CD-ROM

Request for Qualifications
Design-Build I-64 Pavement Rehabilitation

From: Little Creek Road Bridge (East Abutment); To: Bridge over Curlew Drive & RR (West Abutment)

And Design-Build I-264 Pavement Rehabilitation

From: Claiborne Ave. Bridge (East Abutment); To: Broad Creek Bridge (West Abutment)
Norfolk, Virginia

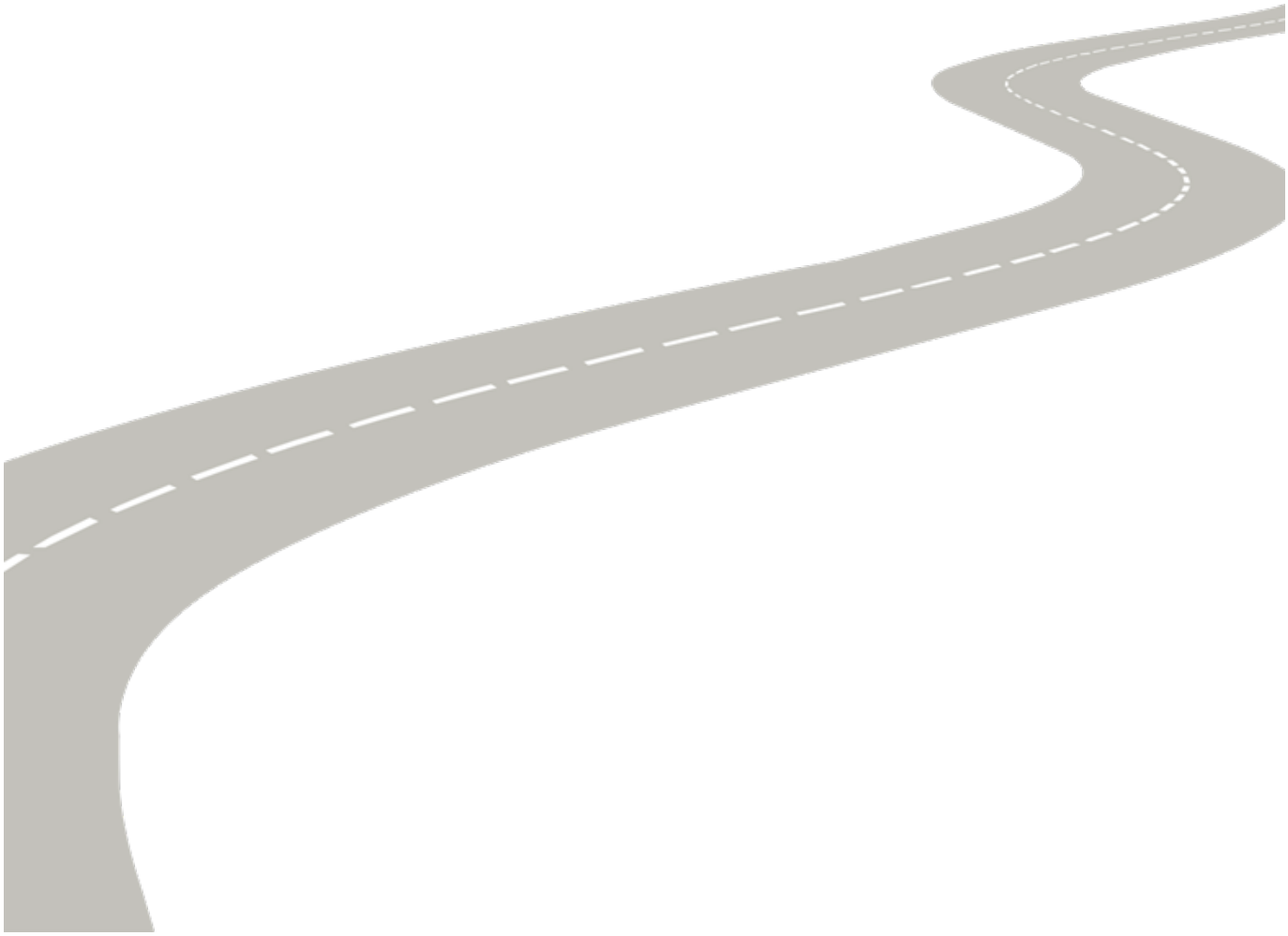
State Project No.: 0064-122-009
Contract ID Number: C00104329DB65

A Statement of Qualifications from FMC Since 1972 FORT MYER CONSTRUCTION & AMT CONSULTING ENGINEERS

June 14, 2013

Submitted to: **Virginia Department of Transportation**
1401 E. Broad Street
Richmond, Virginia 23219

3.2 Letter of Submittal



FORT MYER CONSTRUCTION CORPORATION
2237 33rd Street, NE • Washington, DC 20018-1594 • (202) 636-9535 • FAX (202) 526-8572

June 14, 2013

Brenda L. Williams
Commonwealth of Virginia
Virginia Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 East Broad Street
Richmond, Virginia 23219

Re: Statement of Qualifications
Design-Build Project - I-64 Pavement Rehabilitation
From: Little Creek Road Bridge (East Abutment)
To: Bridge over Curlew Drive & RR (West Abutment)
And I-264 Pavement Rehabilitation
From: Claiborne Ave. Bridge (East Abutment)
To: Broad Creek Bridge (West Abutment)
Project No.: 0064-122-009
Contract ID Number: C00104329DB65

Dear Ms. Williams:

Fort Myer Construction Corporation (FMCC) is pleased to submit our qualifications for the I-64 and I-264 Pavement Rehabilitations Design-Build project. As requested by the Department's RFQ, our submission includes:

- One (1) original paper version of our Statement of Qualifications (SOQ)
- Ten (10) abbreviated coipes of the original paper version
- One (1) CD-ROM containing the entire original in a single PDF file

Fort Myer has thoroughly reviewed the Department's RFQ, including Addendum 1 (5/31/13) and the RFQ Q&A (5/31/13). Following are responses to information and/or attachments requested in RFQ section 3.2.

3.2.2 Official Representative and Point of Contact—Manuel Fernandes - Vice President of Estimating - 2237 33rd Street, NE, Washington, DC 20018. He can be reached at 202-636-9535, x2805 (T), 202-526-8572 (F), or mfernandes@fortmyer.com.

3.2.3 Principal Officer Information—Jose Rodriguez - President - 2237 33rd Street, NE, Washington, DC 20018, is the principal officer of the legal entity (Offeror) with whom a design-build contract with VDOT will be written. He can be reached at 202-636-9535 (T), 202-526-8572 (F), or jrodriguez@fortmyer.com.

3.2.4 Corporate Structure—FMCC will be the design-build contracting entity for the I-64 Pavement Rehabilitation Design-Build project. Fort Myer is a corporation titled in the District of Columbia and will be the sole major participant firm and responsible party to the design-build contract with the Virginia De-

partment of Transportation (VDOT). FMCC will hold all financial responsibility for the contract (a surety letter is provided in the Appendix).

3.2.5 Lead Contractor and Lead Designer—FMCC is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. A. Morton Thomas and Associates, Inc. (AMT) will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

3.2.6 Affiliated/Subsidiary Companies—Neither FMCC not AMT have affiliated or subsidiary companies to report. Attachment 3.2.6 is provided in the Appendix.

3.2.7 Debarment Forms—Certification Regarding Debarment Forms for both Primary Covered Transactions [Attachment 3.2.7(a)] and Lower Tier Covered Transactions [Attachment 3.2.7(b)] have been signed and are included in the Appendix.

3.2.8 VDOT Prequalification Evidence—FMCC is pre-qualified with VDOT (Vendor Number F034 - active) to provide Major Structures, Asphalt Concrete Paving, Portland Cement Concrete Paving, Underground Utilities and Bridge Repairs. The standard VDOT prequalification certificate is presented as Attachment 3.2.8 in the Appendix.

3.2.9 Surety Letter—A surety letter stating that FMCC is capable of obtaining a performance and payment bond based on the current estimated contract value, along iwth which bonds will cover the project and any warranty periods, is provided as Attachment 3.2.9 in the Appendix.

3.2.10 DPOR Licenses and SCC Registrations—The required license and registration information is shown as Attachment 3.2.10 in the Appendix and includes supporting documentation.

3.2.11 DBE Requirements—FMCC is committed to achieving a twelve percent (12%) DBE goal for the entire value of the contract.

This SOQ is signed in ink by an authorized representative of Fort Myer Construction Corporation.

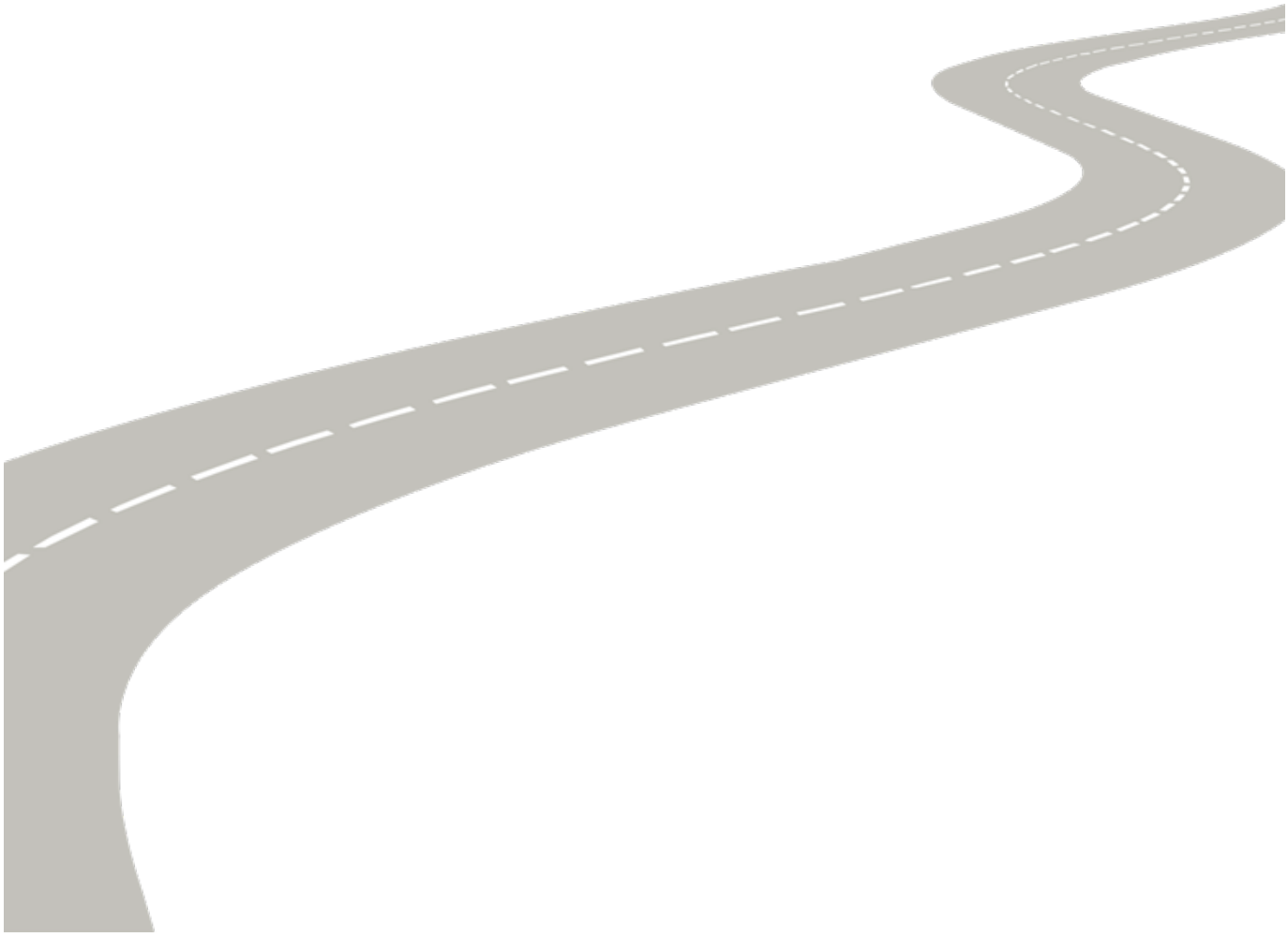
The Fort Myer team is most interested in serving the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge and resources to successfully deliver the I-64 and I-264 Pavement Rehabilitations project, in partnership with VDOT and with comprehensive care for the impacts of the work.

We look forward to your favorable consideration of our qualifications.

Sincerely,
FORT MYER CONSTRUCTION CORPORATION

Manuel Fernandes, FMCC Vice President
mfernandes@fortmyer.com

3.3 Team Structure



3.3 TEAM STRUCTURE

Fort Myer Construction Corporation (FMCC) brings to the I-64 and I-264 Pavement Rehabilitations project a track record of success on similar design-build efforts, including for the Virginia Department of Transportation. The firm's hands-on experience with VDOT projects—effectively executing design and construction as well as managing risk—includes pavement rehabilitation for approximately 6.5 miles of Interstate 66 (46,000 square yards) and 870,144 square yards of pavement rehabilitation for Routes 27, 50 and 120. Over the course of more than 40 years in business, FMCC has exceeded client and owner expectations through on-time and within-budget delivery of high quality work—doing so while meeting the maintenance of traffic challenges in highly urbanized areas and remaining environmentally conscious.

FMCC also has a solid reputation for aligning strategically with design-build partners that are most suited to meet the specific needs of a given project. For the I-64 Pavement Rehabilitation project, we selected **A. Morton Thomas and Associates, Inc. (AMT)** as our lead design firm. AMT will also be responsible for quality assurance. For nearly 60 years, AMT has been a respected provider of transportation design and construction phase expertise in Virginia, including design-build projects. Key personnel have successfully delivered design services on Virginia's busiest and most heavily traveled roadways for dozens of project in the past five years alone.

In addition to AMT, we have included subconsultants with specialized expertise in independent quality control, public relations, geotechnical engineering, structural engineering and ITS/lighting design:

Froehling & Robertson, Inc. (F&R) will provide quality control management, field inspection and testing services for the team and serve as the independent QC materials testing lab for the project. F&R is a multi-disciplinary engineering firm providing a full range of services, construction materials testing and environmental and geotechnical engineering. Based in Richmond with an office and AASHTO accredited laboratory in Chesapeake, F&R has the local resources to deliver quick, efficient and cost-effective services required for this project. F&R is a minority-owned business in operation since 1881.

To effectively deliver a comprehensive public relations and communications program to key stakeholders for this pavement rehabilitation project, Fort Myer has partnered with **Seventh Point Public Relations**. Seventh Point is a Virginia Beach-based, DMBE-certified SWaM marketing and public relations agency specializing in transportation marketing. In recent years, Seventh Point has spearheaded results-driven public relations and community outreach programs for some of Virginia’s most complex transportation projects, including the Gilmerton Bridge Replacement Project, I-64 Battlefield Boulevard and the Downtown Tunnel/Midtown Tunnel/MLK Freeway Project. Additionally, Seventh Point provides strategic marketing services and media planning and buying for major closures throughout the Hampton Roads District. In collaboration with VDOT Public Affairs staff, Seventh Point has designed a wide range of communications strategies to effectively inform, raise awareness, mitigate impact and generate positive opinion of transportation projects.

Engineering & Testing Services, Inc. (ETS) will also be an integral member of the design team providing geotechnical engineering and construction materials testing. The firm's Virginia-experienced staff brings knowledge, professionalism and consistently delivers timely, quality reports and responsiveness to clients. Validated by AASHTO, the firm has a fully-equipped lab on-premises. ETS is certified by the Virginia Department of Minority Business Enterprise (VDMBE) as a DBE and Small, Women-owned Business Enterprise.

T.Y. Lin International is a global, multi-disciplinary engineering services firm with a deep history and particular strength in structural engineering—expertise that will benefit this pavement rehabilitation project. T.Y. Lin's services for this project will focus on overhead sign structure modifications, as needed.

Sabra, Wang & Associates, Inc. (SWA) is a consulting engineering firm with offices in Virginia, Maryland and the District of Columbia. SWA provides specialized expertise in traffic engineering, transportation planning and data collection, and Intelligent Transportation Systems (ITS) and lighting design. A certified DBE firm in Virginia, SWA will provide ITS and lighting design for this project.

3.3.1 KEY PERSONNEL

FMCC has asssembled a team of highly-qualified and experienced individuals for this project; both from FMCC's ranks, and those of our subconsultant teaming partners. In a variety of configurations, the included staff members and design firms have worked together previously. Our team for this pavement rehabilitation project is structured to ensure performance excellence and efficiency. We understand that each member of the team—whether project leadership and management, technical designer, or field personnel—plays a part in the ultimate success of the project.

The following chart introduces our Key Personnel; resumes can be found in the Appendix (Attachment 3.3.1):

Role	Key Personnel	Firm
Design-Build Project Manager	Pradip (Pete) Patel	FMCC
Quality Assurance Manager	Mike Davis, P.E., CCM	AMT
Design Manager	Jeff McKay, P.E.	AMT
Construction Manager	Bijan Haghtalabd	FMCC
Public Relations Manager	Mike Carosi	Seventh Point
Maintenance of Traffic Manager	Jack Goode, II, P.E., PTOE	AMT

Design-Build Project Manager (DBPM), Pradip (Pete) Patel, brings to the team more than 32 years of relevant construction experience. He most recently served in the same role for the $46 million I-66 Pavement Rehabilitation design-build project, which extended 6.5 miles on one Virginia's most prominent interstate and was *completed three months ahead of schedule*.

Quality Assurance Manager (QAM), Mike Davis, P.E., CCM, has 24 years of experience predominantly for construction projects in the Hampton Roads area. Examples of his project work include the Route 17 Cold-in-Place Paving project (4.8. miles) and the MMMBT / I-664 Fire Main System Replacement, which involved paving, concrete patching, pavement markings, and MOT both day and night.

Design Manager (DM), Jeff McKay, P.E., has nearly 20 years of transportation design experience. Knowledgeable in all phases of project delivery as well as design-build and design-bid-build delivery methods, his recent project examples include Northampton Boulevard Improvements for Lake Wright East in Norfolk and Route 288 Improvements in Chesterfield County.

Construction Manager (CM), Bijan Haghtalabd, has 25 years of experience including the recent Pennsylvania Avenue, S.E, Reconstruction in DC, a $25 million, total rehabilitation of existing roadway. He is experienced overseeing operations of skilled construction management teams.

Public Relations Manager, Mike Carosi, has more than 20 years of experience in all areas of public relations and community outreach. This experience—involving all phases of logistics, planning, printing, purchasing, procurement, media and workflow—includes relevant examples such as the I-64 Battlefield Boulevard project and the Gilmerton Bridge Replacement project, both in Chesapeake, Virginia.

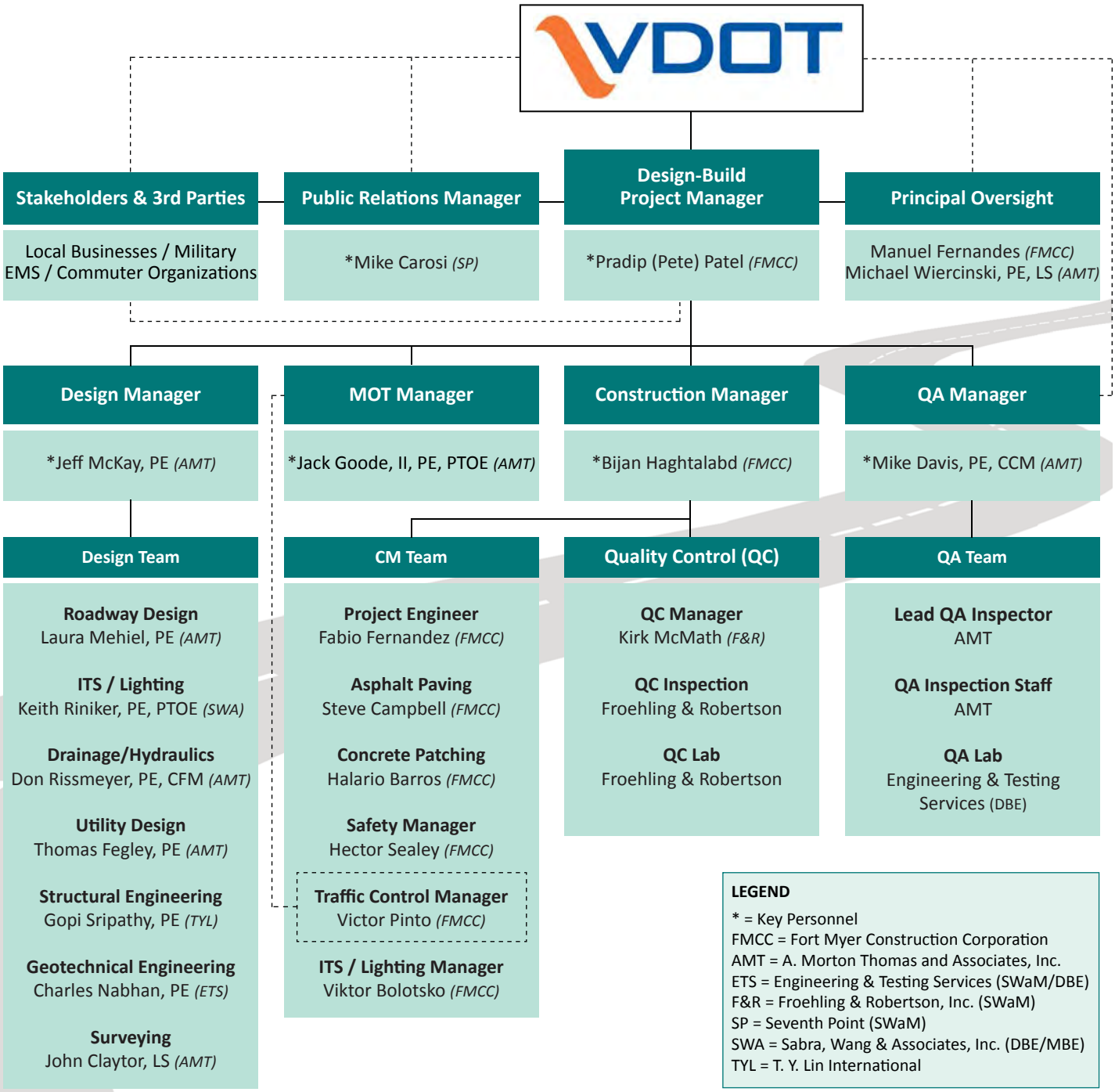
Maintenance of Traffic (MOT) Manager, Jack Goode, II, P.E., PTOE, has 16 years of traffic engineering experience, including providing MOT management in conjunction with transportation management plans. In addition to MOT and TTC work for VDOT projects, he recently served as the MOT Manager for over seven miles of the $500 million InterCounty Connector in Maryland. He has completed the Advanced Level of VDOT Work Zone Traffic Control training.

Additional Construction and Design Support
In addition to the required Key Personnel, the FMCC team includes other personnel to complete the team and ensure all project needs are proactively addressed. These personnel include principal oversight from both FMCC and AMT as well as specialized design engineers, construction technicians, and quality assurance.

3.3.2 ORGANIZATIONAL CHART

The FMCC team organizational chart below illustrates our reporting and functional structure and notes the Key Personnel team members. Solid lines identify reporting relationships of our team members in managing, designing and constructing the project. They illustrate reporting lines from the Design-Build Project Manager to the design and construction teams. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. Note that the Construction Quality Control function is clearly separate from the Quality Assurance team.

Paragraphs describing the functional roles of Key Personnel appear on the next page. (Please also see resumes in the Appendix, Attachment 3.3.1.)



Design-Build Project Manager (DBPM), Pradip (Pete) Patel, has complete authority over all project design and construction matters for the team. He is responsible for managing the project from start to completion, including all contract management and administration. Pete is VDOT's primary point of contact throughout the life of the project. He has responsibility and authority for coordination, integration and direction of the entire design-build team: design, construction, quality assurance, MOT, and public relations. He will supervise the other Key Personnel throughout the project. Starting with preconstruction, Pete will be involved through design, construction and project closeout. He will assist with constructability reviews and safety audits and will oversee the quality management program, purchasing and construction operations. He will also be responsible for third-party communication for the team, along with the Public Relations Manager.

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

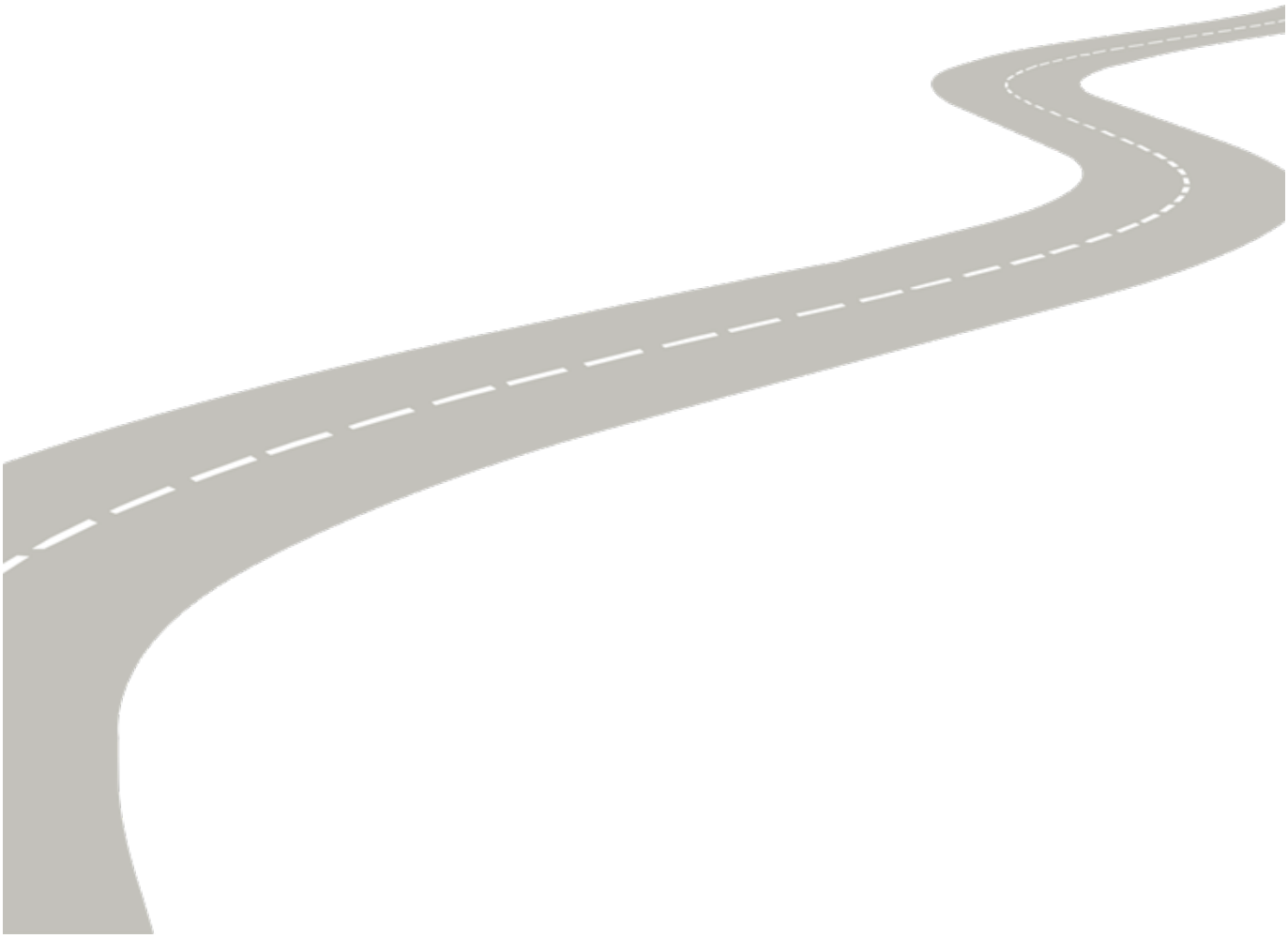
Design Manager (DM), Jeff McKay, P.E., will also report to the DBPM. Jeff will be responsible for providing quality product and input into the project schedule, meeting all design milestones and interfaces, and ensuring the Design QC Manager's involvement. He is responsible for ensuring all design work is performed in accordance with current policies, procedures and guidelines. He will manage all aspects of design including roadway, ITS/traffic signals, drainage/hydraulics, utility design, structural and geotechnical engineering, and surveying. He will assign resources as needed, oversee the design subconsultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and ensure environmental compliance measures are integrated into the design. Jeff will maintain involvement in the project once construction begins to oversee any plan modifications and shop drawings, and review construction activities with the Construction Manager as work progresses. He will collaborate with the entire design and construction team leadership for constructability characteristics, inter-operability of project aspects, and project cost control.

Construction Manager (CM), Bijan Haghtalabd, will report directly to the DBPM. He will manage the efforts of the on-site construction team including the Construction QC Manager, Safety Manager, Traffic Control Manager, Asphalt Paving and Concrete Patching technicians. He will be assigned to the project and on-site full time for the duration of construction. He will play a key role in constructability reviews for all aspects of the design. Along with his staff, he will focus on ensuring the construction is performed safely. He will coordinate with the DM during construction for the proper and timely issuance and review of any RFI's and shop drawings, as well as field visits, preparation of as-builts and plan revisions.

Public Relations Manager, Mike Carosi, will report directly to DBPM. Mike will be responsible to create a foundation of public awareness about the benefits of the project. He will also be responsible to maintain a collaborative partnership with VDOT HR Public Affairs to support its mission to increase positive public perception of the organization's activities and practices, and garner public and stakeholder understanding and acceptance.

Maintenance of Traffic (MOT) Manager, Jack Goode, II, P.E., PTOE, will also report to the DBPM. Jack will be responsible for the development and implementation of the project's Transportation Management Plan. As the main point of contact for MOT-related issues, Jack will also ensure coordination of construction activities with other roadway work in the area, as well as keeping construction work zones compliant with requirements and standards.

3.4 Team Experience



3.4 TEAM EXPERIENCE

Since 1972, Fort Myer Construction Corporation (FMCC) has constructed, repaired, and maintained hundreds of miles of streets, roads, bridges, and underground utilities in Virginia, District of Columbia, and Maryland. FMCC's operations are supported by more than 700 employees, including engineers, project managers, a staff of safety support personnel, as well as over 500 skilled field labors, journeymen and equipment operators, supported by a well-maintained fleet of modern equipment. FMCC also owns and operates two asphalt plants which supply over 350,000 tons of asphalt annually. The company is well positioned through its 41 years of experience to maintain its role as a leader in the construction and maintenance of roads, highways, bridges, runways, utility systems and other infrastructure projects.

FMCC recently completed the I-66 Pavement Rehabilitation project in VDOT's Northern Virginia District, a project almost identical in it's scope of work. The construction of this project was highly supervised by all stakeholders due to the busy corridor and tight working window, but FMCC delivered a very successful project ahead of schedule, receiving recognition and awards from VDOT. The Lead Contractor Work History Forms in the Appendix provide more project example details.

AMT is an Engineering News-Record "Top 500 Firm" and a ZweigWhite Hot Firm and has been providing consulting engineering services for nearly 60 years. The firm's specific service offering includes transportation design, traffic engineering, stormwater management and storm drainage, utility design and coordination, surveying, and construction administration and inspection. With more than 370 employees and operating from six offices in Virginia (including Suffolk and Richmond), AMT's focus has always been in the mid-Atlantic region. The firm maintains a solid reputation by teaming with clients and communities to provide high-quality, sustainable projects.

AMT's experience on such projects as the US 460 Corridor PPTA in Southeast Virginia, the Route 1 Design-Build Improvements at Fort Belvior, the Capital Beltway Roadway Rehabilitiation in Maryland, and the VDOT Mega Projects in Northern Virginia, equips our team with the know-how to deliver the I-64 Pavement Rehabilitation design on time and within budget. AMT has consistently earned outstanding performance scores due to dedicated and skill professionals. Over the past decade, AMT has consistently earned A's in design and construction management by project owners. In a recent annual review, VDOT's District staff commented: "AMT continues to exceed expectations for work performed. AMT has responded very quickly to requests to do constructability and environmental reviews and has done an excellent job." Additional evidence of AMT's qualifications is contained in the Lead Designer Work History Forms included in the Appendix.

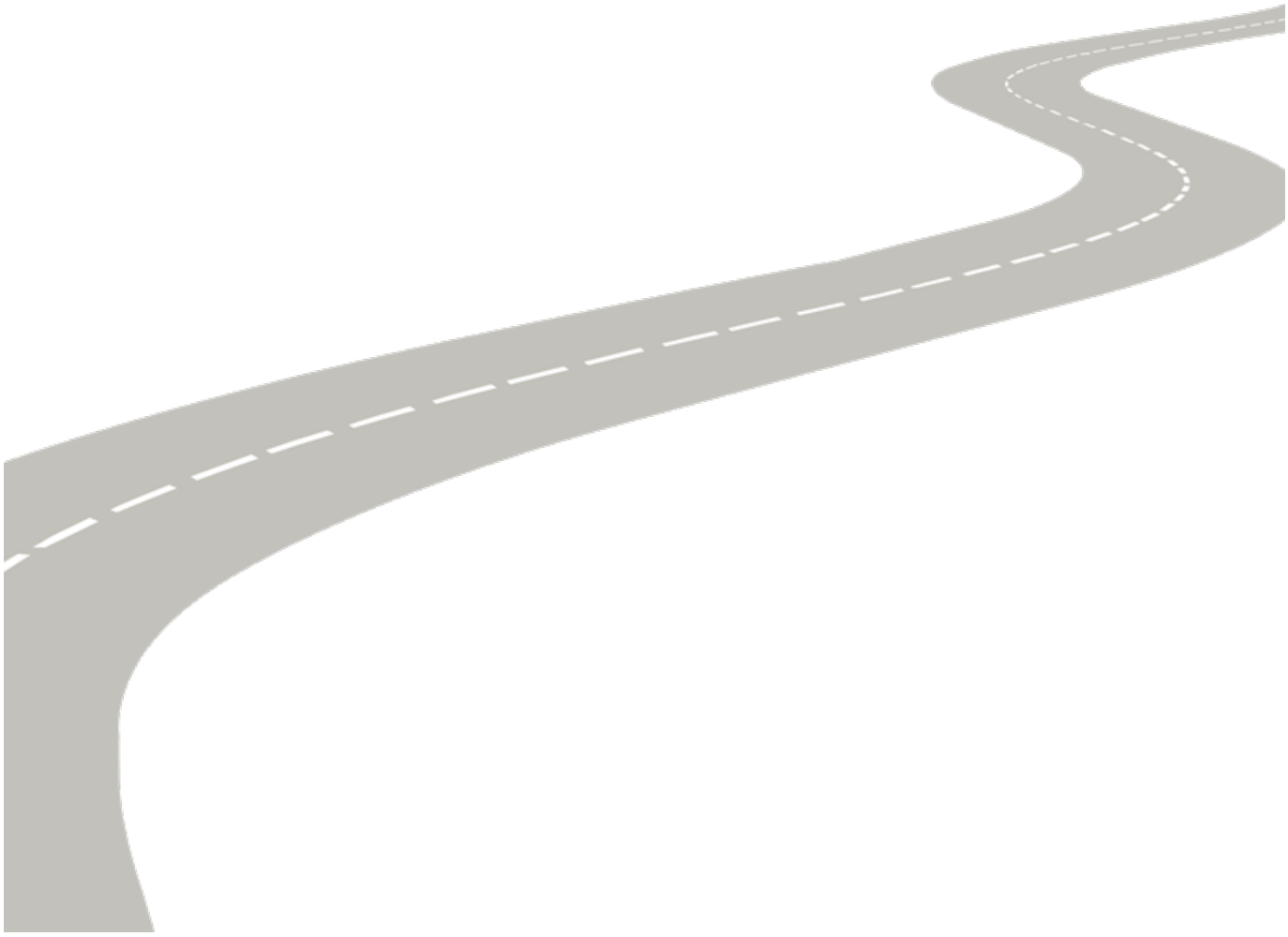
Design-Build and Teaming Experience

The members of our team are proponents of the design-build model of project delivery. Not only do the designers and contractors benefit from creating greater understanding and working relationships, projects benefit from the efficiencies inherent in the process. The integration allows us to interact and partner with VDOT and other stakeholders, streamline the reviews, eliminate possible field problems during construction, and deliver the project safely, as early as possible.

In a variety of configurations, FMCC, AMT and our other subconsultant specialists have worked together previously. For example, FMCC and AMT have recently worked on MacArthur Boulevard Widening and Reconstruction, Route 1 Improvements, and Jay Street Rehabilitation.

The FMCC team offers vast experience in the type of work required for this project—in general, but also with components such as repairing concrete pavement, upgrading drop inlets and guardrail to accommodate a final thick lift of asphalt pavement, installing THMACO and Surface Course of Asphalt. We're prepared to plan, manage and implement this design-build project, exceeding the expectations of the Hampton Roads District.

3.5 Project Approach



3.5 PROJECT APPROACH

3.5.1 Sequence of Construction

General Approach

FMCC has recently completed a project similar in scope in the NOVA District, "I-66 Pavement Rehabilitation" which included, among other things: (a) full and partial depth concrete patching (b) application of a thin hot mix asphalt overlay (c) drainage analysis and adjustments to maintain drainage and clearances for existing infrastructure (d)safety hardware upgrades and adjustments (e) ITS, lighting and utility adjustments (f) an approximate 4" – 4.5" of asphalt overlay within the project limits (g) maintenance of traffic (h) colored high-friction surface treatment on auxiliary lanes (i) public relations. The FMCC team is coming to the table with not only a vast experience in this type of work but with experience in prosecuting a design build with similar components with repairing the concrete pavement, upgrading drop inlets and the guardrail to accommodate a final thick lift of asphalt pavement, installing THMACO and Surface Course of Asphalt. It is through this experience that FMCC can deliver this project to meet the expectations of the Hampton Roads District.

The operations will commence with the concrete pavement patching first. Saw cutting the existing concrete pavement failed areas will be the first item to advance down the lane closure. Once the saw cutting operations has advanced far enough to allow the removal and replacing of the failed concrete pavement, FMCC forces will remove the existing failed concrete pavement, install dowels and reinforcing steel as required and pour back with fast setting high strength concrete to allow the roadway to be open back to traffic by 5am the following morning. To allow the traffic to be placed on the new concrete pavement patches, accelerated setting concrete will be utilized to allow the concrete patch to reach 2,000 psi prior to the release of traffic at the end of the shift. FMCC understands the magnitude of the impacts to the traveling public on these heavily traveled commuter thoroughfares and is commented to opening all lanes on time. FMCC will start in one direction of interstate with the needed concrete pavement repairs and continue until all repairs are completed in that directions then follow through with repairs in the other direction. This will be followed with the modifications to the drainage inlets, parapet walls separation opposing traffic modifications, modifications of the overhead signs, drainage structure inlet modifications, parapet wall modifications, and guardrail modifications as required. These items can and will be worked concurrently with the concrete pavement repairs and proceed directionally with the concrete repairs. Based on our experience on I-66 pavement rehabilitation project, we will develop a similar, unique design for the inlet modification, which was very successful and cost effective.

Drainage Inlets

Once the concrete pavement repairs are complete far enough in advance, and the other items are ahead enough to not cause impacts, the asphalt sealant course (THMACO) can be placed. This course is temperature sensitive and will have to be performed in the warmer months. The placement of the THMACO course will follow suite of working directionally in the lane closure in one direction with the concept of falling back to capture and pave the lanes that are not allowed to be closed until 11pm. Through this process the lanes that allow fewer hours of closure will be worked together with the lanes that allow longer hours of closure so that the work will proceed in a fashion to utilize all available hours of the lane closures. FMCC will install the THMACO along with the temporary striping in the same linear fashion as the concrete pavement repairs. This work, which will consist of the tack coat, the THMACO, and finally the temporary striping, will seal the concrete repairs and provide an excellent primer for the surface asphalt pavement overlay to adhere to.

The final lift of surface asphalt pavement will be placed in the thickness as prescribed by the contract. In the event that the thickness is over 2" thick, the asphalt pavement will have to be placed in multiply lifts to ensure that a quality product is achieved and that the asphalt pavement just placed does not create a safety issue for traffic once the lane closure is removed. To accommodate the traveling public, no asphalt pavement will be left at the end of a shift with a drop off greater than 2". To ensure this does not happen, the asphalt pavement will be placed linearly in each lane but each lane will have to be paved as needed through the work shift so that no lateral drop offs exceed the 2" threshold. After the asphalt pavement is placed, the permanent striping will be installed unless the striping is required to be installed with the placement of the pavement itself. This

will be followed by the snow plow- able pavement markers and any 21B shoulder stone build ups as required.

Through working the project linearly, allowing for any and all concurrent work to be performed with the guardrails, parapet walls, drainage inlets, and overhead signs, the project will be consistently moving towards completion each night.

How will this approach limit disruption to the traffic within the work zone?

Anytime a work zone is established on a highway, there will be impacts to the traveling public but by following the limits of allowable operations set by the Contract, the Virginia Work Area Protection Manual (VWAPM), and through constant communications with the Transportation Operations Center (TOC), the impacts can be reduced and controlled.

By phasing the work throughout the project and ensuring that the work that can be performed concurrently within a single work zone, i.e. as concrete repairs are being performed within a two-mile work zone, guardrail installations/ modifications can be performed concurrently with the repairs as long as the work areas allow the space. This process of working together within single work zones will eliminate the need for multiple lane closures within the limits of the projects.

As work does stretch out through the course of the project, the need for multiple work zones will increase but will be managed so that as few as needed will be required to be set up. Also, the work zones will be spaces apart as required by the Contract, VWAPM, and the approved Traffic Management plan. Also, by staging work as best possible to keep all work located to one side of the interstate, the need for lane shifts from one side of the interstate to the other will be reduced dramatically.

Describe approach to coordinate activities with other VDOT Projects adjacent to or close to this contract.

FMCC understands that VDOT has multiple contracts providing maintenance and repairs throughout the District and the interstate this contract is proposing work. Also, through FMCCs experience with the I-66 Design Build Project in NOVA, it is understood that proper communication throughout the project is paramount. This was evident in the I-66 project in which FMCC had to continually work with the Mega Project team to ensure that each other's lane closures did not impact the other contractor schedule. This same commitment to understanding that the District has and will have a significant number of lane closures that will be performed along side of or within the boundaries of this contract and will work with all stakeholders to ensure that work is scheduled accurately and in a timely manner so that disputes or conflicts can be resolved.

Once construction starts, the FMCC team will submit weekly lane closure update requests through LCAMs to ensure that all parties within VDOT know their schedule. In the event that multiple contractors are competing for the same real estate on the interstate or that work on opposite sides in the same area will have to be performed, the FMCC team will coordinate through the TOC and the responsible charge engineer through meetings and discussions with the other contractors to ensure that a solution to accommodate the multiple contractors is reached. This can happen through both sides rescheduling their work in a particular area, both contractors reaching an agreement to work within one work zone if possible, or working out an agreement that the work zones can be connected or a shift installed that meets the VWAPM manual.

3.5.2 Transportation Management Plan

General Plan for maintaining traffic.

Once construction is ready to commence, Fort Myer Construction Corporation (FMCC) will submit on a weekly basis to VDOT their weekly lane closures to be performed the upcoming month. This information will be submitted to allow the Lane Closure Advisory and Management Systems (LCAMS) system to be updated. The lane closure report will show the lanes that will be occupied and any detours that will need to be in place to allow the work to be performed. The lane closure requests will be in alignment with the allowable lane closures as set forth in the contract. This will allow FMCC and VDOT to resolve any issues with multiple

contractors trying to work in the same area during the same time, special regional events such as "Norfolk's Harborfest," or special maintenance issues that need to be addressed immediately by VDOT. Also, this will allow public affairs to broadcast to the traveling public the upcoming impacts to their travels during the off hours. FMCC through their public relations team will work with the VDOT Public Affair group to ensure that the lane closures are broadcasted to the general public to keep them well informed of the project and the impacts it may have on their nightly travels.

Prior to any lane closures, the FMCC team that will be working on the project during that shift will meet to discuss the upcoming lane closure and review any safety precautions for the work at hand. Once the time is reached to close the lane to traffic, the FMCC work zone coordinator will contact the TOC to notify them of the conditions of the traffic at the allowable time to close the lane and to agree with the TOC that traffic is flowing free enough to establish a work zone without causing a major traffic impact. Once this established, FMCC crew will proceed with installing the lane closure needed for that night. All signs, channeling devices, and crash vehicles will meet the requirements of the VWAPM and be NCHRP 350 certified. In addition to the above, the FMCC team will have a State Trooper present each night of work to assist with the establishing the lane closure and monitoring the lane closure. Due to the nature of the high traffic volumes in the area, the use of State Police will help ensure that traffic is complying with the lane closure signage and will ensure that the work zone is not only safe for the traveling public but also the workers performing the work.

In the event that additional lane closures are needed, i.e. closing the 2nd lane at 11pm, the above process will be repeated to ensure that the TOC, FMCC crew, and State Police know that the 2nd lane will be closed also.

When work is completed for the shift, in accordance to the allowable hours, the TOC will be notified of the removal of the work zone.

Identify Impacts on both Major Stakeholders & Traveling public

The FMCC team understands well the unique conditions of the interstate state system in the Hampton Roads Region, the choke points within the system, which includes HRBT, MMMBT, and JRB, and how easily the system is impacted. The area is home to the largest Naval Base, numerous other military bases located throughout the region, multiple Ports located throughout Hampton Roads and all connected through the I-64 /I-264 corridor. When you combine the commercial traffic, the military traffic, local commuters, and then the seasonal tourist traffic flowing to Virginia Beach and the Outer Banks of North Carolina, one small slip in a lane closure schedule can affect a large number of people. This is why the FMCC team is determined to ensure that it public relations team stays on top of getting the message out to all stakeholders of the imposing lane closures. In addition, the FMCC team will work to ensure that the allowable working limits are followed and that the lane closures will be lifted by 5 am to allow the commuter traffic free and unimpeded access to the interstate. This will be accomplished through the use of various size precast panels to handle temporary patches in the event a demoed section of pavement cannot be poured back in time to open traffic or if an issue arises and the concrete patch does not cure in time. This process of utilizing precast pavement sections in this matter was honed by their experience on the I-66 design build project in Northern Virginia.

General Approach to Incident Management

Through the use proper procedures, equipment and material in establishing a lane closure and through proper monitoring of the lane closure throughout the duration of the closure, the likely hood of an incident happening will be reduced dramatically. In the event of traffic accident that occurs within the limits of the work zone FMCC will contact the State Police through the 911 system immediately. FMCC will contact the TOC to ensure that VDOT is aware of the issue. Others that will be contacted and the order of the calls will be carried out by an established Emergency Plan developed by the FMCC team and approved by VDOT. This plan will enable the FMCC team to ensure that all applicable people are contacted. Simultaneously, the FMCC team will review the work zone, establish the proper controls are back in place to prevent future accidents, secure any work areas that are impacted to allow room for emergency vehicles to enter. Once the State Police or other Emergency Responders arrive at site, all control of the work zone will be turned over to those authorities and the FMCC will assist as needed. Once the accident is removed and the work zone is allowed to be

returned to FMCC, FMCC will review the crash information to determine if any modifications to the plan can be made to prevent future accidents. The solution could be as simple as bringing aboard another Variable Message Sign.

In the event that pavement failure occurs within the project limits but not in the immediate area of actual pavement repairs, the FMCC team is dedicated in working with VDOT to address the pavement failure as quickly as possible and provide a repair. FMCC will work with VDOT to determine the necessary short term fix followed by a permanent fix. FMCC would meet with VDOT prior to start of work with this contract to discuss options of short term repairs so that approved methods and materials can be utilized.

The FMCC team is dedicated to not delay the opening of traffic at 5am. This will be accomplished through monitoring of the work during the lance closure by the superintendent and in the event that the concrete cannot be placed in an open patch area, or in the event the concrete has not reached its 2,000 psi strength, FMCC will have precast concrete panels of various dimensions available which will allow FMCC to install precast panels, and have the roadway open to traffic by 5am. In the event an unforeseen conditions occurs that will delay the opening of the traffic by 5am, the FMCC team will immediately contact the TOC to state the reason for the delay and the anticipate time frame the closure will remain closed past 5am. Also, the FMCC will immediately release to the news media the delayed opening of the travel lane with a time table. After the event happens, the FMCC team will review the issue that caused the delayed opening, develop a corrective action plan and initiate the plan. Prior to initiation, the plan will be submitted to VDOT for review and approval.

In the case of other unexpected traffic delays, the FMCC team is dedicated to honoring the limits of operations to ensure the traveling public is not impacted and will work through their public affairs team and VDOT to ensure that the news media's are immediately notified of any delays and immediately start working on a resolution to resolve the issue from happening again. It has been the experience of the FMCC team through its design build project on I-66 that with proper planning and excellent communications, any issues that could come up can be addressed promptly and deliberately to ensure that all stakeholders are aware of the issues and that FMCC will work towards preventing it from happening again.

3.5.3 Public Relations

The public relations approach to the Pavement Rehabilitation Project I-64 from Little Creek Road Bridge to Bridge over Curlew Drive and I-264 from Claiborne Avenue Bridge to Broad Creek Bridge will be considered in conjunction with the two additional Pavement Rehabilitation Projects. Since all three projects are concurrent, the impact on motorists will be significant. For the most effective and efficient public outreach effort possible, we recommend the public relations approach and program for this contract be combined and deployed simultaneously with the other two.

FMCC will partner with Seventh Point Public Relations to deliver outreach, consistent messaging and communications to major stakeholders. The first step is to develop a combined public relations plan for all three projects. Regardless of whether FMCC is awarded one or all three contracts, we will collaborate with the other firms to develop a comprehensive and unified public relations campaign.

While there will be individual communications activities for the specific work associated with this Project, we recommend that initial primary outreach and communications be combined for all three projects through a single brand identity. This consolidated effort will achieve effective reach and maximize awareness, while remaining extremely cost efficient. The initial primary message is that phased construction will take place for up to 18 months on four sections of the region's primary interstates. Once general awareness is established, specific communications and messaging on project impacts and benefits will be implemented as defined below.

With targeted communications, the first step is to create a solid brand identity and develop a public relations campaign with the primary objectives, strategies and tactics listed below. The public relations campaign for the Project will be developed with approval from the VDOT Hampton Roads District public affairs manager. Our team's established and strong relationship with the VDOT HR Public Affairs office will result in seamless

communications between VDOT and the project team, reducing the need for additional public relations efforts required by VDOT.

Primary Objectives:

- Create a foundation of public awareness about the benefits of the Project.
- Minimize negative impacts and maximize positive outcomes through collaborative communications with civic organizations, businesses and entertainment venues.
- Engage key stakeholders in the development and details of the construction.
- Build strong and trusting relationships with the community through open communications.
- Maintain a collaborative partnership with VDOT HR District Public Affairs to coordinate communications for lane closures associated with the Project in relation to other projects across the District—specifically the current Downtown Tunnel Rehab, Monitor-Merrimac Memorial Bridge-Tunnel repairs, High Rise Bridge and others. When possible, plans for lane closures for the Project will be considered in association with other work in the region to minimize motorist impact.

Primary Strategies:

- Generate positive public opinion through the development of a strong brand coupled with consistent and targeted messaging to keep key stakeholders engaged and informed through informational meetings, media relations, communications and advertising.
- Maximize public interest and understanding through a proactive media relations program and community outreach engagements.
- Reduce project risks with the development of comprehensive crisis communications and risk management response plans.
- Capitalize on potential good news stories, such as Work Zone Safety Week and early completion of the project, to generate positive media coverage.

Primary Tactics:

- ***Dedicated Public Information Officer (PIO):*** to manage all public affairs initiatives in collaboration with the VDOT public affairs staff.
- ***Communications Plan***: Develop a roadmap for all public outreach activities, which will include:
  - ***Key Stakeholder Identification:*** Including but are not limited to:
    • Military • Municipal, Civic and CVB Organizations • Print, TV, Online Media
    • Local/State/Elected Officials • Emergency Responders • Elizabeth River Crossings
    • Large Employers and Business Groups • Resident and Tourist Motorists
  - ***Key Messaging:*** develop clear and consistent messages in all communications vehicles.
  - ***Brand Development:*** unified brand with consistent graphics/messaging in all materials.
  - ***Public and Community Outreach:*** to inform key stakeholders of the Project and generate positive public opinion. These include in-depth community presentations tailored to key stakeholders, community subscriber updates and quarterly legislative updates to provide consistent communication on the Project, lane closures and project benefits. Campaign will be monitored through a proprietary dashboard interface, providing instant real-time feedback on the success of the campaign.
  - ***Media Relations:*** Includes feature articles, broadcast interviews, traffic alerts, lane closure advisories and project construction updates to promote positive news coverage.
  - ***Crisis Management/Risk Management Response:*** to anticipate and mitigate any potential situations. Media training will be provided to ensure media readiness.
  - ***Media Ad Placement:*** A strategic plan for broadcast, outdoor, print and web will be developed to effectively reach target audiences about lane closures, project status and scheduling. The HR District is currently developing a new “Lane Closure” Ad Campaign. While the brand materials, scheduling, messaging and lane closure announcements will be specific to this Project, the specific ad concept in use by the District can be utilized for this project; resulting in additional savings to VDOT.
  - ***Website:*** the Project website will be updated regularly on the latest news and schedules.
  - ***VDOT/TOC:*** direct coordination on Project updates and lane closures so they can instantly deliver information to motorists.

- ***Program Measurement:*** review of data and demographics, monitor media coverage and measure stakeholder engagement.

In Summary: A comprehensive public outreach program for the I-64 and I-264 Pavement Rehabilitations project will be essential to mitigate impacts and garner positive public opinion among key stakeholders. Our PR team's proven history with similar projects in the Hampton Roads District (specifically on the current District-Wide IV, Gilmerton Bridge and Downtown Tunnel/Midtown Tunnel/MLK) positions our team to provide a solid, extremely effective and cost-efficient public relations program for this project. Our experience demonstrates our ability to effectively inform, raise awareness, mitigate impact and generate positive opinion for the Project to all key stakeholders on behalf of VDOT.

3.5.4 Quality Assurance / Quality Control (QA/QC)

Approach to QA/ QC and staffing:

FMCC team is committed to deliver a quality project and will ensure that VDOT receives such through FMCC's Quality Assurance/Quality Control Plan. A. Morton Thomas (AMT) will handle the QA for design and Construction and will be supported by Engineering Testing & Services (ETS) for QA laboratory testing. Froehling and Robertson (F&R) will provide on-site QC management and inspection on site. F&R and ETS both have laboratories accredited by AASHTO.

This structure provides compliance with the quality requirements contained in VDOT's Minimum Requirements for Quality Assurance & Quality Control on Design-Build and Public-Private Transportation Act Projects Manual (DB manual) by qualified technicians who operate independently of project designers and construction staff that do not have direct responsibility for performing the work As shown in the organizational chart, there is a clear independent separation between design, construction QA, and construction QC process. This structure will provide an assurance that VDOT QA/QC efforts will be limited to reviews and periodic monitoring as outlined in the manual.

The Design Manager will be led by Jeff McKay, PE. He will manage the engineering and design activities and be responsible for the implementation of the QA/QC plan for design. Mr. McKay will report to Pete Patel, the DBPM, and will collaborate with Mr. Mike Davis, PE the Quality Assurance Manager (QAM) as needed. Mr. McKay will have complete responsibility in overseeing the design compliance of the project.

The construction team will be led by the Construction Manager (CM) Bijan Haghtalabd. The CM will report directly to the DBPM (Pete Patel) and have overall responsibility for the day to day operations of the project and will be located on site full time. The Quality Control Manager (QCM) will be Kirk McMath from F&R will report directly to the CM. The QCM will oversee the QC effort and will be supported by F&R QC inspection and testing technicians. The actual number of technicians will be determined by the number of work sites, number of crews, and shifts of work.

The QAM will be led by Mike Davis, PE who will have full responsibility for overseeing construction compliance and will report directly to the DBPM (Mr. Patel) and indirectly to the VDOT Project Manager to provide open lines of communication between VDOT and FMCC team. Mr. Davis will be supported by a lead QA inspector who will be present full time on the project. Mr. Davis will have the authority to stop work not meeting contract requirements to ensure that VDOT maintains the intended oversight of the project yet provide a strong link to the DBPM who is ultimately responsible for quality.

The implementation of the QA/QC program will be carried out in compliance with the DB manual and the contract. The QA inspectors and the QC technicians will not interact with each other during testing, sampling, and inspection activities. Each group will prepare and submit separate test and inspection reports. Inspection checklist will be developed for all construction activities to be used by both the QA and QC inspection staff. These checklists will be submitted to VDOT for as part of the overall approval of the Design Builders QA/QC plan. In addition to the checklist, the plan will contain the requirements for the preparatory, intermediate, and final inspection phases of each construction activity. Through following this procedure outlined in the DB

Manual, the specifications listed in the contract and the QA/QC Plan the FMCC team can guarantee that the seven Rs of construction are met; ensuring the right materials, is installed in the right way, at the right time, in the right place, with the right quantities and documented in the right way.

Describe the QA/QC procedure for one unique Project Element that is most critical to the project.

Due to the time constraint of only having a closed lane from 11 pm until 5 am, the concrete patching aspect of this contract would be deemed the most critical component of the project. Due to the limited time, the work required to saw cut, remove, install dowels, and place and cure the concrete will have to be performed in a well organized manner. Below is a general description of how the QA/QC construction process will work for the **Type I Jointed Concrete Pavement Patch (Type I repair)** repair activity from planning to acceptance.

During the monthly progress meetings, the team identifies and plans for new work activities. Several months prior to actual construction, the team will discuss the TYPE I Jointed Concrete Pavement Patch repair activity. FMCC will establish the material suppliers, subcontractors, and submit the appropriate materials information for review and approval. The concrete mix design will be submitted to VDOT for review and approval; test reports for materials such as dowels will be reviewed for conformance to VDOT specifications and approved prior to placement. The QAM will utilize the testing matrix established in the QA/QC plan to identify the QC and QA testing requirements and the appropriate QA/QC checklist to use. VDOT will be notified that this is a hold point and a date for the preparatory meeting will be determined. The FMCC team will establish a time for VDOT and the FMCC team to meet on the roadway and delineate concrete pavement repair needs.

One month prior to the actual activity being performed, a preparatory meeting for the Type I Repair will be held in conjunction with a monthly progress meeting. During this meeting, the QAM will review the scope, sequence of work, schedule, location, crews, subcontractors involved, material needed, activity steps, and expected outcomes for each step of the activity. This would then be followed by identifying the trial run to achieve a target opening to traffic strength of 2,000 psi and reviewing the environmental controls, the status of the repair design, equipment needed, the safety plan, and MOT (including ensuring signs and devices meet requirements). During the preparatory meeting the appropriate approval forms, certificates, test, etc for all material and equipment to be utilized for the patch will be identified. The material invoices and tickets needed to ensure that the proper materials are placed for documentation and payment will be reviewed, along with requirements for inspecting and preparing the base, inspection of adjacent concrete and required corrections (if needed), and the reinforcing steel dowels. The proper QA/QC checklists will be identified along with the QC, QA, IA, and IV testing requirements based on the testing matrix.

One to two weeks prior to the actual activity taking place, a placement meeting will be held with the CM, QCM, QAM along with the concrete supplier to review the schedule of the upcoming activity as well as the quality expectations, safety procedures and expectations, and information regarding egress and ingress to lane closure and clean out area for concrete trucks. The materials documentation, equipment, methods, safety and environmental plans will be checked to ensure all documentation is approved and on file as required.

In the daily meeting held one to two days prior to the start of the Type I repairs, the superintendent will confirm the start date and time of repairs and that appropriate equipment, manpower, and material is present and ready. The QAM will communicate with the QC, QA, and VDOT staff to confirm the activity, date, time, inspection and testing requirements, and required staffing sizes. The project superintendent will review with the crews each step of the Type I repair so that each crewmember understands their part of achieving a safe work environment and a quality product.

On the day of the Type I Repair (assuming that the concrete pavement in need of repair has been sawed and is ready to be removed), the construction superintendent will review each element of the work activity to determine if work is ready to proceed. The QC inspector and testing technicians, the QA inspector and testing technicians and VDOT's IA &IV staff will perform inspection and testing in accordance with the checklist and at intervals outlined in the QA/QC plan testing matrix.

Once the lane closure is established and the FMCC forces begin to remove the old concrete pavement, the

following items will take place:

The QA and QC inspectors will be present to observe the removal of the concrete to ensure that concrete removal does not damage existing pavement edges. If the existing pavement is damaged, then the spalled areas will be squared and concrete removed to allow a proper repair to be performed along with placement of concrete patch. The concrete debris will be removed from the site ensuring environmental and safety protocols are not violated. The base will be observed to determine if any additional base material is required. If so, the new base material will be placed and tested accordingly. FMCC forces will install dowels as required by the specifications once the QC technician approves the removed concrete is sufficient and that no spalls or cracks are visible in the remaining pavement. The dowel and bond breaker installation (at the longitudinal joints) will be observed by the QC technicians. Once the base material, dowels, and bond breaker material are approved, FMCC will pour the concrete into the patch area. Immediately prior to placement, the QC staff will test the concrete in the field to verify that the concrete's air content, slump, unit weight, and temperature are all in accordance with project specifications. Concrete cylinders will be taken in accordance with the QA/QC plan and tested by the ASSHTO accredited QC laboratory to determine the strength of the concrete. A check of the delivery ticket will ensure the concrete is the correct mix for the project. Once the concrete is approved onsite, FMCC forces will place and vibrate the concrete within the patch area. During placement operations, the project superintendent will ensure that over vibrating of concrete does not occur. Once placed and screened, the patch will be stamped with the date, protected from the weather, and allowed to cure undisturbed. The concrete will be visually inspected once the time elapsed to reach 2,000 psi is reached to ensure that the concrete has set and is acceptable to open to traffic. Prior to the start of the next shift, at the Daily meeting, the QAM and/or the QA Inspector will be provided all the inspection and test reports and the superintendent will review the previous night's operation. The QA inspector will be present throughout the work shift to provide QA oversight-ensuring QC is administered in accordance with the QA/QC plan. In addition, any QAMIA or QAMIVST testing as required by the QA/QC plan is administered.

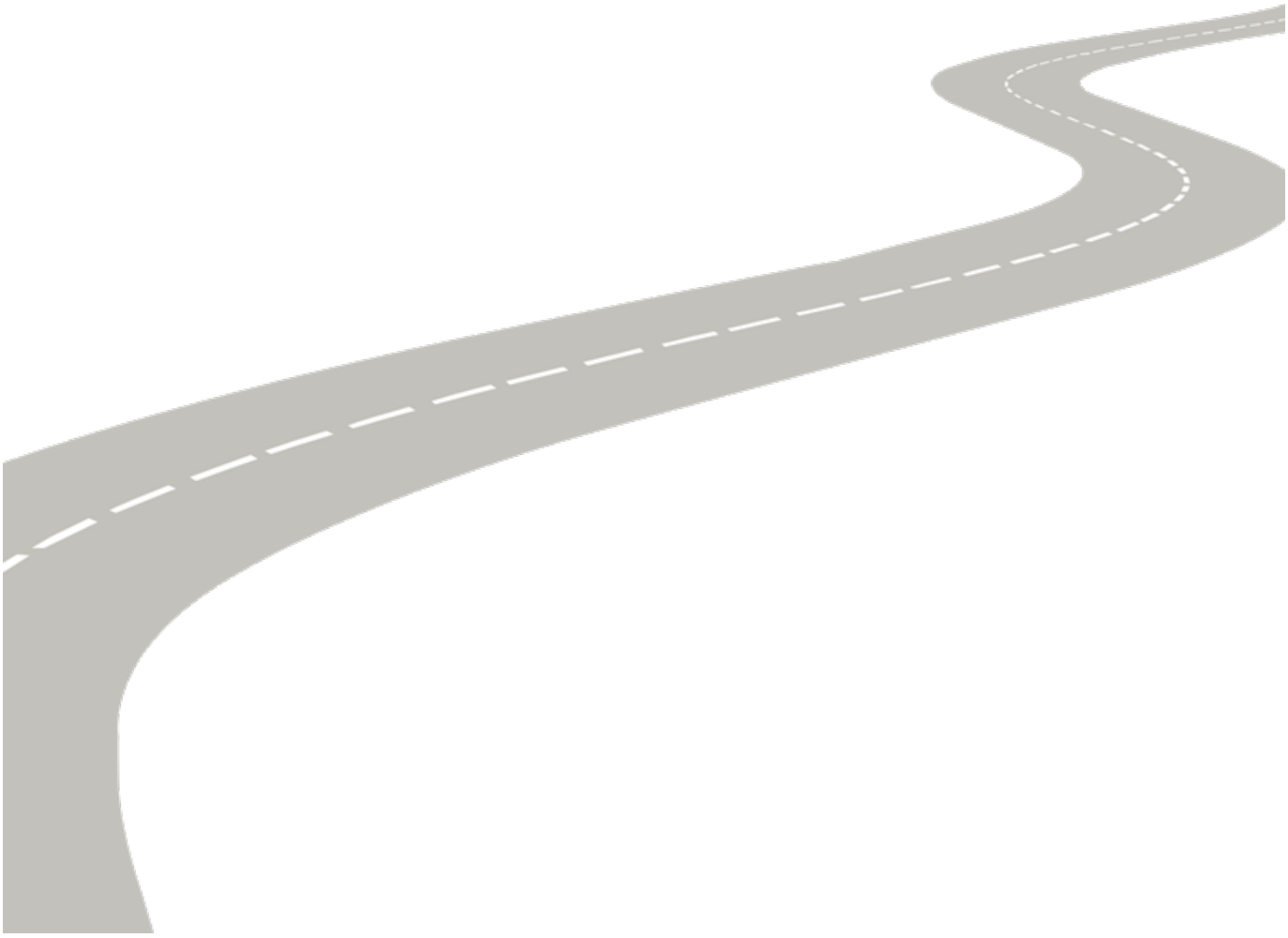
The details of the work shift will be documented and the material notebook completed for each night's activity. This will ensure that all work is well documented and ready to submit for payment.

Should they exist, deficiencies will be reviewed and a plan developed to prevent the issue from reoccurring. During the entire process if testing performed indicates a deficiency, the material will be rejected immediately and recorded by the QC team. Deficiencies will be addressed and documented in the following manner:

- Immediate Corrections require that no work will continue for the operation until the condition is corrected. An example would be the concrete slump test fails. The QC and/or QA will perform a second test to verify the first. If both test show failing results, then the load will be rejected and the truck required to leave the project site. Concrete testing will continue with the next truck.
- Prior to Start of another Operation Deficiency requires that the condition be corrected prior to the next operation. An example would be a reinforcing steel dowel is damaged during installation. The bar will be removed and a replace installed prior to placing Concrete into the patch area.
- Prior to Completion of the Relevant Work Package a deficiency would require that the condition have to be corrected prior to acceptance of the work package. An example would be the placement of permanent striping; the striping placed does not meet the straightness tolerance criteria. The striping will have to be corrected before payment can be made for that section of striping is made and before the final acceptance of the project itself.

Non-conforming items are major deviations from the contract requirements and accepted standards of quality. The QC and QA field staff or third party testing group will formally document these items for corrective action. Failure of the FMCC team not to correct minor deficiencies within five working days will result in the item becoming a non- conforming item. All non-conforming items will be documented and the VDOT project manager will be informed of corrective action plan, execution of plan, and the acceptance of corrected item. An example of a non-conforming issue would be a patch being installed and the next day the patch starts showing signs of cracking excessively. The item will be documented, the patch reviewed to determine the cause of the cracks and the patch replaced.

Appendices



Attachment 3.1.2

Statement of Qualifications Checklist and Contents

ATTACHMENT 3.1.2

Project: 0064-122-009

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	**A1-A3**
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	**A4**
Letter of Submittal (on Offeror's letterhead)				**1-2**
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	A5
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	A6-A12
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	2, A13-A14
Evidence of obtaining bonding	NA	Section 3.2.9	no	A15-A16

ATTACHMENT 3.1.2

Project: 0064-122-009

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	**A17-A38**
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	A17-A27
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	A28-A35
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	A36-A38
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	**2**
Offeror's Team Structure				**3-6,** A39- A50
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A39-A40
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A41-A42
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A43-A44
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A45-A46
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	A47-A48
Key Personnel Resume – MOT Manager	Attachment 3.3.1	Section 3.3.1.6	no	A49-A50
Organizational chart	NA	Section 3.3.2	yes	5

ATTACHMENT 3.1.2

Project: 0064-122-009

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 narrative	NA	Section 3.3.2	yes	5-6
Experience of Offeror's Team				**A51- A56**
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	A51-A53
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	A54-A56
Project Approach				**8-15**
Discuss the Offeror's approach to Sequence of Construction	NA	Section 3.5.1	yes	8-9
Discuss the Offeror's approach to the Transportation Management Plan	NA	Section 3.5.2	yes	9-11
Discuss the Offeror's approach to Public Relations	NA	Section 3.5.3	yes	11-13
Discuss the Offeror's approach to Quality Assurance / Quality Control	NA	Section 3.5.4	yes	13-15

Attachment 2.10

Acknowledgement of RFP, Revisions and/or Addenda

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. *C00104329DB65*

PROJECT NO.: *0064-122-009*

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 05/15/2013
   (Date)
2. Cover letter of RFQ Addendum #1 05/31/2013
   (Date)
3. Cover letter of _____
   (Date)

SIGNATURE

5/31/2013
DATE

Jose Rodriguez, President, Fort Myer Construction Corporation
PRINTED NAME AND TITLE

Attachment 3.2.6

Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0064-122-009

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

Attachment 3.2.7(a)

Certification Regarding Debarment Primary Covered Transactions

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

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

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

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

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

Jose Rodriguez 6/14/2013 Jose Rodriguez, President

Signature Date Title

Fort Myer Construction Corporation

Name of Firm

Attachment 3.2.7(b)

Certification Regarding Debarment Lower Tier Covered Transactions

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

	June 14, 2013	Principal
Signature	Date	Title

A. Morton Thomas and Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

	06/06/13	Vice President
Signature	Date	Title

Engineering and Testing Services, Inc

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

	6/6/2013	President
Signature	Date	Title

Froehling & Robertson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

	6/13/2013	President
Signature	Date	Title

Sabra, Wang & Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

	May 31, 2013	Managing Vice President of Public Affairs
Signature	Date	Title

Mike Carosi / Seventh Point Advertising, Marketing and Public Relations

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0064-122-009*

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

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

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

	6/7/2013	Senior Vice President
Signature	Date	Title

T.Y. Lin International

Name of Firm

Section 3.2.8

VDOT Prequalification Evidence

==========

F034
FORT MYER CONSTRUCTION CORPORATION
PREQ. EXP : 07/31/2013

--PREQ ADDRESS ---------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
2237-33RD ST., N.E. 003 - MAJOR STRUCTURES
WASHINGTON, DC 20018-1594 004 - ASPHALT CONCRETE PAVING
PHONE : 202-636-9535 006 - PORTLAND CEMENT CONCRETE PAVING
FAX : 202-526-8572 045 - UNDERGROUND UTILITIES
055 - BRIDGE REPAIRS

BUSINESS CONTACT: SHRENSKY, LEWIS FRANK
EMAIL: FORTMYER@FORTMYER.COM

------DBE INFORMATION------

DBE TYPE : N/A
DBE CONTACT: N/A

==========

F427
FORTY-TWO CONTRACTING, INC.
PREQ. EXP : 05/31/2014

--PREQ ADDRESS ---------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
938 E. 4TH STREET 004 - ASPHALT CONCRETE PAVING
RICHMOND, VA 23224-5532 101 - EXCAVATING
PHONE : 804-377-2270
FAX : 804-249-6513

BUSINESS CONTACT: SNEAD, WILLIAM WOODROW
EMAIL: PSNEAD@42CONTRACTING.COM

------DBE INFORMATION------

DBE TYPE : N/A
DBE CONTACT: N/A

==========

AUG 20 2012

COMMONWEALTH OF VIRGINIA

VDOT
Virginia Department of Transportation

CERTIFICATE OF QUALIFICATION

FORT MYER CONSTRUCTION CORPORATION

Vendor Number: **F034**

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications have been assigned to your firm:

Prequalified

Work Classes: MAJOR STRUCTURES; ASPHALT CONCRETE PAVING; PORTLAND CEMENT CONCRETE PAVING; UNDERGROUND UTILITIES; BRIDGE REPAIRS

Issue Date: 03/15/2012 **This Rating and Classification will Expire:** 05/31/2013

Suzanne FR Lucas

Suzanne FR Lucas Prequalification Officer

Don E. Silies, State Contract Officer

Section 3.2.9

Evidence of Obtaining Bonding

CNA SURETY

Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street, Annex Building, 8th Floor
Richmond, VA 23219

May 31, 2013

Re: Fort Myer Construction Corporation/Design-Build I-64 and I-264 Pavement Rehabilitation State Project No. 0064-122-009, Contract ID No. C00104329DB65

Dear Mr. Arel:

As surety for Fort Myer Construction Corporation, Western Surety Company, a C N A company, with an A.M. Best Financial Strength Rating of A and Financial Size Category of IX is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond 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 on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Very truly yours,
Western Surety Company

By: Forrest D. Hall
Forrest D. Hall, Jr., Attorney-in-fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Forrest D Hall Jr, Joseph G Delaney, Karen M Earp, Individually

of Potomac, MD, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 16th day of April, 2013.

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha } ss

On this 16th day of April, 2013, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
June 23, 2015

J. MOHR
NOTARY PUBLIC
SOUTH DAKOTA

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 31st day of May, 2013.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

Attachment 3.2.10

SCC and DPOR Registration Documentation

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FORT MYER CONSTRUCTION CORPORATION is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 11, 1974;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
June 10, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1306105233

Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

A. MORTON THOMAS & ASSOCIATES, INC., a corporation existing under the laws of MARYLAND, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on November 26, 1997.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
August 20, 2009

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0357

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/22/13

CISM0180 CORPORATE DATA INQUIRY 13:03:24

CORP ID: F049431 - 2 STATUS: 00 ACTIVE STATUS DATE: 12/15/09

CORP NAME: **THOMAS & ASSOCIATES, INC., A. MORTON**

DATE OF CERTIFICATE: 11/26/1997 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 212 18 1192 DATE: 11/28/12 HENRICO COUNTY

CURRENT AR#: 212 18 1192 DATE: 11/28/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	400.00					52,000

Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is April 12, 2001.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
July 12, 2010

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0502

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FROEHLING & ROBERTSON, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 11, 1924;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
January 9, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1301095661

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, March 4, 1985

This is to Certify that the certificate of incorporation of

HAMBRIGHT, CALCAGNO & DOWNING, INC.

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

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

State Corporation Commission

Clerk of the Commission

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

I.

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

II.

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

III.

The foregoing amendment was adopted on January 24, 2008.

IV.

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

V.

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

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

HAMBRIGHT, CALCAGNO & DOWNING, INC.

By:_____
Christopher A. Calcagno, President

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, FEBRUARY 1, 2008

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

Seventh Point, Inc. (formerly HAMBRIGHT, CALCAGNO & DOWNING, INC.)

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

CERTIFICATE OF AMENDMENT

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

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

STATE CORPORATION COMMISSION

By Mark C. Christie

Commissioner

08-01-28-0084
AMENACPT
CIS0436

Please note: CISIWeb will be unavailable beginning **Thursday, June 21 at 6:00 p.m. th**
Thursday, June 21 at 10:00 p.m. for system maintenance.
We apologize for the inconvenience and appreciate your patience.

06/22/12

CISM0180 CORPORATE DATA INQUIRY 11:18:31

CORP ID: F134320 - 3 STATUS: 00 ACTIVE STATUS DATE: 06/30/98
CORP NAME: SABRA, WANG & ASSOCIATES, INC.

DATE OF CERTIFICATE: 06/30/1998 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: RAYMOND H SUTTLE JR

STREET: 701 TOWN CENTER DRIVE AR RTN MAIL:
SUITE 800
CITY: NEWPORT NEWS STATE : VA ZIP: 23606
R/A STATUS: 4 ATTORNEY EFF. DATE: 04/14/11 LOC : 211
ACCEPTED AR#: 212 09 0255 DATE: 05/14/12 NEWPORT NEWS CI
CURRENT AR#: 212 09 0255 DATE: 05/14/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

That it obtained a certificate of authority to transact business in Virginia from the Commission on June 30, 1998; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

June 6, 2012

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1206065601

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, August 5, 2009

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

T.Y. Lin International, Incorporated (Used in VA by: T.Y. Lin International)
Qualification Date: June 29, 1981

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

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

State Corporation Commission
Attest:

Joel H. Peck

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
08-31-2014

NUMBER
2701015396

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS BLD ELE H/H

FORT MYER CONSTRUCTION CORP
2237 33RD ST NE
WASHINGTON, DC 20018-1594

Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER
0411000693

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

PROFESSIONS: ENG

A MORTON THOMAS AND ASSOCIATES INC
1530 BREEZEPORT WAY, BUILDING 4
SUITE 300
SUFFOLK, VA 23435

Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER
0411000587

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

PROFESSIONS: ENG, LS

A MORTON THOMAS AND ASSOCIATES INC
10710 MIDLOTHIAN TNPK STE 202
RICHMOND, VA 23235

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000587 EXPIRES: 02-28-2014
PROFESSIONS: ENG, LS
A MORTON THOMAS AND ASSOCIATES INC
10710 MIDLOTHIAN TNPK STE 202
RICHMOND, VA 23235

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003077

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

PROFESSIONS: ENG, LS, LA

A MORTON THOMAS AND ASSOCIATES INC
12750 TWINBROOK PARKWAY
ROCKVILLE, MD 20852

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003077 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS, LA
A MORTON THOMAS AND ASSOCIATES INC
12750 TWINBROOK PARKWAY
ROCKVILLE, MD 20852

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407005064

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

PROFESSIONS: ENG

ENGINEERING AND TESTING SERVICES INC
5226 INDIAN RIVER RD STE 103
VIRGINIA BEACH, VA 23464-6129

Gordon N. Dixon, Director

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

ET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005064 EXPIRES: 12-31-2013
PROFESSIONS: ENG
ENGINEERING AND TESTING SERVICES INC
5226 INDIAN RIVER RD STE 103
VIRGINIA BEACH, VA 23464-6129

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000049

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
W GREENBRIER COMMERCE PARK
833 PROFESSIONAL PLACE
CHESAPEAKE, VA 23320

Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000049 EXPIRES: 02-28-2014
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
W GREENBRIER COMMERCE PARK
833 PROFESSIONAL PLACE
CHESAPEAKE, VA 23320

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2013

NUMBER
0407005636

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

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC
101 WEST BROAD ST
STE 301
FALLS CHURCH, VA 22046

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

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005636 EXPIRES: 12-31-2013
PROFESSIONS: ENG
SABRA, WANG & ASSOCIATES, INC
101 WEST BROAD ST
STE 301
FALLS CHURCH, VA 22046

(FOLD)

(DETACH HERE)

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2013

NUMBER
0405000362

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

PROFESSIONS: ENG

T Y LIN INTERNATIONAL
5285 SHAWNEE RD
SUITE 210
ALEXANDRIA, VA 22312

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

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405000362 EXPIRES: 12-31-2013
PROFESSIONS: ENG
T Y LIN INTERNATIONAL
5285 SHAWNEE RD
SUITE 210
ALEXANDRIA, VA 22312

(FOLD)

(DETACH HERE)

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
07-31-2014

NUMBER
0402028305

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

MICHAEL RAY DAVIS
29070 SUNBEAM ROAD
FRANKLIN, VA 23851

Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
06-30-2014

NUMBER
0402034639

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

JEFFREY SCOTT MCKAY
11113 STERLING COVE DRIVE
CHESTERFIELD, VA 23838

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2013

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

NUMBER
0402039202

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

JACK A GOODE II
11407 SNOW DROP COURT
UPPER MARLBORO, MD 20774

Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

OARD FOR APELSCIDLA
ROFESSIONAL ENGINEER LICENSE
UMBER: 0402039202 EXPIRES: 11-30-2013

ACK A GOODE II
1407 SNOW DROP COURT
PPER MARLBORO, MD 20774

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

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

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: **Pradip "Pete" Patel** **Project Manager**
b. Project Assignment: **Design-Build Project Manager**
c. Name of Firm with which you are now associated: **Fort Myer Construction Corporation, Washington, DC**
d. Years experience: With this Firm 7 Year With Other Firms 27 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): **Design-Build Project Manager** *Fory Myer Construction Company, Washington, DC* ..... *2006 - Present* Responsibilities include estimating for the project to be bid, contract negotiations, preparation of schedule, submittals for the materials including material and subcontractors' buyout, co-ordinate with the owner, utility companies, and subcontractor on the project. Preparation of cost proposal for the change order work, monthly billings and closeout documents. **Senior Project Manager** *American Infrastructure, Fallston, MD* ..... *2002 - 2006* As Senior Project Manager, Pete's responsibilities included but were not limited to: facilitating weekly progress meetings with various stakeholders finalized selections of qualified construction teams and subcontractors; Schedule & Cost monitoring and updates; reviewing and finalizing invoicing, change orders, and correspondences; and coordinating all pertinent information between the owner and project personnel. **Project Manager** *John Driggs Company, Inc., Capitol Heights, MD* ..... *1995 - 2002* As Project Manager, Pete's duties included scheduling, field reviews, facilitating periodic filed and management meetings; assisting in design changes; reviewing contractor's submittals, analyzing and approving monthly contractor invoices; providing coordination among the owner's representative and contractors. Throughout his tenure, Pete managed in excess of $160 million.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: **BS / 1979/ Civil Engineering**
f. Active Registration: Year First Registered/ Discipline/VA Registration #: **Certifications:** 30 Hour OSHA Training Certificate 10 Hour OSHA Training Certificate Maintenance of Traffic – Work Zone Certificate Sediment and Erosion Control – Green Card

g. Document the extent and depth of your experience and qualifications relevant to the Project.
   1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

   (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	**Design Build I-66 Pavement Rehabilitation, Fairfax County, VA**	Start Date: End Date:	**2011** **2012**
Project Role:	**Design-Build Project Manager**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**Yes**

The $46M design-build rehabilitation project for a length of 6.5 miles on one of Virginia's most prominent interstates, I-66 included the construction of CIP concrete paving, asphalt overlay, installation of guardrails, concrete barriers, and coordination with Virginia Department Transportation Intelligent Transportation Systems ("ITS"). As design build project manager, Mr. Patel's duties included significant involvement in team selection, cost budgeting, and design approval. During construction he managed all schedule modifications and updates, finalized monthly billing draws, reviewed QA and QC reports, and coordinated all pertinent information between the client and project team as well as supervised periodic public hearings for project status and updates. Under Mr. Patel's management the project will be completed several months ahead of schedule deadline.

Project Name:	**Ammendale Virginia Manor Road, Prince George County, MD**	Start Date: End Date:	**2005** **2006**
Project Role:	**Senior Project Manager**		
Client/Owner:	**Maryland State Highway Administration**	With Current Firm?	**No**

The $17M design-bid-build project included miles of roadway widening with new alignment, 4 cast in place concrete retaining walls with form liner, an esthetic noise wall, 25,000 LF of various wet utilities, 120,000 cy of excavation and 80,000 cy of borrow material. As project manager, Mr. Patel's responsibilities include but not limited to; facilitating weekly progress meetings with various stakeholders including Maryland Department of Transportation State Highway Administration (SHA), Powder Mill Community and Business Owners; Finalized selections of qualified construction teams and subcontractors; Schedule & Cost monitoring and updates, Mr. Patel posed the ability to make any necessary field adjustments to ensure adequate schedule recovery; reviewed and finalized invoicing, change orders, and correspondences; and coordinated all pertinent information between the owner and project personnel. As project manager, Mr. Patel value engineered the utility work to minimize critical schedule impacts due to unforeseen utility conflicts. Under Mr. Patel's redesign and recommendation a potential 3 month delay had been eliminated thus reducing critical traffic constraints for vehicular motorist on the 6 lane roadway.

Project Name:	**US 50 & 301 Interchange**	Start Date: End Date:	**1989** **1992**
Project Role:	**Project Manager**		
Client/Owner:	**Maryland Department of Transportation**	With Current Firm?	**No**

The $50M design-bid-build project consisted of multiple structural improvements involving roadway, bridges and various walls. These improvements entailed the construction of 9 retaining walls, 2 miles of concrete sound walls, 2 new bridges, reconstruction of existing bridge, the widening of an existing bridge, and various utility improvements. As project manager, Mr. Patel's duties included producing a baseline schedule, monitoring and updates; providing schedule analysis; facilitate monthly progress meetings; assisted in critical design changes with the owner and contractor; reviewed submittals including QA/QC documentation, monthly invoices and monthly schedule updates; provided coordination among the owner's representative, construction teams, and corresponding team members. As project manager, Mr. Patel re-designed the project for a contract savings of $7 million dollars through various construction phasing and critical schedule delays.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Michael Davis, P.E., CCM
Associate

b. Project Assignment:
Quality Assurance (QA) Manager

c. Name of Firm with which you are now associated:
A. Morton Thomas and Associates, Inc. (AMT)

d. Years experience: With this Firm **1** Year With Other Firms **24** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Associate
A. Morton Thomas and Associates, Inc., Suffolk, VA ..... *Feb 2013 - Present*
Mike is an integral team member in senior management with a concentration in the management and quality assurance of complex, sizeable transportation projects.

Assistant District Administrator-District Construction Engineer
Virginia Department of Transportation, Suffolk, VA ..... *Oct 2010 - Feb 2013*
Mike managed the Hampton Roads District Construction Program which included independently overseeing the Construction Unit in administering VDOT maintenance and construction contracts throughout the District. He also ensured that staff members were properly trained and met performance metrics established for the District and State. He built successful working relationship with various levels of government, elected officials, the private sector, other Assistant District Administrators, and employees to better serve the public in meeting transportation needs. By 2013, the program consisted of 51 projects valued at $460 million.

Area Construction Engineer
Virginia Department of Transportation, Suffolk, VA ..... *Oct 2005 - Oct 2010*
Mike executed construction management for all construction and maintenance projects within geographic region of the District including two of the four tunnels in the District. He successfully managed a team of inspectors and construction managers meeting the performance metrics of on time, on budget, CQIP, and Environmental Compliance yearly. A typical construction season consisted of up to twenty contracts with a total value of approximately $20-$30 million.

Acting Project Controls Engineer / Area Construction Engineer
Virginia Department of Transportation, Suffolk, VA ..... *May 2008 - Aug 2008*
Mike served dual roles as Area Construction Engineer and Acting Project Controls Engineer. He was responsible for all consultant contracts providing inspectors and engineering review service. He collaborated with Preliminary Engineering in the development of Special Provisions for contacts during design phase. He also oversaw timely and accurate reporting of project data such as budget expenses and schedules for individual projects.

Project Manager
McLean Contracting Company - Southern Division, Chesapeake, VA ..... *May 2003 - Oct 2005*
For each awarded contract, Mike established tracking methods and tracked performance. He issued subcontracts and purchase orders. He developed project schedules and ensured appropriate timetables. Mike was responsible for all project submittals and negotiated change orders. He reviewed quality control of work and materials and provided false work design calculations as needed. Provided quality control management for Navy contracts through setting up the contracts quality control plan and overseeing the plan in the field.

Superintendent
McLean Contracting Company - Southern Division, Chesapeake, VA ..... *June 1998 - May 2003*
Mike successfully completed major contracts in mid Atlantic states on time and with profit. He was responsible for managing the contract at the jobsite level. He was also responsible for the scheduling of the jobsite work and maintenance of all the equipment on site. Mike oversaw the quality and production of the jobsite work and managed a variety of trade workers.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Old Dominion University, Norfolk, VA / Bachelor of Science / 1989 / Civil Engineering Technology

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1998 / Licensed Professional Engineer / VA #28305
2012 / Certified Construction Manager (CCM) / A2364
2009 / Master's Certificate for Project Management from The George Washington University

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	**Pavement Maintenance Program– Construction Phase**	Dates:	**02/2012 02/2013**
Project Role:	**Distric Construction Engineer**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**No**

As the District Construction Engineer for the Hampton Roads District, Mike was responsible for the Construction Phase of the overall District Maintenance Program through a staff of engineers and technicians. During his last year as the DCE, Mike oversaw 12 asphalt overlay projects located throughout the District valued at $33 millions as well as six concrete pavement repair contracts located almost exclusively on the I-64 and I-264 corridor and valued at $22.9 million. To ensure that a quality product was delivered, a team of engineers and technicians oversaw these projects which included the Quality Assurance of the material being handled by the District Materials Engineer who reported directly to the DCE and the Responsible Charge Engineers along with their staff of other engineers and technicians who administer the Construction Management and oversaw the Quality Control of the contractors performance.

Project Name:	**RTE 17 Cold in place Paving project**	Start Date: End Date:	**09/2011 03/2013**
Project Role:	**District Construction Engineer**		
Client/Owner:	**VDOT – Hampton Roads District**	With Current Firm?	**No**

A new innovative method, cold-in-place pavement recycling was utilized on this $5.3 million project. This method involves removing the multiple layers of existing deteriorated pavement, combining the same materials in a stabilizing agent (usually foamed asphalt or asphalt emulsion) and relaying it back on the same section of road. This process can be handled by either one or two machines that perform all three operations (milling, stabilizing, repaving) in a single pass. Bothe Cold-in-Place and traditional methods of paving were used during project due to weather conditions. Work included surface treatment,, pavement markings, guardrail upgrades, MOT both day and night. (9/2011 – 03/2013). Responsible for the overall delivery of the project through a team consisting of the Responsible Charge Engineer and Inspectors. Guided and directed staff through several major work orders and traffic impact issues.

Project Name:	**MMMBT / I-664 Fire Main System Replacement**	Start Date: End Date:	**06/2005 07/2007**
Project Role:	**Area Construction Engineer**		
Client/Owner:	**VDOT – Hampton Roads District**	With Current Firm?	**No**

The Monitor Merrimac Memorial Bridge Tunnel on I-664 spanning the James River. Work on this $4.5 million project included removal the existing fire main system throughout the tunnel and replacement of the 10 inch supply line located in the air duct way under the roadway and replace the supply lines to the individual fire niches located on the roadway level above. Work included paving, concrete patching, pavement marking, and MOT at night. This included upgrading/replacing electrical equipment, circuits and pumps. The contract was issued for $4.5 million with the final cost completing at $5.6 million. (6/2005 - 7/2007). Responsible Charge Engineer.

Project Name:	**Repaint Towers and Lift Span for JRB – RTE 17**	Start Date: End Date:	**02/2006 12/2006**
Project Role:	**Area Construction Engineer**		
Client/Owner:	**VDOT – Hampton Roads District**	With Current Firm?	**No**

This project consisted of prepping and painting the lift section of the James River Bridge on Route 17 over the James River. The project was performed under limited lane closures. Contract was completed ahead of schedule and on budget. Contract value was $6.8 million. (02/2006 – 12/2006) Responsible Charge Engineer

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Jeff McKay, P.E., Assoc. DBIA
Associate

b. Project Assignment:
Design Manager

c. Name of Firm with which you are now associated:
A. Morton Thomas and Associates, Inc. (AMT)

d. Years experience: With this Firm **1** Year With Other Firms **18** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Associate
A. Morton Thomas and Associates, Inc., Richmond, VA ..... *2013 - Present*
Jeff is an integral team member in senior management with a concentration in the design and management of complex, sizeable highway projects.

Senior Project Manager
URS Corporation, Richmond, VA ..... *2008 - 2013*
Jeff was a URS Certified Project Manager responsible for the management and design of several highway and land development projects throughout Virginia and North Carolina.

Land Development Project Manager
Centex Homes, Richmond, VA ..... *2005 - 2008*
Jeff was responsible for single and multi-family residential land development from feasibility stage through final municipal acceptance in the Richmond metropolitan area.

Project Manager / Senior Engineer
Dewberry, Richmond and Fairfax, VA ..... *1994 - 2005*
Jeff was responsible for the management, engineering design and construction coordination of several large highway improvement projects throughout Virginia.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Tech, Blacksburg, VA / Bachelor of Science / 1993 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2002 / Licensed Professional Engineer / VA #34639

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	**US Route 460 Corridor PPTA, Southeast Virginia**	Start Date: End Date:	**2013** **2017**
Project Role:	**Design Manager**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**Yes**

Design Manager responsible for a 14.6 mile section of a new 55 mile, 4-lane divided toll road between I-295 in Prince George County and Route 58 in Suffolk. Scope includes interchange design at Routes 602, 625 and 40, bridge design, H&HA, and traffic engineering.

Project Name:	**Northampton Boulevard Improvements for Lake Wright East, Norfolk, VA**	Start Date: End Date:	**2009** **2011**
Project Role:	**Deputy Project Manager and Senior Engineer**		
Client/Owner:	**City of Norfolk**	With Current Firm?	**No**

Deputy Project Manager and Senior Engineer for design and construction documents for a new traffic signal, left turn lane extension, widening of existing I-64 ramp to two lanes, drainage improvements, utility coordination, erosion and sediment control plans, environmental and wetland permitting, and preparation of a dedication plat. Project followed completion of a transportation study and access plan that required extensive VDOT and FHWA coordination to meet interstate modification requirements.

Project Name:	**Route 288 Improvements, VDOT, Chesterfield County, VA**	Start Date: End Date:	**1995** **2004**
Project Role:	**Assistant Project Manager / Senior Project Engineer**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**No**

Assistant Project Manager / Senior Project Engineer responsible for roadway and drainage design and assembly of final construction plans of a rural principal arterial highway from Route 76 Interchange to Chesterfield/ Powhatan County line. Responsibilities included roadway and drainage design, stormwater management, erosion and sediment control, client and subconsultant coordination, staff training and supervision and final construction plan assembly within the Route 76/Lucks Lane portion of the project.

Project Name:	**Repairs for James River Bridge and 12 Other I-95 Bridges, VDOT, Richmond, VA**	Start Date: End Date:	**2008** **2013**
Project Role:	**Assistant Project Manager**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**No**

Assistant Project Manager responsible for roadway improvements associated with the I-95 Bridge Rehabilitation project. This project is approximately 5.3 miles long and includes the replacement of 11 bridge superstructures in the City of Richmond and Henrico County. Major roadway design elements include the addition of a 1,700 LF acceleration lane along southbound I-95 at the Robin Hood Road interchange, reconstruction and widening of the approach shoulders at the Lombardy/CSX bridge overpass, MSE and gravity retaining walls, replacement of guardrail within project limits, storm drainage design, utility coordination and extensive VDOT coordination.

Project Name:	**Wallace Creek Regimental Complex Phase II, MCB Camp Lejeune, NC**	Start Date: End Date:	**2009** **2013**
Project Role:	**Design Manager**		
Client/Owner:	**NAVFAC**	With Current Firm?	**No**

Roadway Design Manager responsible for the design of the extension of Wallace Creek Road (WCR) from Parachute Tower Road (PTR) to the future ANGLICO/Intel complex. Major design elements of this design-build project included the extension of a four-lane urban roadway on new alignment (4700 LF), widening of WCR in Phase I (1500 LF), widening and intersection improvements to PTR (1300 LF), and a 550’ cored-slab bridge over Bearhead Creek and the adjacent wetlands. Other tasks included a new 12” water main along WCR, telecommunications ductbank design, utility relocations, roadway lighting, 10’ multipurpose trail and extensive stormwater management design. Design was completed in May 2012 and the project is currently under construction.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Bijan Haghtalabd
Project Manager

b. Project Assignment:
Construction Manager

c. Name of Firm with which you are now associated:
Fort Myer Construction Corporation, Washington, DC

d. Years experience: With this Firm **6** Year With Other Firms **19** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Project Manager
Fory Myer Construction Company, Washington, DC ..... *2007 - Present*
Responsibilities: Contract negotiations; preparation of schedules; submittals for the materials including material and subcontractor's buyout; coordination with owner, utility companies and subcontractors. Preparation of cost proposal for the change order work, monthly billings and closeout documents.

Project Coordinator
City of Hagerstown, Water & Sewer Department, Hagerstown, MD ..... *2001 - 2007*
Responsibilities: Managed capital improvement projects including water and wastewater treatment plants improvements, sanitary sewer collection system and water distribution rehabilitation and/or replacement. Coordinated design and production time lines for the scheduled improvements with consultant. Conducted in house investigation of Infiltration and Inflow and analyze of collected data to determine rehabilitation type.

Area Engineer
District of Columbia Department of Public Works, Washington, DC ..... *1988 - 2001*
Responsibilities: Supervised 25 engineers and technicians in street restoration and maintenance projects. Participated in departmental budget planning and policy development. Hired and trained new employees. Developed project cost proposals. Prepared technical drawings using AutoCAD. Reviewed consultant roadway and bridge contracts. Monitored contract claims and change order negotiations. Attended civic association meetings. Interacted with city chief engineer, council members, and mayor's office.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Norwich University / Master of Civil Engineering/Environmental Engineering-Project Management / 2007
Memphis State University / Bachelor of Science in Civil/Structural Engineering / 1983

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Member of ASCE / VDOT Erosion & Sediment Control Contractor Certification *(Certification will be provided prior to commencement of construction)*

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	**Reconstruction of Pennsylvania Avenue, S.E., Washington, DC**	Start Date: End Date:	**12/2009** **02/2012**
Project Role:	**Project Manager**		
Client/Owner:	**DC Department of Transportation**	With Current Firm?	**Yes**

Bijan provided project management, scheduling, technical support, material submittals, ordering, and coordination with sub-contractors and field staff for this $25.2 million roadway rehabilitation. The project consisted of total rehabilitation of existing roadway, removal of existing curb and gutter, sidewalk, and construction of flexible pavement, granite stone curbs, PCC gutter, and exposed aggregate sidewalk as well as drainable asphalt bicycle path. The project also included rehabilitation of storm sewer and water distribution systems throughout the limits of project, installation of new traffic signalization and street lighting system using CCTV and speed cameras and hard and soft landscaping.

Project Name:	**Columbia Pike Roadway Improvements, Arlington, VA**	Start Date: End Date:	**12/2008** **12/2008**
Project Role:	**Project Manager**		
Client/Owner:	**DC Government and Metro Paving**	With Current Firm?	**Yes**

Bijan provided project Management, scheduling, technical support, material submittals, ordering, and coordination with sub-contractors and field staff for this $2.3 million roadway improvements project addressing pavement, curbs and gutters, sidewalks, and a water main. Specific efforts included removal of existing curb and gutter, sidewalk, designated drainage structures, and designated segments of roadway and reconstruct realigned PCC curb and gutter, PCC sidewalk with brick band, construction of storm water drainage, reconstruction of disturb portions of the roadway, and mill and overlay the entire length of the project. The work also involved installation of 12" water main in designated locations and providing As-Build to the owner.

Project Name:	**South Capitol Street, S.E., Near Term Improvements Contract, Washington, DC**	Start Date: End Date:	**02/2007** **05/2008**
Project Role:	**Project Manager**		
Client/Owner:	**DC Department of Transportation**	With Current Firm?	**Yes**

Bijan provided project management, scheduling, technical support, materials submittal, ordering, and coordination with sub-contractors and field staff for this $30.6 million reconstruction project. Specific project elements included reconstruction of all streets surrounding National Stadium. As part of this project all existing water and sewer systems were designed-built to accommodate newly constructed stadium and surrounding developments.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Mike Carosi
Vice President of Public Affairs

b. Project Assignment:
Public Relations Manager

c. Name of Firm with which you are now associated:
Seventh Point Advertising, Marketing and Public Relations, Virginia Beach, VA

d. Years experience: With this Firm **6** Year With Other Firms **17** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Vice President of Public Affairs
Seventh Point Advertising, Marketing and PR, Virginia Beach, VA ..... *2007 - Present*

Director of Production Logistics
The Meridian Group, Virginia Beach, VA ..... *2005 - 2007*

Director of Production for Brand Materials and Product Distribution
Decipher Inc., Norfolk, VA ..... *2002 - 2005*

Professional Statement: Mike has more than 20 years of experience in all areas of creative services, public affairs, community outreach, marketing, advertising, strategic planning and deployment of communications plans as both vendor and client. Mike's extensive knowledge and experience include all phases of logistics, planning, printing, purchasing, procurement, media and workflow associated with marketing and transportation public relations. Mike is currently the Vice President of Public Affairs for Seventh Point Advertising, Marketing and Public Relations.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Commonwealth University, Richmond, VA / Bachelor of Arts / 1990 / History

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

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	**I-64 Battlefield Boulevard Project, Chesapeake, VA**	Start Date: End Date:	**2007** **2010**
Project Role:	**Public Relations Manager**		
Client/Owner:	**VDOT – Hampton Roads District**	With Current Firm?	**Yes**

Managed Seventh Point's internal operations, creative development, messaging and media purchasing. Managed teams for all media relations, community and local business outreach and PR for the project. Supervised print, broadcast, direct mail, internet campaigns, media training and deployment for all outreach as directed by the VDOT Hampton Roads District Public Affairs office. Supervised public affairs staff, billing and contract requirements.

Project Name:	**Gilmerton Bridge Replacement Project, Chesapeake, VA**	Start Date: End Date:	**2009** **2014**
Project Role:	**Public Relations Manager**		
Client/Owner:	**VDOT – Hampton Roads District**	With Current Firm?	**Yes**

Currently manage Seventh Point's internal operations and teams for all public affairs directives from Parsons Brinckerhoff and the VDOT Hampton Roads District Public Affairs office. Initiatives include electronic communications, community and business outreach, direct mail, community surveys, press relations and media training. Supervise print, broadcast and web/interactive media placement as well as public affairs staff, billing and contract requirements.

Project Name:	**VDOT District Wide Contract IV, Hampton Roads, VA**	Start Date: End Date:	**02/2011** **12/2013**
Project Role:	**Public Relations Manager**		
Client/Owner:	**VDOT – Hampton Roads District**	With Current Firm?	**Yes**

Currently manage Seventh Point's internal operations and teams for specific public affairs projects, media placement, advertising and message development. Work directly with the VDOT Hampton Roads District Public Affairs office to develop and deliver marketing, advertising and public relations. Initiatives include electronic communications, public outreach, press relations, media training, print, broadcast and web/interactive media placement. Supervise public affairs staff, billing and contract requirements.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Jack Goode, II, P.E., PTOE
Senior Traffic Engineer

b. Project Assignment:
Maintenance of Traffic (MOT) Manager

c. Name of Firm with which you are now associated:
A. Morton Thomas and Associates, Inc. (AMT)

d. Years experience: With this Firm **16** Year With Other Firms **1** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Senior Traffic Engineer
A. Morton Thomas and Associates, Inc., Rockville, MD .....*June 1997 - Present*
With 17 years of experience, Jack is a senior member of AMT's traffic engineering team. He extends to VDOT's Hampton Roads District both traffic engineering design expertise and in-the-field MOT management skill. He has demonstrated working knowledge of traffic signal design, signage and pavement marking design, construction traffic control on bridges and roadways, construction work zone traffic safety, computer simulation and optimization models, and freeway management techniques. He has also coordinated MOT with VDOT and implemented traffic management strategies. His experience also includes on-site support for facilitating field design changes and providing field observations of traffic flow through MOT installations.

Jack has successfully completed the **Advanced Level of VDOT Work Zone Traffic Control** training. He is also a VDOT Work Zone Traffic Control Instructor, a Professional Traffic Operations Engineer (PTOE) and an ATSSA Certified Traffic Control Supervisor and Advanced Traffic Control Design Specialist. Through past and present project experience, he has become especially knowledgeable of the Institute of Traffic Engineer's Transportation and Traffic Engineering Handbook; federal and Virginia Manual on Uniform Traffic Control Devices; Virginia Work Area Protection Manual; standards and design procedures of VDOT; and traffic programs such as SYNCHRO, CORSIM, TRANSYT-7F, PETRA & TRAXPRO.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Maryland, College Park, MD / Bachelor of Science / 1996 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2003 / Licensed Professional Engineer / VA #39202
ATSSA Traffic Control Design Specialist #228819
Advanced Level of VDOT Work Zone Traffic Control
Professional Traffic Operations Engineer #1515
ATSSA Traffic Control Supervisor #228819
ATSSA Flagger

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.

Project Name:	**InterCounty Connector Contract A, Montgomery & Prince George's County, MD**	Start Date:	**2007**
Project Role:	**MOT Manager**	End Date:	**2011**
Client/Owner:	**Maryland State Highway Administration**	With Current Firm?	**Yes**

Jack was involved in reviewing MOT plans and providing construction phase supervision for MOT activities along I-370 between MD 355 and Shady Grove Road. MOT phasing included the reconstruction of six bridges and one interchange at Shady Grove Road. A new loop ramp configuration was constructed at the terminus of I-370 to indicate the beginning of the toll facility. Other construction activities include new ramps, I-370 mainline realignment to the south, and signal modifications at the ramp intersections. **MOT Manager services included on-site support for facilitating field design changes and providing field observations of traffic flow through MOT installations. Responsible for review and approval of MOT activities for all the county and state roadways (MD 97 and MD 115) within the project site.** Jack also reviewed MOT and roadway plans in order to maintain consistent communication for community outreach, and he participated in weekly task force meetings.

Project Name:	**US 460 Corridor PPEA, Southeast Virginia**	Start Date: End Date:	**2012** **2015**
Project Role:	**Senior Traffic Engineer**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**Yes**

Jack provided review of signage and pavement marking plans, as well as, review of construction cost estimates for the design of a 14.6 mile section of a new 55 mile, 4-lane divided toll road between I-295 in Prince George County and Route 58 in Suffolk . He utilized SignTools to design several guide signs in accordance with the Virginia MUTCD. The signage and pavement marking plan reviews included roadway sections and at-grade intersection crossings.

Project Name:	**I-495/I-95 (Capital Beltway) Roadway Rehabilitation**	Start Date: End Date:	**2010** **2010**
Project Role:	**Senior Traffic Engineer**		
Client/Owner:	**Maryland State Highway Administration**	With Current Firm?	**Yes**

Jack provided final review of guardrail design along the 14 mile section of I-495/I-95. Jack utilized MDSHA's Book of Standards to ensure the proper section, end treatment, and length of need were utilized during the design. Another type of barrier included concrete in which the proper steel reinforcement was reviewed for conformance. He reviewed construction details, cross sections, and plan sets.

Project Name:	**Route 7 Widening and Improvements, Loudoun County, VA**	Start Date: End Date:	**2009** **2015**
Project Role:	**Senior Traffic Engineer**		
Client/Owner:	**Virginia Department of Transportation**	With Current Firm?	**Yes**

Jack **managed traffic engineering services** for Route 7 widening and improvements including the design of traffic signalization and the preparation of an overall traffic maintenance plan for six intersections along Route 7. He managed the preparation of a traffic impact analyses to address a corridor-wide congestion relief effort by modeling and optimizing the traffic signal timings and phases utilizing Synchro/SimTraffic V7. Improvements included additional turn lanes and extension of existing storage bays. The project required **MOT/work zone traffic control plans**, and signal plans were developed addressing intersection improvements.

Project Name:	**I-695 Improvements MOT, Baltimore County, MD**	Start Date: End Date:	**2001** **2002**
Project Role:	**Senior Traffic Engineer**		
Client/Owner:	**Maryland State Highway Administration**	With Current Firm?	**Yes**

Jack developed MOT plans for multiple widening and interchange improvements for I-695 including:

I-695 from Frederick Road to I-95 Widening and Interchange Improvements: Developed the **phased MOT plans** for this approximately three-mile project that included threeinterchanges, sixbridges, approximately one half mile of widening and MOT plans for I-95 South associated with widening the outer loop of the Baltimore Beltway.

I-695 at Old Harford Improvements: Developed the **phasing of MOT from preliminary design through final plans** for beltway widening, overpass bridge replacement and interchange improvements. Utilized innovative traffic control design features including radar detection for speed control and VMS speed signs, wider temporary striping and moveable traffic barrier for night work.

I-695 at I-83 Interchange Improvements and Bridge Replacement: Prepared **multi-phased MOT plans** for the I-695 four-lane Highway, the Joppa Road Underpass, and I-83 Bridge along with the adjoining ramps. Replacement of the I-695 Bridge over Joppa Road required that MOT and bridge sequencing allow for no thru lane closures. Detour plans for short durations were required for ramp construction. Temporary lighting and signing were included.

Attachment 3.4.1(a)

Lead Contractor Work History Form

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
I-66 PavementRehabilitation Route 50 to Capital Beltway Fairfax County, VA	Fort Myer Construction Corporation was the lead contractor. Volkert & Associates, Inc.served as the lead designer.	Owner: Susan Shaw, P.E. – Project Manager Virginia Department of Transportation 4975 Alliance Drive Fairfax, VA 22030 703-259-1995 Susan.shaw@VDOT.virginia.gov	November 2012	August 2012	$38,000	$46,000	$46,000

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.

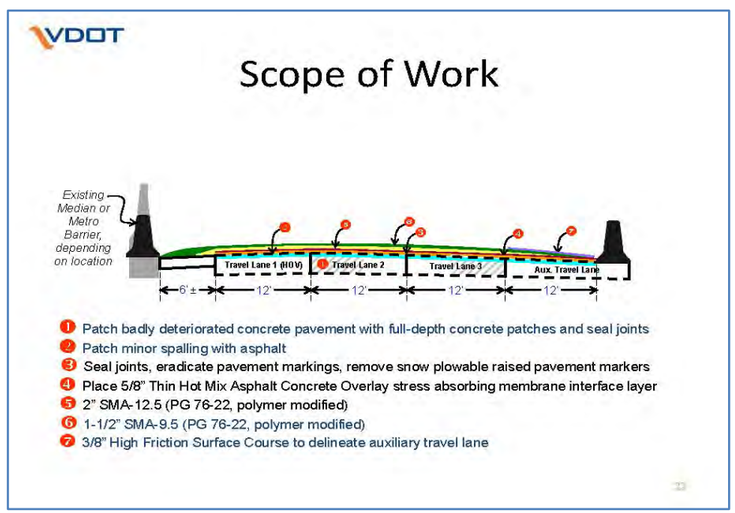
Fort Myer was the lead contractor on this project which consisted of 46,000 square yards of full-depth concrete pavement patching, 140,000 tons of asphalt overlay associated geometric analysis and hydraulic design to maintain drainage and clearances for existinginfrastructure, storm drainage, utilities, replacement of existing loop detection with non-intrusive traffic detection units, and coordination on I-66 between Route 50 and I-495, approximately 6.5 miles of interstate roadway.

A critical component of the project required pivotal coordination between, VDOT, Fort Myer, Washington Metro Area Transit Authority (WMATA) and Flour Lane to conduct critical lane closures and perform construction on two ofVirginia's highly congested Interstates, I-495 and I-66. As this Design Build project integrated with the Hot Lanes project on I-495, Fort Myer coordinated with Flour-Lane to ensure that traffic restrictions, ramp and lane closures were minimized to reduce impediments to vehicular traffic.

Another component for this project is the integration with VDOT's Intelligent Transportation Systems ("ITS") device upgrade. VDOT's acceptance required testing of counts, speed, classification and alignment of the RTMS units.These units transmit data via the fiber optic cable to the VDOT Traffic Management System. In conjunction with VDOT, Fort Myer was also responsible for implementing the RTMS units into the "Open Roads" Software. "OpenTMS" is the version this project will be migrated into.

Fort Myer has performed all aspects of the construction under constraining work hours. This project is a testament to Fort Myer's commitment to safety. Fort Myer Construction isresponsible for safely managing the high volumes of traffic through the extensive rehabilitation project.

This project showcases Fort Myer's ability to successfully coordinate with various agencies and existing projects to complete projects within a timely manner with highest quality of work. Fort Myer was able to complete the contract work three months ahead of the original completion date while constructing an additional 10,000 square yards of pavement.



Project Features

- Full and partial depth concrete patching
- Thin Hot Mix Asphalt Overlay (THMACO)
- Safety and hardware updates
- 4"- 4.5" asphalt overlay through the project limits
- Adjusting overhead sign structures
- Drainage modifications
- Significant Public Outreach
- Coordination with corresponding Design-Build projects
- Critical Maintenance of Traffic
- "ITS" Installation & Integration

Lead Contractor: Fort Myer Construction Corporation

Scope and Complexity Similarities

- Urgently needed pavement improvements for a heavily travelled region
- Coordination with corresponding Design-Build projects
- Critical Maintenance of Traffic
- Significant sized project : $46 million
- VDOT Project
- Combination of state and federal funding

Evidence of Good Performance

I-66 Project has been used as a symbol of excellence and has received awards for paving and its design. The project was also completed ahead of schedule and within the budget.

Lessons Learned

FMCC gained valuable experience working with VDOT on this mega Design Build project. FMCC team is well equipped with staff that can oversee the QA/QC process on large and fast tracked projects like these. FMCC also gained great experience in coordination with several mega projects in the same geographical region.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Kenilworth Avenue NE & I-295 Washington, DC	Fort Myer Construction Corporation is the Contractor. DESIGNER: LD CA (Legion Design / Campbell & Associates)	District of Columbia Department of Transportation Infrastructure Project ManagementAdmin. (IPMA) Mr. Ali Shakeri, PE Program Manager, Wards 7&8 64 New York Avenue, NE Washington, DC 20001 Phone: 202-671-4612	Oct. 2009	Nov. 2010	$32,983	$37,141	$37,141

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.

This project included the reconstruction/construction of five bridges and the roadway reconstruction of Kenilworth Avenue (I-295) in northeast Washington, DC. Major work included threesingle-span bridges over Watts Branch Creek, one two-span bridge crossing over Nannie Helen Burroughs Avenue NE, and 1/2 mile of roadway reconstruction and rehabilitation ofKenilworth Avenue NE and the adjacent east and west service roads. Successful completion of this project required drilling caissons for bridge piers, driving steel H-piles for the abutmentfoundations, ground improvement by compaction grouting to stabilize bridge and retaining wall foundations, and constructing 1500 linear feet of Mechanically Stabilized Earth (MSE)walls. Other work included a new 16" water line and storm drain system, street lighting/traffic signal system, and three art structures with special lighting.

As construction had to be performed on one of D.C.'s busiest interstates, Maintenance of Traffic was a critical component. To reduce congestion for nearly 130,000 daily commuters, FortMyer Construction utilized a movable barrier system to maintain three lanes in any one direction during peak hours. To avoid unnecessary congestion due to easily resolvable incidents,Fort Myer kept a tow truck on site. This proved effective in minimizing delays.

Fort Myer encountered a significant unforeseen site condition in a unmarked 48" sewer line that directly conflicted with the project work. Because Fort Myer possessed the material andsupplies necessary to resolve this conflict it was able to complete this project with only minimal delay.

Project Features

- Multiple Bridge replacement
- Full and partial depth concrete repairs
- Asphalt Overlay through the project limits
- Safety and hardware upgrades
- Public Outreach
- Critical maintenance of traffic
- Heavily traveled/highly congested roadway
- MSE walls and Utility relocation

Lead Contractor: Fort Myer Construction Corporation

Scope and Complexity Similarities

- Full and partial depth concrete repairs
- Asphalt Overlay through the project limits
- Safety and hardware upgrades
- Public Outreach
- Critical maintenance of traffic
- Heavily traveled/highly congested roadway

Evidence of Good Performance

The project was completed on time and within the budget. There were ZERO accidents on the project and the project was delivered with the highest standard of quality.

Lessons Learned

FMCC handled this project with a very effective strategy, since the project included five bridges and half mile of roadway reconstruction. There was never a traffic mitigation problem and FMCC hopes to imply the same strategies on projects of similar magnitude and nature.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets Washington, DC	Fort Myer Construction Corporation is the lead Contractor. T.Y. Lin is the Prime Designer-of-Record.	District of Columbia Department of Transportation Infrastructure Project Management Admin. (IPMA) Mr. Ali Shakeri, PE Program Manager, Wards 5&6 64 New York Avenue, NE Washington, DC 20001 Phone: 202-671-4612	Dec. 2012	Dec. 2013 (Est.)	$25,000	$32,000	$32,000

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.

New York Avenue project includes a value engineering alternative, completed by Fort Myer and T.Y Lin International, consisting of superstructure replacement and substructure rehabilitation of the existing West and East Bound bridges located at New York Avenue, spanning over Amtrak, CSX transportation and WMATA railroads. With concurrent improvement projects occurring on other DC roads, limiting traffic impacts on the already-congested New York Avenue corridor is a top goal of District of Columbia department of transportation. Additional goals of the project include upgrade of existing utility infrastructure, upgrade of superstructure, repair of bridge piers and abutments, improvements to approach roadways, improvements to pedestrian sidewalks and improvements to roadway lighting features.

Specifically this design-build project involves the demolition, removal, lowering and reconstruction of the twin-span New York Avenue bridge superstructure and piers, widening of existing abutments and construction of a new historic sidewalk rail. Construction includes removal of the existing bridge deck, barriers, lighting, girders, beams, bracing, piers and bearings; new beam seats back wall and pier columns; reinforced concrete deck and joints at each abutment; design, installation and removal of temporary structures to support construction and safety protection of construction personnel working over high-voltage wires and rail tracks. Electrical work includes rehabilitating or replacing bridge and roadway lighting; and pavement restoration to New York Avenue to match the elevation change of the bridge abutments.

FMCC engaged T.Y.Lin to provide an innovative design that would address issues such as improved constructability and schedule compressions while achieving cost effectiveness. The proposed value engineering includes retrofitting and re engaging the existing substructure and foundations units to support a new multi-girder superstructure systems. In addition to the structural complexities, other challenges include the maintenance of traffic, coordination with railroad, and the complex geometric layout of the existing structure.

Fort Myer successfully worked with the following partners on this project:

U.S. Department of Transportation Federal Highway Administration

District Department of Transportation

AMTRAK

metro

FORT MYER CONSTRUCTION CORPORATION FMC WASHINGTON, D.C.

T·Y·LIN INTERNATIONAL engineers | planners | scientists

Project Features

- Design-Build Bridge replacement
- Heavily traveled and most congested transportation corridors in District of Columbia
- Concurrent improvement projects in the same corridor
- Public Awareness
- Upgrade of existing Amtrak Electrical Infrastructure
- Improvements to roadway lighting fixtures
- Improvements to approach roadways and pedestrian sidewalks

Lead Contractor: Fort Myer Construction Corporation

Scope and Complexity Similarities

- Design-Build project
- Heavily traveled and most congested transportation corridors
- Coordination between concurrent improvement projects in the same region
- Public relations
- Asphalt Paving
- Night time Work

Evidence of Good Performance

Working on such a busy corridor can propose several challenges when it comes down to maintenance of traffic, but FMCC team handled the MOT with great precision and safety. The project is on time and within the budget.

Lessons Learned

Originally this was a Design-Bid-Build project, which turned into a Design-Build project in a later phase. FMCC team gained valuable experience on this project working with five major stakeholders and satisfying all their demands in a timely manner.

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)

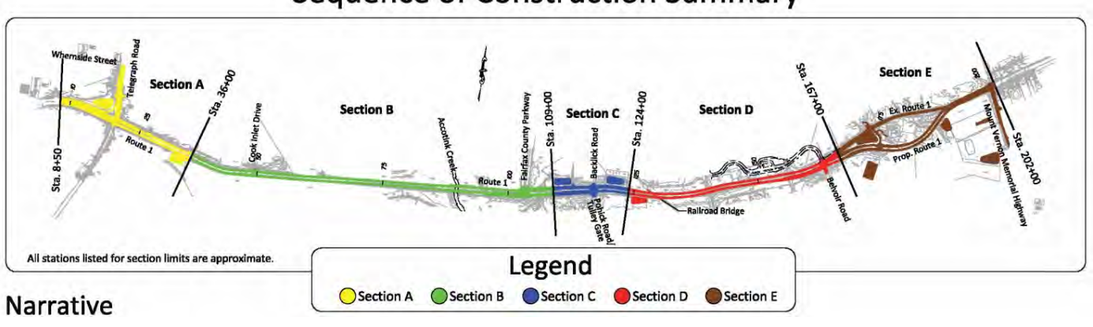
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number		d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in Thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
						Contract Value (Original)	Contract Value (Actual or Estimated)	
US Route 1 Improvements at Fort Belvior Design-Build Fairfax County, Virginia	Highway Design and QC Services	**Owner:** Thomas E. Shifflett Eastern Federal Lands Highway Division / VDOT 21400 Ridgetop Circle Sterling, VA 20166 (703) 404-6323	**Contractor:** Scott Szympruch, PE Chief Engineer Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 (301) 575-9832	2015	2015 (Est.)	$62,000	$62,000	$62,000

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.

AMT is the lead roadway designer for this $62 million design-build project in northeastern region of Virginia, which provides traffic relief for the ongoing BRAC consolidation occurring in the vicinity of Fort Belvoir. The Route 1 Improvements project implements a series of enhancements along Route 1 from the Telegraph Road intersection north to the new Mulligan Road/Mt Vernon Memorial Highway intersection for a distance of 3.68 miles. These improvements generally widen Route 1 from four to six lanes, improve intersection operations and capacity with new traffic signals and turn lanes, reserve a 32 foot wide median for future transit, and provide parallel pedestrian and bicycle facilities for the entire 3.68 miles to be widened. Highway design services (roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, and utilities) are provided by AMT. The project also includes improvements on Telegraph Road from Route 1 to Whernside Street and to Mt Vernon Memorial Highway. In addition, this project will consist of building new bridges over Accotink Creek, several wildlife crossing structures under Route 1, as well as the removal of an existing military railroad crossing.

AMT's design of improvements utilize the existing pavement to the maximum extent possible. Through the use of milling, overlay, and build-up; proposed maintenance of traffic was greatly simplified requiring smaller shifts in traffic to address grade changes at the curb line and provide widening as needed.

Utility protection/relocation including designation and test holes for the existing utilities are provided by AMT. The project is coordinated with several projects administered by others - North Post Access, Lyndham Hill Development, Accotink Village and Mulligan Road. Noise barriers are included and extensive maintenance of traffic operation plans have been developed.

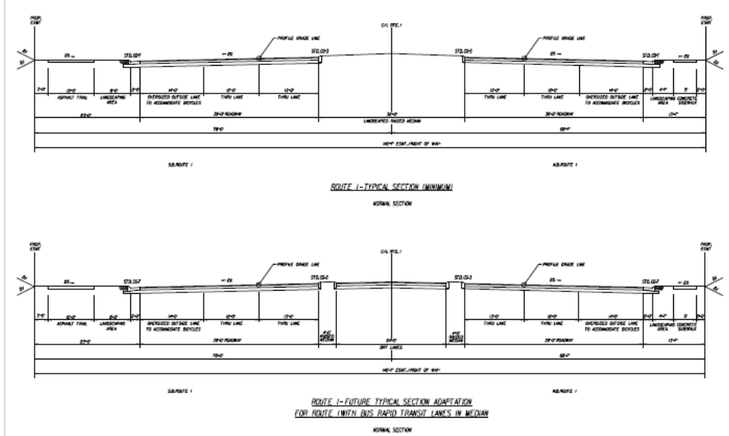


Narrative

Project Features

- An improved 3.68-mile six-lane divided highway (US Route 1), including a widened raised median to accommodate future mass transit options, starting before Telegraph Road and end at Mount Vernon Memorial Highway. Extensive TMP to provide safe and efficient traffic flow during construction.
- Twin bridges, 332 linear feet in length, lifting the existing roadway out of the Accotink Creek Floodplain. Includes flood plain control measures to protect Fairfax County Parkway from flooding at it's intersection with Route 1.

Lead Contractor: Joint Venture of Corman Construction and G.A. & F.C. Wagman



Typical Sections

Scope and Complexity Similarities

- Design-build delivery method
- Significant size project - $62 million
- VDOT owned and maintained
- High traffic conditions - strategic maintenance of traffic and phasing
- Coordination with adjacent projects

Evidence of Good Performance

Excellent qualifications for selection of this complex and expedited project.

Lessons Learned

AMT structured its delivery of the project to provide parts of the project immediately available for construction and delaying portions of the project to allow for adequate time for outreach and community input while obtaining the necessary approvals.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number		d. Contract Completion Date (Original)	e. 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)
						Contract Value (Original)	Contract Value (Actual or Estimated)	
I-495/I-95 (Capital Beltway) Roadway Rehabilitation Montgomery and Prince George's Counties, Maryland	Design of Highway Rehabilitation and Safety Measures	**Owner:** Karen Fiasco Maryland State Highway Administration, District 3 9300 Kenilworth Avenue Greenbelt, MD 20770 (301) 513-7300	**Contractor:** Bardon, Inc. 6401 Golden Triangle Dr. Suite 400 Greenbelt, MD 20770 (301) 982-1400	2010	2010	$20,500	$20,500	$20,500

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.

AMT was the lead designer for rehabilitation and safety measures for 14+ miles of I-495/I-95 (Capital Beltway). AMT provided design services for the rehabilitation of this Interstate roadway including ramps, bridge and pavement joints, drainage inlets, guardrail/barriers, fencing, signs, pavement markings, and lighting. Included construction Details and Materials, Special Provisions, Standard Details, Bridge and Pavement Joint Details, Temporary Traffic Control Plans, Typical Pavement Cross-Sections, Typical Pavement Marking Details, Paving Conditions and Recommendations, Signing and Pavement Marking Drawings, and Erosion and Sediment Control Details and Plans. Project components included:

Field Reviews – Extensive field reconnaissance of the roadway surface, drainage systems, and roadway assets were conducted by AMT prior to concept design. Pavement cracking and repairs, drainage inlets and pipes, guardrail, traffic barrier, fencing, signing, striping, and lighting were inspected and their physical condition was recorded.

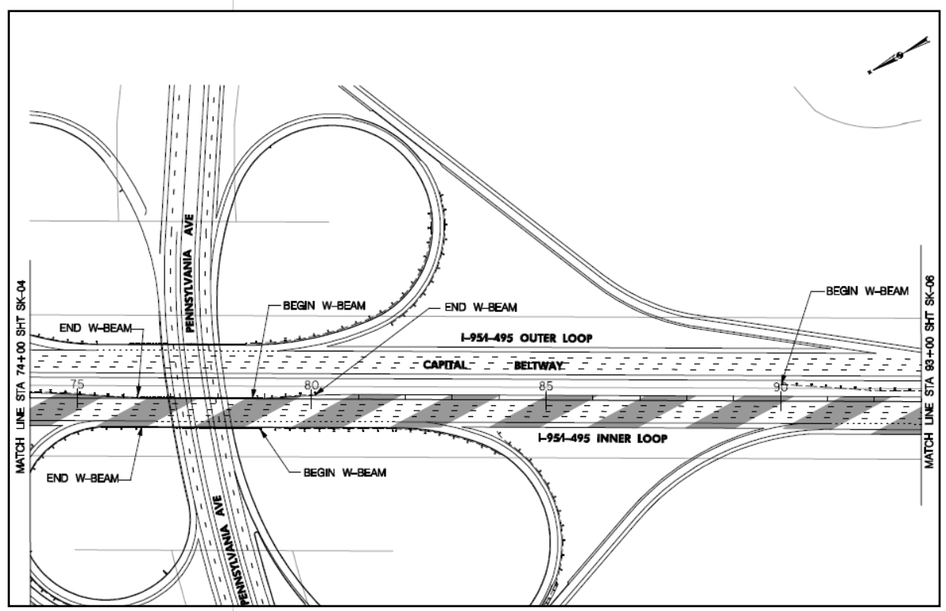
Rehabilitation and Safety Plans – Each Mainline/Ramp Plan Sheet depicted a ¼ mile section of I-95/I-495. Repairs included full-depth base repair, milling and repaving, replacement of concrete curb/gutter, traffic barrier (w-beam and concrete) repair and replacement, utility adjustments, removal and replacement of brick/concrete inlets, inlet/outlet head replacement, inlet/outlet cleaning, and placement of topsoil and sod.

Details – Pavement details were developed for various pavement conditions including milling and resurfacing, partial depth patch repair, tie-in to existing pavement, bridge underpass transition, bridge deck resurfacing and traffic barrier repair/replacement.

Temporary Traffic Control – Utilized single lane closures for pavement repairs and developed detour plans for the resurfacing of the interchange ramps. The plans consisted of advanced variable message signs and static signs, and the placement of both throughout the local area for each ramp closure. Limited work hours to non-rush hours and holiday schedule.

Cost Estimate – AMT computed the cost estimate for rehabilitating the Interstate corridor, interchange ramps, and associated repairs of the roadway assets for the Preliminary and Final design phases. Utilized current market value prices for construction materials and based unit prices on calculated quantities.

I-495 Outer Loop		
Control\Years	2009	2029
Average Daily Traffic (A.D.T.)	102,275	117,325
Design Hourly Volume (D.H.V.)	7%	7%
Directional Distribution	100%	100%
% Trucks – A.D.T.	14%	14%
% Trucks – D.H.V.	5%	5%
Design Speed	65 mph	
Functional Classifications	Rural Urban Interstate	
Controls of Access	Full	
Intensity of Development	Urban	
Terrain	Rolling	
Anticipated Posted Speed	55 mph	



Project Features

- 14 miles of Interstate rehabilitation and safety improvements
- Temporary lane / shoulder closure schedules
- Pavement surface profile requirements (International Roughness Index Inertial Profile) to meet quality control

Lead Contractor: Bardon, Inc.

Scope and Complexity Similarities

- Interstate pavement surfacing and safety project with a number of bridges and ramps
- Significant sized project - $20+ million
- DOT project
- Combination of state and federal funding
- High sensitivity to maintenance of traffic and safety during construction

Evidence of Good Performance

The project was completed on time, within budget, safely and without any unusual traffic situations.

Lessons Learned / Challenges & Solutions

- Accommodating high traffic volumes – provided traffic control plans that accommodated high volumes of traffic with limited disruption during construction, including detour plans addressing traffic volumes and construction needs. AMT integrated the design of the Interstate ramps with ADA ramps, crosswalks and sidewalks for maximum safety.
- Adjacent project coordination – provided continuous coordination with SHA for on-going projects that were reconstructing two of the bridges within the project corridor. Provided the necessary details on single page sketches to provide the contractor the required information to successfully complete the repairs and paving. AMT created a checklist to assure that the necessary details were included and clear. Roadway dimensions were field checked for accuracy.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number		d. Contract Completion Date (Original)	e. 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)
						Contract Value (Original)	Contract Value (Actual or Estimated)	
US Route 460 Phase I Design-Build Buchanan County, Virginia	Highway Design and QAM Services	**Owner:** Amanda Cox, PMP VDOT 870 Bonham Road Bristol, VA 24201 (276) 669-6151	**Contractor:** Stewart Gaither, PE Bizzack Construction, LLC 2257 Executive Drive Lexington, KY 40505 (859) 299-8001	2014	2014 (Est.)	$5,800 (fee)	$5,800 (fee)	$5,800 (fee)

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.

AMT was the lead roadway designer for this $90 million design-build project in southwestern region of Virginia, which is constructing what will be the tallest bridge in the Commonwealth. The US 460 Connector will ultimately link federal highways in Virginia and Kentucky along a route known as "Corridor Q," a part of the Appalachian Development Highway System. AMT provided and oversaw all highway design services (roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, and utilities) of this four lane Rural Principal Arterial with connections to local routes and other local roadway improvements.

The design-build project includes three bridges: twin 1,733 foot long cast-in-place hollow box concrete structures crossing Grassy Creek and Route 610 at a maximum height of 267 feet, and a 300 foot long bulb-T girder bridge crossing Hunts Creek. The project also includes the widening of the shoulders and clear zone of Route 80 for safety improvements, which entailed the use of MSE retaining walls in areas where right of way or environmental features were a concern.

The roadway is cut into steep terrain with benched side slopes engineered to minimize earthwork and disturbance to the environment. To address the extensive earthwork needs stemming from the terrain and topography, approximately 2.6 million cubic yards of excavated material is planned to be placed in an engineered waste area on the project site. Stormwater management facilities and erosion control features were designed to minimize impacts to sensitive local streams and to control increases in stormwater runoff as a result of the large footprint of the project.

AMT provided roadway design and coordinated closely with members of the structural engineering team throughout the project. We developed more than 50 construction packages to address the roadway, drainage, utility and traffic control related needs under our purview. AMT prepared the Transportation Management Plan (TMP), and is also providing Construction Quality Assurance for testing and/or inspection of items of construction work for conformance with the contract plans and specifications.

Another aspect of AMT's scope included leading the preparatory meetings for several important items of construction, including:

- E/S Control Preparatory Meeting
- Clear and Grub Preparatory Meeting
- Permanent Re-vegetation Preparatory Meeting
- Traffic Control Preparatory Meeting
- Drainage Installation Preparatory Meeting

Project Features

- Twin high-level bridges, 1700 linear feet in length, located over Conaway Road (Route 610) and Grassy Creek. When completed the over 250-foot-high bridges will be the tallest in Virginia.
- A 0.8-mile four-lane divided highway (US Route 460) starting at the Kentucky State Line.
- An access ramp to Route 80, improving access to Breaks Interstate Park. This includes the construction of a bridge crossing Route 768.
- Secondary connections to Routes 609 and 693 from Route 80, including:
  - Connection to existing Route 80
  - Overlay and improvement along existing Route 80
  - Relocation of existing Route 693
  - Relocation of existing Route 768
  - Relocation of existing Route 609
  - New connection of Route 768 with relocated Route 609

Lead Contractor: Bizzack Construction

Scope and Complexity Similarities

- One of the three most urgently needed infrastructure improvement projects for the region
- Close coordination between roadway and contractor required
- Design-build delivery method
- Significant sized project - $90 million
- VDOT project
- Combination of state and federal funding

Evidence of Good Performance

AMT received a letter of recognition from VDOT's Project Manager, Amanda Cox, PMP, for excellent performance.

Lessons Learned

AMT gained valuable experience working on VDOT's largest active design-build contract. AMT restructured its electronic filing system to improve internal file sharing, access, and review to facilitate extensive QC and QA reviews. AMT designers also extracted information from the construction team members who may not normally be fluent in design terminology. AMT also worked in a fast paced design environment where multiple designers were advancing concepts concurrently, requiring regular communication and cross-discipline reviews.