Road to carry traffic north or south. Mr. Peery coordinated the structural engineering design with other project elements including roadway, stormwater and maintenance of traffic. The innovative bridge design on this project, the first of its kind in Virginia, was designed with the superstructure functioning as a compression strut, allowing the bridge abutments to be an integral part of the retaining walls below the bridge and reducing the overall length of the bridge. Mr. Peery led and coordinated the individual design disciplines including the coordination of bridge and roadway designs, drainage, utilities, right-of-way, and environmental permitting and compliance, which reported directly to him. He worked closely with the project's DBPM to ensure the project design was completed in accordance with the contract documents. Through construction he coordinated the review and response to shop drawings, RFIs and field questions. He coordinated with adjacent project elements to ensure that project stayed within budget and on schedule. He was also the QA/QC Manager for this RK&K project.

Client: Virginia Department of Transportation | Cost: $46.3 Million

Project Relevance: VDOT Design-Build; roadway; survey; bridge and retaining walls with architectural treatments; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; roadway lighting; traffic control devices; ITS; transportation management plan; extensive MOT, ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; shop drawing review; RFIs; as-built drawings, and overall project management.

VDOT | Design Build I-64 Widening & Route 623 Interchange, *Henrico and Goochland Counties, VA*

Name of Firm:	RK&K	**Project Role:**	Design Manager
Beginning Date:	Oct. 2013	**End Date:**	Nov. 2015

As Design Manager, Mr. Peery led a multi-disciplined team through design and construction, with RK&K providing full-time quality assurance during construction. Traffic was maintained through this busy corridor at all times, while constructing additional through lanes to the median, thus widening of I-64 in both directions. The interchange improvements included upgrading the existing traffic signal, widening the I-64 westbound ramp to Route 623 to provide an additional turn lane, adding a left turn lane on Route 623 to I-64 eastbound, and widening the I-64 eastbound off ramp to Route 623 to provide an additional turn lane. He worked closely with the project's DBPM to ensure the project design was completed in accordance with the contract documents. He also provided VDOT with design plans for review and approval. In addition to serving as the DM on this project, Mr. Peery also served as Design Quality Manager establishing and overseeing the Quality Assurance/Quality Control (QA/QC) Program for design, including design review, VDOT review coordination, specifications and constructability. Through construction he coordinated the review and response to shop drawings, RFIs and field questions. The management of a multi-discipline team, phasing of construction and the successful delivery of a design-build project are directly relevant to the Albemarle Bundling DB project.

Client: Virginia Department of Transportation | Cost: $33 Million

Project Relevance: VDOT Design-Build; roadway; survey; bridge and retaining walls; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; roadway lighting; traffic control devices; ITS; transportation management plan; ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; shop drawing review; RFIs, as-built drawings, overall project management.

Route 250 Bypass Interchange at McIntire Road, *City of Charlottesville, VA*

Name of Firm:	RK&K	**Project Role:**	Design Manager
Beginning Date:	March 2006	**End Date:**	Nov. 2012

Mr. Peery served as Design Manager on this new diamond-shaped, grade-separated interchange that eliminates an existing at grade T-intersection, improving connectivity and alleviating congestion by providing a free-flowing traffic pattern through this area. He was responsible for planning, environmental documentation, preliminary engineering, final engineering public outreach and coordination between federal, state and local agencies to complete this project that included roadway design; interchange layout and design; roundabout design; bridge design; environmental studies; traffic data collection and analysis; drainage design, stormwater management and hydraulics, and landscape/hardscape design and engineering support during construction. In conjunction with the City's project manager, he led a City Council-selected Steering Committee through the process, including the analysis of 15 interchange options during the planning stage. Mr. Peery led an outreach program that included directing the Steering Committee through over 40 public meetings and outreach opportunities for public design input. Public outreach was so critical to this project that, under his direction, RK&K maintained a project web site that contained all project information, that was linked to the City and VDOT web sites, and that was updated nearly real-time keeping the community apprised of information and updates.

Like needed for the Albemarle Intersection Bundling D-B project, MOT was complex and critical as the interchange had to be constructed in the middle of an existing at-grade intersection while maintaining existing traffic capacity and lanes on the intersecting roadways; coordinating/maintaining access to the regional rescue squad; and maintaining community access. Mr. Peery supervised the preparation of landscaping planting plans and cultural resource mitigation commitments. The roadway design was optimized to limit right-of-way requirements, avoid parkland and historic property acquisition, to best-fit the roadway profiles to the existing topography and provide a grade separation at this urban intersection. The project opened ahead of schedule.

Client: City of Charlottesville | Cost: $24.4 Million

Project Relevance: LAP Project with VDOT and FHWA oversight; roadway; survey; bridge and retaining walls with architectural treatments; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; roadway lighting; traffic control devices; ITS; transportation management plan; ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; RFIs, shop drawing review, overall project management.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **GREGORY KRYSTYNIAK, PE – PROJECT MANAGER**

b. Project Assignment: **CONSTRUCTION MANAGER**

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time): **FAULCONER CONSTRUCTION COMPANY, INC.** (Full-Time)

d. Employment History: With this Firm >**2** Years With Other Firms **15** Years

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

Faulconer Construction Co., Inc., Project Manager, 2016 – Present Mr. Krystyniak's primary responsibility is managing the construction process of D-B and PPEA Progressive D-B projects. In addition, he manages conventional design-bid-build construction projects for both private and public clients. His duties include contract administration activities, such as coordination with Owner and Design Engineer for constructability issues, coordination and tracking of any EEO and DBE/MBE reporting requirements, developing and updating schedules, materials submittals to ensure correct material procurement, sub-contract development, invoicing, change orders, and all QC activities including scheduling of QC inspections, subcontractor and major material procurement including contractual paperwork, oversight and coordination of QC testing and reporting program, and construction oversight and submittals to ensure both materials used and work performed meet contract requirements and the approved for construction plans and specifications. He has led the cost engineering effort for projects developing alternative technical designs to avoid or minimize utility relocations. Additionally, he is a current member of the VTCA Design-Build Committee. His extensive experience in construction and design assures VDOT that he is more than capable of managing the construction process of the Albemarle Intersection Bundling D-B Project.

McCormick Taylor, Inc., Senior Transportation Engineer, 2013 – 2016: Mr. Krystyniak developed contract requirements and approved for construction plans and specifications on complex design-build and bid-build projects. Daily responsibilities included developing and monitoring engineering budgets, establishing task scope and fee proposals, developing and processing design exceptions, design waivers, access management waivers and educating staff company-wide on VDOT standards and specifications. He provided services during construction where he performed construction field inspections, construction revisions and responded to RFIs, NFCs, and NDCs for construction. Additionally, he served on the firm's Quality Control/Quality Assurance committee responsible for ensuring that the Company met design standards for DOTs in 7 states.

VDOT, Assistant District L&D Engineer and Acting Construction Engineer, 2001 – 2013: Mr. Krystyniak held multiple positions to include Assistant Location and Design Engineer and Acting Area Construction Engineer. In these roles, he was responsible for managing significant aspects of the construction process within VDOT's QA/QC activities and ensuring the work performed met the contract requirements and the approved for construction plans and specifications. During construction, he was responsible for field inspections, NDCs, NFIs, and RFIs. He was responsible for the delivery of the in-house design program to include resource and workload management and was involved in all facets of Culpeper District's Six-year plan program development and delivery. In addition, he managed multiple projects. His duties included developing & maintaining project scopes, schedules, estimates and budgets in all VDOT systems. He developed and processed design waivers and design exceptions.

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

United States Military Academy, West Point, NY/BS/1987/General Engineering
University of Virginia, Charlottesville, VA/Certificate/2009/Transportation Project Management

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

2005/Professional Engineer/VA (#0402040852)

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.)

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

VDOT, Design Build Route 220 Corridor Safety Improvements, *Botetourt County, VA*			
Name of Firm:	Faulconer Construction Company, Inc.	**Project Role:**	Assistant Design Build Project Manager
Beginning Date:	April 2016	**End Date:**	Anticipated Completion August 2021

As Assistant Design Build Project Manager, Mr. Krystyniak's responsibilities included managing significant aspects of the construction process, coordination with the project design team, constructability reviews of design drawings, subcontractor coordination and management; oversight of construction activities to ensure quality and compliance with contract specifications. He manages the utility relocations and oversees ROW acquisitions and managing these activities during construction. This includes the QC activities associated with the utility relocations. He reviews monthly owner reports, payment applications, and provides schedule updates and narratives for submission to VDOT. He is actively involved in public relations, ensuring all key stakeholders and roadway users are made aware of lane closures and major traffic shifts as well as assisting in the development of power point presentations for public meetings. He represented the project at public meetings and answered questions with property owners. He also coordinated with VDOT in responding to any concerns or issues brought up by residents.

The Route 220 Corridor Improvements project includes safety improvements to approximately nine miles of existing two-lane rural highway including design, ROW services, environmental permitting, erosion and sediment control, grading, drainage, and paving. The project incorporates various safety measures including improving vertical and horizontal alignments, widening shoulders, realigning intersections, adding turn lanes, creating additional passing zones, providing raised center-line pavement markers, and providing center-line and edge-line rumble strips. The project will improve the existing alignment and add some new alignment.

Client: Virginia Department of Transportation | Cost: $64.5 Million

Project Relevance: VDOT D-B; roadway; survey; retaining walls; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; traffic control devices; transportation management plan; extensive MOT, ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; shop drawing review; RFIs; as-built drawings, and overall project management.

VDOT, Design Build King Street Improvements, *City of Roanoke, VA*

Name of Firm:	Faulconer Construction Company, Inc.	**Project Role:**	Project Engineer
Beginning Date:	Sept. 2017	**End Date:**	Jan. 2018

As Project Engineer, Mr. Krystyniak's provided interface and integration between the design team and the construction team which included providing QA/QC and constructability reviews of design drawings and the MOT plans to include a detour, so the plans and specifications would meet contract requirements and translate effectively for the construction work performed. Reviewed baseline schedule to ensure adequate durations for activities.

The project included improvements primarily along a 0.174-mile section of King Street at the intersection of Orange Avenue, NE (Route 460) and involved adding a left turn lane for the Walmart entrance and Springtree Drive as well as enclosing 600 lineal feet of an adjacent FEMA regulated stream in an enclosed storm sewer system.

Client: City of Roanoke | Cost: $2.46 Million

Project Relevance: D-B project; roadway; survey; environmental permitting; geotechnical; erosion and sediment control; hydraulics; transportation management plan; detour plan; ROW; utility relocations; QA/QC.

JRWP, James River Water Line Project, *Counties of Fluvanna and Louisa, VA*

Name of Firm:	Faulconer Construction Company, Inc.	**Project Role:**	Design Build Project Manager
Beginning Date:	Jan. 2016	**End Date:**	Feb. 2020

As Design Build Project Manager, Mr. Krystyniak's provides management of the construction process and is Faulconers' primary point of contact with the Owner and third-party stakeholders. He is responsible for all QC activities and ensures the materials used and work performed meet contract requirements and the approved for construction plans and specifications. He is responsible for subcontractor and major material procurement including contractual documentation, implementation of project QC inspections, oversight and coordination of the QC testing and reporting program, construction oversight and submittals. He performs contract administration activities, such as coordination with the Owner and Design Engineer for constructability issues, oversight of plan development, development of project schedule (to include TOY restrictions in rivers), schedule updating and reporting. This project had the unique need to schedule and resource excavation crew support for archeological fieldwork for all three phases needed for the Section 106 portion for obtaining a COE permit. Mr. Krystyniak's led development of alternative technical concepts, managing the development of a corrosion-control design and the means/methods to shorten schedule and reduce overall project costs. The project consists of a raw water intake in the James River to include 30" DIP pipe, an elevated pump station, one mile of 24" transmission pipeline to include an open cut of the Rivanna River and site improvements to include a 0.88-mile access road. It is part of an overall 48-million-dollar bundle of projects which includes a treatment plant and finished water system.

Client: JRWP | Cost: $8.0 Million

Project Relevance: Progressive Design-Build; survey; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; ROW; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; RFIs, shop drawing review, overall project management.

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

1. VDOT D-B Route 220 Corridor Safety Improvement Project, Assist. D-B Project Manager, anticipated assign. completion 9/2019
2. James River Water Line Project, D-B Build Project Manager, anticipated assignment completion 9/2019

Attachment 3.4.1 (a) Lead Contractor Work History Form

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: **Design-Build Services for King Street Improvements** Location: Roanoke, VA	Name: **Rummel, Klepper & Kahl, LLP (RK&K)**	Name of Client/ Owner: **City of Roanoke** Phone: **540.853.5208** Project Manager: **Luke Pugh, PE** Phone: **540.853.5208** Email: **Luke.Pugh@RoanokeVa.gov**	**12/2017**	**01/2018**	**$2,267**	**$2,463**	**$2,463**

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

Similar Scope of Work:

- Design Build
- Roadways
- Pedestrian Facilities
- Survey
- Structures
- Environmental
- Geotechnical
- E&S Control
- Hydraulics & Stormwater Management
- Traffic Control Devices
- Bus Stop / Transit Facilities
- TMP/MOT
- Right-of-Way
- Utilities
- Guardrail
- QA/QC
- Construction Engineering

PROJECT SCOPE

Over the previous several years, the City of Roanoke had been experiencing heavy traffic at the intersection of Orange Avenue, NE and King Street, NE due to a significant increase in economic development. With the addition of a Neighborhood Walmart and other businesses in the area, the City turned to design-build in an effort to swiftly solve the congestion problems through the area and provide pedestrian facilities to a bus stop and nearby businesses. Faulconer and RK&K were selected as the D-B Team by the City of Roanoke through a two-step qualifications-based competitive negotiation process for this project. The project included improvements primarily along a 0.174-mile section of King Street at the intersection of Orange Avenue, NE (Route 460) and involved adding a left turn lane for the Walmart entrance and Springtree Drive as well as enclosing 600 linear feet of an adjacent FEMA regulated stream in an enclosed storm sewer system. Our team was responsible for providing professional engineering services, design surveys and investigations, coordination with various utility owners, design document preparation, real estate acquisition services, all required permitting, stream/wetland mitigation, FEMA Floodplain CLOMR/LOMR coordination and costs, construction, and utility relocation, and was required to be designed and constructed in accordance with the latest Virginia Department of Transportation specifications and standards and the City's Storm Water Management Design Manual.

RELEVANT PROJECT ELEMENTS TO THE ALBEMARLE INTERSECTION BUNDLING

Maintenance of Traffic: The D-B Team established project goals and identified and evaluated potential value enhancement concepts. One of the primary project goals was to minimize impact to the adjacent businesses and the traveling public. With the major Orange Ave./King Street intersection, the Springtree Drive intersection, three commercial entrances, and one private entrance, significant attention was given to planning a comprehensive TMP and MOT plan. The plans effectively managed traffic through a phased construction sequence that allowed for continuous access during business hours to adjacent businesses and 24 hour access to a nearby assisted living facility. In addition, the setting of large storm structures required road closures which were scheduled during night hours as to not impact businesses.

Due to the tight site constraints and limited right of way availability, tie-back grades along existing entrances were a major challenge during the design phase. RK&K worked tirelessly, and successfully, to create a balance between the resulting proposed grades and the amount of reconstruction that was needed to tie to existing business parking lots.

Hydraulics/Drainage: The project entailed enclosing over 600 linear feet of a FEMA regulated stream with a new storm sewer and box culvert system and the replacement of four corrugated metal pipes under Springtree Drive with two 66-inch pipes. A FEMA Conditional Letter of Map Revision (CLOMR) was developed concurrently with the roadway and hydraulic design and was approved by FEMA in less than seven months after start of design. Other related tasks included phased erosion and sediment control plans and development of permit sketches used in acquiring stream impact permits from the Virginia DEQ. A plunge pool was designed and constructed at the outlet end of the 66-inch pipe culvert to eliminate scour and decrease velocities before outletting downstream where the potential for aquatic endangered species existed. The two roundabout projects in the Albemarle Bundle have steams and culverts much like the King Street project.

Environmental: At the initiation of the project, we performed a preliminary environmental assessment to get a feel for the project and anticipate the level of effort needed to obtain the water quality permit. The assessment indicated that special consideration to coordinate early with agencies for cultural resources as well as collaborating with the City to prepare for the presence of aquatic endangered species were the top priorities. Our team's scientists performed the WOUS field studies, analyzed and presented the data to agencies for the jurisdictional determination, and acquired the water quality permit through the Joint Permit Application process ahead of schedule. Permits required to construct each project element in the Albemarle Bundle will be similar to those permits required on this project.

Utilities: Third party utility relocation proved to be a challenge as well with several overhead utilities that needed to be relocated as a result of the work. Although our design approach was avoidance, there were some utilities that could not be avoided. Initial contact was made with the utility providers during the early stages of the contract to assess schedule impacts. We maintained regular communications and schedule updates with the utility providers throughout the design. Despite early and regular communications and engagement with the utility providers, they were slow to respond and caused us to work out of sequence. Fortunately, the TMP and MOT plan coupled with our phased construction strategy allowed us to advance the project and maintain the overall project schedule.

In plan utility design and construction included the relocation of an existing water main and pressure reducing valve vault along Springtree Drive. This effort required development of a procedure to have replacement water main in service prior to significant storm culvert replacement. RK&K worked with Western Virginia Water Authority, the City's designated Project Manager, and the D-B contractor to develop details and a sequence of operation that would meet all requirements.

SUCCESSFUL PROJECT DELIVERY

This project's features, challenges, and complexities are similar to what will be faced on the Albemarle Bundling D-B Project, most notably multi-phased MOT, high level of engagement with stakeholders, utility relocation and coordination, ROW, environmental, and a commitment to minimizing impacts to the public.

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: **Meadow Creek Parkway (Renamed to as John Warner Parkway)** Location: **Charlottesville, VA**	Name: **Virginia Department of Transportation**	Name of Client/ Owner: **VDOT** Phone: **540. 829.7500** Project Manager: **Maurice Mackenzie, PE** Phone: **434. 951.6430** Email: **maurice.mackenzie@vdot.virginia.gov**	**10/2011**	**10/2011**	**$11,800**	**$14,880**	**$14,880**

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

Similar Scope of Work:

- Roadways
- Survey
- Structures
- Environmental
- Geotechnical
- E&S Control
- Hydraulics & Stormwater Management
- Traffic Control Devices
- TMP/MOT
- Right-of-Way
- Utilities
- Landscaping
- Guardrail
- Public Involvement/Relations
- QA/QC
- Construction Engineering and Inspection

PROJECT SCOPE

Faulconer Construction was awarded the $11.8 million dollar Phase I portion of the new Meadow Creek Parkway in late 2008 and started the project in 2009. Meadowcreek Parkway ultimately connected to the Rte. 250 Bypass from East Rio Road by means of a two-lane parkway. Phase I included approximately 1.4 miles of road and three bridges. As the new roadway would ultimately bisect new parkland, Faulconer had to maintain strict control of clearing and grubbing and grading operations to avoid the accidental damage or removal of older growth, mature trees. The project included over 77,000 CY's of mass rock and earth, 52,000 CY's of borrow material, 9,600 LF of storm sewer pipe with associated drainage structures, box culvert, 40,000 TNS of stone and asphalt, 14,000 LF of concrete curb, 5,800 LF of major in-plan utilities, two new signalized intersections and extensive landscaping. In addition, construction for the project included 5 BMP facilities consisting of both bio-filtration and conventional facilities.

RELEVANT PROJECT ELEMENTS TO THE ALBEMARLE INTERSECTION BUNDLING

Context Sensitive Design: The project required context-sensitive treatments due to its location in a park and as an entrance corridor to the City. This required significant attention during finished grading to ensure rounding of cut and fill slopes, concrete structures had form lining with staining, steel surfaces required non-standard paint and the use of weathered steel guardrail with painted terminals and landscape plantings. Two of the elements are proposed roundabouts located in rural historic districts and the project team anticipates the need for similar requirements for these locations.

Utilities: Faulconer Construction's effort on this project had significant in-plan utility relocations which included 18" finished water line (w/RR crossing), 8" sanitary and 4" gas lines. In addition, this work was sequenced to complement the construction of a new roadway railroad bridge crossing all while maintaining traffic along Rio Road and not disrupting CATEC school operations, adjacent businesses and two churches. Faulconer is very familiar with all the utility owners in the greater Albemarle/Charlottesville area working with relocations of their facilities on a regular basis and having direct contracts with them for work. We anticipate the need for utility work on at a minimum the DDI element to include requests for betterments. Due to site conditions, we anticipate the need for barrier service to be warranted to safely execute the project.

Maintenance of Traffic: This project required implementing a multi-phase traffic plan to not only maintain through traffic on Rio Road, but to construct and get operational two sets of signals at new intersections, one of which significantly reconfigured the through movement along the Rio Road corridor. To improve safety and the efficiency of construction operations to meet the project schedule, Faulconer worked with VDOT Location & Design staff to get an additional phase added to the maintenance of traffic plan. In addition, barrier service was required adjacent to church entrances. Faulconer safely implemented the barrier while maintaining good sight distance and safe access. All of the proposed elements have substantial traffic flows that will need to be maintained along with significant stakeholders – two hospitals in particular. Each element will have different site specific peak hour traffic flows to be maintained.

Limiting Impacts to the Traveling Public/Businesses/Communities/Safety: Due to the high level of public interest and concern about the project, Faulconer Construction successfully, expeditiously, and cooperatively dealt with topics and issues outside normal contractual obligations and requirements. Advanced planning and notification of potential impacts to the public minimized any major disruptions to the advancement of the work or to the community. Faulconer Construction engaged in the Culpeper District's first use of formal partnering, with VDOT subcontractors and significant key stakeholders to include meetings with the CATEC School Board and the Dunlora Subdivision. Through the partnering process , goals were established by the project team. These were safety, quality, and on time and on budget completion. VDOT later commented that Faulconer Construction personnel's "commitment to meet the established goals from the formal partnering kick-off meeting was exemplified each and every day of the project." The item will be integral to all the project elements in the bundle. Each location will have its own set of key stakeholders, traffic and safety needs to be met.

SUCCESSFUL PROJECT DELIVERY

Faulconer Construction engrained a spirit of cooperation and commitment to doing what is right kept the project on track. VDOT Culpeper District Construction Engineer, Kenneth Shirley praised the team saying, ***"The professionalism of the project management staff was without compare to any Contractor I have worked with in 16 years."*** The project was successfully constructed on schedule and allowed for enhanced safety for motorists using the road as well as those entering and leaving an adjoining regional vocational high school, two churches, several businesses and neighborhoods. With hundreds of items evaluated for compliance with the contract requirements in the CQIP program, only in one instance did the team not meet the targeted score missing the goal by less than one percent. The remaining targeted scores for compliance and quality improvement on the project were met and or exceeded. This effort would not have been successful without the team maintaining their professionalism by having a positive, team focused, and service oriented attitude while remaining transparent through open and honest communication. Robert N. Marshall, the CQIP Regional Engineer, stated, ***"I would like to recognize the professionalism exempted by the Project Management Staff from Faulconer, Fairfield, and VDOT; it was a pleasure to work with the entire project team during the recent CQIP study."***

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: **Stonefield – Road Improvement Plan - Route 29 and Hydraulic Road (Rt. 743)** Location: **Charlottesville, VA**	Name: **WW Associates, Inc.**	Name of Client/ Owner: **Edens (Client) / VDOT (Owner)** Phone: **240.507.1607 (Edens)** **540. 829.7500 (VDOT)** Project Manager: **Sam Palmer (Edens)** Phone: **202.821.2790** Email: **spalmer@edens.com**	**12/2012**	**12/2012**	**$3,759**	**$4,437**	**$4,437**

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

Similar Scope of Work:

- Roadways
- Survey
- Geotechnical
- E&S Control
- Hydraulics & Stormwater Management
- Traffic Control Devices
- TMP/MOT
- Overhead Sign Structure
- Right-of-Way
- Utilities
- Landscaping
- QA/QC
- Construction Engineering and Inspection

PROJECT SCOPE

As Prime Consultant, Faulconer was awarded several contracts by Edens to construct several phases and elements of a large mixed-use development at the intersection of Hydraulic Road and Route 29 in Charlottesville, VA. The Route 29 and Hydraulic Road improvements contract consisted of installation of an additional southbound lane and turn lanes on Rt. 29 from Greenbrier to Hydraulic Road, two lanes and a median work on Hydraulic Road, and improvements to the 29/Hydraulic intersection. The project scope primarily consisted of environmental controls, maintenance of traffic, grading, drainage, electrical and telecommunication ductbank, utility relocations, stone base, pavement, concrete curb and gutter, sidewalk, and median, pavement markings, and roadside development. The work also consisted of two new signals, modifications/upgrades to three existing signals, and an overhead sign structure.

RELEVANT PROJECT ELEMENTS TO THE ALBEMARLE INTERSECTION BUNDLING

Maintenance of Traffic: The Route 29/Hydraulic Road intersection is considered one of the busiest intersections in the immediate region. Faulconer worked closely with VDOT and other stakeholders, including the City of Charlottesville, Rivanna Water and Sewer Authority, and Albemarle Service Authority, on maintenance of traffic plans and field operations to ensure that our impact to the traveling public was kept to a minimum. Utility tie-ins, setting of the overhead sign structure, and other disruptive activities were performed at night as to limit the impact to the traveling public. Faulconer maintained a constant and open line of communication with VDOT which earned their trust and respect for Faulconer's attention to detail. VDOT's field contact stated: "I appreciate Falconer's continuing efforts to keep the traveling public safe and utilizing good preparation and planning for your work areas in this congested area as you work in and out of traffic. Please pass this along to your other sub-contractors and other employees that help make this possible every day."

Utilities: This high-profile project was faced with numerous unanticipated challenges that had to be dealt with after plan approval. Essentially every new traffic signal foundation could not be installed where designed due to existing utility conflicts. Faulconer and their signalization contractor performed extensive subsurface investigations to precisely field locate each foundation. Plans also called for grading around numerous active utility poles. Upon field investigations Faulconer determined that one highly utilized pole would be compromised if grading plans were followed. Faulconer worked with the designer and utility owners for over six months assessing and developing solutions. Ultimately Faulconer proposed a soil nail wall with a stone veneer in order to avoid a costly relocation.

SUCCESSFUL PROJECT DELIVERY

This project's included features, challenges, and complexities are similar to what will be faced on the Albemarle Bundling D-B Project, most notably multi-phased complex MOT, high level of engagement with stakeholders and traveling public, and a commitment to minimizing impacts to the public.

Attachment 3.4.1 (b) Lead Designer Work History Form

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: **U-4909: Union Cross Road Widening** Location: **Forsyth County, NC**	Name: **Larco Construction**	Name of Client: **NCDOT** Project Manager: **Brenda Moore** Phone: **919-707-6700** Email: **blmoore@ncdot.gov**	**4/2012**	**12/2015**	**$53,000**	**$33,900**	**$787**

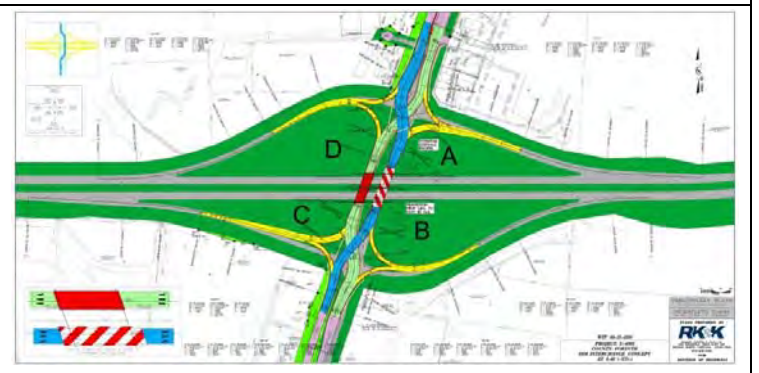
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project.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

Similar Scope of Work:

- Diverging Diamond Interchange
- Roadways
- Survey
- Structures and Bridges
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- Transportation Management Plan
- Maintenance of Traffic
- QA/QC
- Right-of-Way
- Utilities
- Landscaping
- Guardrail
- Public Involvement/Relations
- ITS

PROJECT SCOPE

RK&K was the Lead Designer and Design Manager for the interchange reconfiguration at Union Cross Road over I-40, North Carolina's first Diverging Diamond Interchange (DDI) projects. This was a four-mile long project widening project that included widening of an existing roadway from two lanes to four lanes with curb and gutter and a 30-foot median. The project also included a 0.09-mile section north of I-40 which was widened to six lanes with a 30-foot median. This interchange was originally designed by RK&K as a SPUI, however prior to completion of the plans, it was determined that the DDI provided a cost savings by maintaining the existing bridge over I-40This savings was realized by NCDOT with an approximate reduction in cost to the project of $2M.



RELEVANT PROJECT ELEMENTS TO THE ALBEMARLE INTERSECTION BUNDLING

Roadway: The project required significant roadway design to stay within the roadway design parameters required by AASHTO and NCDOT, RK&K carefully designed the roadway to maintain traffic and minimize impacts to adjacent residential, historical, and commercial properties and businesses. Other properties include the following: Forsyth County Park, Union Cross Elementary School, R. B. Glenn High School, Union Cross Road Moravian Church, and Smith-Tucker Historic District. The roadway design elements for the DDI were based on the guidelines put out by Missouri DOT, since at the time of design initiation, little guidance existed on the appropriate design controls for the interchange type with only two having opened at that time (both in Missouri). These guidelines set the crossover angles and ramp geometry based on the in-service experience of this interchange type.

Diverging Diamond Interchange: The project included two major interchange modifications. The existing US 311 interchange was converted from a diamond to a diamond with two loops. The existing I-40 interchange was initially converted from a diamond to a single-point urban diamond interchange. Upon completion of the design, RK&K was requested by NCDOT to re-design the single-point urban interchange to a Diverging Diamond Interchange (DDI) to better serve heavy left turn volumes and to reduce construction costs. This DDI design had challenges due to the fact that it was an upgrade to an existing conventional diamond interchange that included four ramps and a two-lane bridge over existing I-40. Since the existing bridge was in good condition, the design maintained and utilized the bridge within the interchange while building an adjacent new bridge to complete the DDI. Project challenges included constructability, such as retrofitting the new bridge for correct cross-slope and providing adequate grading and drainage for the new lanes of traffic. Other challenges included designing grades and cross-slopes for proper roll-overs within the new interchange to meet DDI design guidelines while promoting safe maintenance of traffic during construction.

Utilities: RK&K also performed Utility Relocation coordination for the entire project which included dry and wet utilities, and power lines along one side of Union Cross Road. These powerline relocations were coordinated with Duke Energy to be maintained during construction and in their ultimate configuration as soon as possible.

Environmental: Permitted by NCDOT but permit drawings were supplied by RK&K for the wetlands and streams found in the northwest quadrant. The impacts as part of the interchange were determined to be minimal.

Limiting Impacts to the Traveling Public/Businesses/Communities/Safety: Since this section of Union Cross Road is located along the North Carolina Mountains-to-Sea State Bicycle Route, this Complete Streets project included proposed 2-foot bike lanes throughout the length of the project. In addition to the bike lanes, a 5-foot sidewalk was also added to the plans increasing safety for these users as requested by the Town of Kernersville and the City of Winston Salem. The bike lanes, sidewalks, and intersection cross-walks required extensive coordination with the NCDOT, Town of Kernersville and City of Winston Salem.

Maintenance of Traffic: RK&K designed all temporary pavements and median cross-overs to support this effort. MOT elements for this project involved maintaining existing traffic in its current configuration until such time that the crossovers were built. At the earliest possible time, traffic was shifted into the DDI configuration to reduce driver confusion.

Public Outreach/Involvement: RK&K provided hearing maps and educational information on the DDI as part of the effort to inform the public, and NCDOT was supported by RK&K at all meetings.

Safety: The project included design and construction of bike lanes, sidewalks, and intersection cross walks, increasing safety for these users. With little national guidance on the design for non-motorized users of a DDI during design, best in-service practice from Missouri was utilized as the design principles for this project.

SUCCESSFUL PROJECT DELIVERY

This was a pilot project where NCDOT allowed the Roadway Design firm to perform utility relocations to streamline coordination and accelerate the project schedule.

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: **Design Build Route 29 Solutions – US 29 & Rio Road Grade Separated Interchange** Location: **Albemarle, VA**	Name: **LANE/Corman**	Name of Client: **VDOT** Phone: **434.422.9373** Project Manager: **David Covington, PE** Phone: **434.422.9373** Email: **dave.covington@vdot.virginia.gov**	**03/2015**	**10/2017**	**$116,700** (Entire project) **$39,336** (Rio Road)	**$129,027 -** *Entire Contract* **$46,336 -** *Rio Road Portion* - ***Due to owner changes and early completion incentive***	**$10,444 - Entire Contract** **$2,900 -Rio Road**

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

Similar Scope of Work:

- Design-Build
- Roadways
- Survey
- Structures and Bridges
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP/MOT
- QA/QC
- Right-of-Way
- Utilities
- Landscaping
- Guardrail
- Public Involvement/Relations
- ITS

PROJECT SCOPE

RK&K was the Lead Designer and Design Manager for the entire Route 29 Solutions Design-Build project, which consisted of three distinct 'elements' bundled into a single D-B contract. The three elements were: Route 29 and Rio Road Grade Separated Intersection; Route 29 Widening from four lanes to six lanes from Polo Grounds Rd. to Towncenter Dr.; and Berkmar Dr. Extension for 2.3 miles of new alignment from Hilton Heights Rd. to Towncenter Dr. This work History Form focuses on the Rio Road Element where RK&K was the Lead Engineer. The contract required that the depressed travel lanes and associated bridge along Route 29 in the center of the Rio Road intersection be constructed within one summer in a period of 103 days – RK&K's innovative design was finished early allowing the Contractor to open the intersection 58 days early. All three project elements are complete.

RELEVANT PROJECT ELEMENTS TO THE ALBEMARLE INTERSECTION BUNDLING

Roadway: The project required significant roadway design for several different roadway types and typical sections with a mix of roadway rehabilitation, widening, and new construction. This project required building a grade separated interchange on an existing active signalized intersection in a heavily congested urban area. Therefore, the team needed to maintain traffic, access to adjacent properties and relocate several utilities to accomplish the improvements.

Grade Separated Interchange: RK&K performed the structural engineering of the Rio Road Grade Separated Intersection using an innovative design method that had not previously been constructed in Virginia. The abutments were integrally placed on top of the soldier pile retaining wall to minimize the footprint of the bridge and allow traffic on Route 29 to remain open throughout the construction process. The bridge superstructure was designed to act as a strut to support the retaining walls horizontally while also supporting traffic vertically. This design concept was chosen because of the limited amount of space in the intersection and the requirement to maintain traffic at all times. The bridge and retaining walls were built in the congested intersection without acquiring additional right-of-way in an extremely tight schedule. The tight schedule was maintained to ensure that Route 29 and Rio Road traffic was maintained at all times and detours were accomplished during the summer months to ensure that the road was fully open to traffic in time for the start of the fall semester at the University of Virginia.

Limiting Impacts to the Traveling Public/Businesses/Communities/Safety: By utilizing the innovations discussed above the project was delivered in advance of the required completion date. The reduction in construction duration effectively limited permanent and temporary impacts to the traveling public, businesses and the surrounding communities. The extremely aggressive interim requirement to complete the grade separation in 103 days was completely surpassed by the D-B Team's ingenuity, which was completed in 58 days. Our strategy will be similar on the Albemarle projects. Our familiarity with working in the District and in the Albemarle and Charlottesville communities leads to a deep understanding of the traffic patterns and the importance of these roadways to the traveling public and the communities they serve.

Maintenance of Traffic: RK&K provided traffic engineering, the regional transportation management plan (TMP), and maintenance of traffic (MOT) for the Rio Road project element. RK&K used the WZTIA to predict the impacts associated with detouring Rio's left turn and through movements in this interim period and included two temporary U-turns on US 29 to improve operations. The TMP included re-timing and phasing of Route 29 corridor signals to facilitate the modified traffic patterns, development of queue lengths at the U-turn locations and the use of detours to reduce the number of U-turning vehicles. The TMP included outreach in conjunction with VDOT to publicize the detours and re-timed signals. RK&K monitored traffic impacts after implementing each traffic change and made adjustments to optimize the plan to fit actual conditions. Similarly, the Albemarle Bundling project will require a MOT plan that will require temporary roadway pavements and signals, minimizes disturbance to traffic, minimum term detours and a comprehensive public outreach program that educates, builds understanding and garners support throughout the community.

Environmental: RK&K provided full service environmental design and permitting including: wetland delineations and stream assessments; determination of wetlands and stream compensatory mitigation requirements; secured rare, threatened and endangered species clearances; and secured numerous other clearances and permits. Similar permitting requirements are required of the Albemarle Bundling project.

Public Outreach/Involvement: Our D-B Team provided a Public Relations Manager to work alongside VDOT's Public Outreach Manager, providing support to the Project Development Advisory Panel and providing updates to VDOT from the D-B team. The Public Relations Manager handled Hot Line calls, met with citizens, business owners, homeowners' associations and others to brief on project developments and upcoming events. Many visits were performed just ahead of when construction activities were about to impact a property or facility. The results of this outreach on the project can be seen in the Evidence of Performance listed below. With the Albemarle Bundling project, similar needs are anticipated since there is significant commuter traffic, a concerned and engaged residential and commercial community.

Safety: The project included design and construction of bike lanes and multi-use paths, increasing safety for these users. On Rio Road, separating the local and through traffic at this intersection, which had a history of high crash rates, improved safety.

SUCCESSFUL PROJECT DELIVERY

This award-winning project was completed ahead of schedule and on budget. Working around the clock, 6 days a week, crews substantially completed the bridge and through lanes in only 57 days. The intersection reopened to traffic 46 days ahead of major schedule ***"LANE/CORMAN and RK&K did an excellent job of selecting the right design for a unique need, designing the bridge quickly to meet the needs of an aggressive schedule, working closely with VDOT to provide solutions for long-term maintenance and providing high quality design and construction."*** — David Covington, PE, Regional Manager, VDOT. ***"This project brought something that you cannot pay for: Good will … This should become the default model for community engagement." —*** Liz Palmer, Chair, Albemarle County Board of Supervisors

"***The partnership between VDOT and LANE/CORMAN, as well as the cooperation of Albemarle County, the nearby businesses and neighborhoods and the community at large, were instrumental in the success of this project. Without the involvement of the businesses and the community – and their understanding for the inconveniences they experienced – we would not have attained this successful outcome."*** — Charles Kilpatrick, VDOT Commissioner

Recipient of Pinnacle Award for Engineering Excellence, American Council of Engineering Companies of Virginia (ACEC/VA); Grand Award for Engineering Excellence, American Council of Engineering Companies of Virginia (ACEC/VA); DBIA Design-Build Award and Design Build Excellence in Engineering Award.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Route 250 Bypass at McIntire Road** Location: **Charlottesville**	Name: **General Excavation**	Name of Client: **City of Charlottesville** Phone: **434.970.3182** Project Manager: **Jeannette Janiczek** Phone: **434. 970.3182** Email: **janiczek@charlottesville.org**	**03/2013**	**02/2015**	**$20,377**	**$25,459*** **Owner requested scope change*	**$5,900**

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

Similar Scope of Work:

- Roadways
- Survey
- Structures and Bridges
- Environmental
- Geotechnical
- E&S Control
- Hydraulics & Stormwater Management
- Traffic Control Devices
- ITS
- TMP/MOT
- Right-of-Way
- Utilities
- Landscaping
- Guardrail
- Public Involvement/Relations
- QA/QC
- Construction Engineering and Inspection

PROJECT SCOPE

As Prime Consultant, RK&K provided planning, engineering, and construction management services on a new grade separated interchange on the Rt. 250 Bypass at the intersection of McIntire Rd. Phase I: Developed Conceptual Alternatives, Detailed Alternatives and a Preferred Alternative through Public Hearing and completed the Environmental Documents. Phase II: Final design and assisted the City with project bidding/procurement. Phase III: Construction management and inspection, and construction engineering in coordination with the contractor. Project elements included environmental/NEPA documentation, public involvement, traffic data collection/analysis, roadway and structural design, traffic engineering, hydraulic and hydrologic analysis and design, graphic/computer renderings, and website hosting. The project was closely coordinated with VDOT and the FHWA from RK&K's Richmond, VA office.

RELEVANT PROJECT ELEMENTS TO THE ALBEMARLE INTERSECTION BUNDLING

Project Narrative: Major interchange design features included roadway reconfiguration/reconstruction, new roadway construction, a single span–semi-integral abutment bridge, two box culverts including stream diversions, extensive utility relocations, and retaining walls. RK&K prepared landscaping planting plans and cultural resource mitigation commitments. The roadway design was optimized to limit ROW requirements, avoid parkland and historic property acquisition, to best-fit the roadway profiles to the existing topography and provide a grade separation at this urban intersection.

Communication Strategies with Business Owner and Stakeholders: Similarly, RK&K managed/oversaw a tremendous outreach program for this project including administering a Steering Committee hand-appointed by City Council, made up of proponents and opponents of the project, and provided over 40 opportunities for public input into the design. This project would have failed/not moved forward if clear direction had not been reached by the Steering Committee and a recommendation provided to City Council recommending the preferred alternative. In the face of significant public opposition to this project, RK&K's Project Manager, Owen Peery, along with the City's Project Manager, led the Steering Committee through the evaluation of 15 interchange alternatives to the point where two similar interchanges were recommended to City Council for a final decision. This led to a final consensus and avoided a negative outcome which would have derailed this project and was key to successful completion. Public Outreach will also be essential on the Albemarle Intersection Bundling project because each project will require different strategies to coordinate with very different users and stakeholders. Therefore, a specifically pinpointed Public Outreach program must ensure that the public understands the impacts to their travels during construction.

Maintenance of Traffic: To keep traffic moving, RK&K developed/maintained Synchro and SimTraffic traffic models assist in planning and maintaining traffic during construction. This allowed the RK&K Team to plan and lay out temporary traffic configurations to minimize traffic delays. This project had to minimize impacts and footprint due to many constraints. Most significantly, part of the project impacted a City park eligible for the historic register, so minimizing impacts to the park and surrounding neighborhoods were a major part of the purpose and need for the project. This requires a compact design for the significant footprint for the proposed interchange, leading to the need for innovative ramp configurations. MOT was complex and multi-phased allowing construction of a grade separation in the middle of an urban intersection. , All lanes of the Rt. 250 Bypass and McIntire Rd. had to remain open with short-term lane closures at night or during off-peak hours. Our MOT and TMP plan accounted for motorists to move through and around the bridge work while allowing room for construction. This required many phases of work as box culverts and bridge elements had to be built in small phases, allowing traffic to be relocated/shifted. Our design considered support for excavation, contractor equipment, and materials so the project could be constructed in this limited ROW.

Minimizing ROW and Utility Impacts | Coordination of Complex Utility Relocations/Adjustments: Similarly, this project had many utility relocations including Natural Gas – 6,300-ft. of high- and medium pressure gas transmission mains including relocation/reconstruction of a gas regulator station; City Sewer – relocation of 1,200-ft. of sewer mains and laterals; Regional Sewer – replaced 1,300-ft. of 21-in. concrete and clay sewer main with a 30-in. gravity interceptor sewer including crossing of Schenks Branch and boring 400-ft. under the existing Rt. 250 Bypass; and Water – relocation of 4,600-ft. of water mains. Since conventional construction pile driving would have resulted in unacceptable levels of vibrations being put on the existing water line, and the owner desired no piles in the easement, an innovative design concept was incorporated into the water line replacement. A grade beam, coupled with pre-drilling the adjacent piles, was used. This allowed the entire easement to be spanned, while pre-drilling the top 15-ft. of the piles lowered the pile driving vibrations to below the elevation of the utility.

Environmental: Conducted hydrology calculations conducted for a 2.8-acre lake that was incorporated into the road plans. The final report included an independent hydrologic analysis of the 425-acre watershed, storm event routing for the proposed lake, and HEC-2 analysis of the lake outfall at Schenks Branch. Results were then incorporated with the plans including modification of lake parameters and outfall structure to attain the proper lake performance desired during storm events. A Hydrologic and Hydraulic Analysis and scour analysis were conducted for a new bridge over Schenks Branch and to replace a double 8'x8' box culvert beneath Rt. 250. **Innovative Design Solutions:** The Rt. 250 Bridge Bypass Structure over McIntire Rd. was examined for span lengths and superstructure styles to lower project costs. The final solution was a single-span bridge using steel plate girders for a lighter, thinner and more transparent structure which serves as the gateway to downtown Charlottesville. The design for a bridge type weighed the cost estimates with the overall requirements for aesthetics/durability. The abutments were aligned with McIntire Rd. and set parallel to each other to simplify the framing of the bridge. While they were skewed with respect to the superstructure, the fact that they were parallel to each other facilitated the structure's design/construction

SUCCESSFUL PROJECT DELIVERY

This project was delivered on budget and ahead of schedule. The City of Charlottesville demonstrated RK&K's exceptional performance by extending our contract through all phases of planning, design and construction management. ***"RK&K has raised the bar as to the quality of work the City expects from its consultants," Jeanette Janiczek, the City of Charlottesville's Project Manager.***

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