Submitted to:
Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Stephen D. Kindy, P.E. (APD Division)

Submitted by:
Archer Western Construction, LLC
2 Wisconsin Circle, Suite 200, Chevy Chase, MD 20815

Contract ID Number: C00106573DB101
State Project No.: 0007-253-009, P101, R201, C501, B601
Federal Project No.: STP-5A01(704)
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

3.2 Letter of Submittal
January 31, 2018

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Stephen D. Kindy, PE

RE: Route 7 and Battlefield Parkway Interchange
From 0.75 miles W. of Battlefield Pkwy along Rte 7
To 0.75 miles E. of Battlefield Pkwy Along Rte 7
From 0.25 miles S. of Rte. 7 Along Battlefield Pkwy
To 0.40 miles N. of Rte 7 Along Battlefield Pkwy
Contract ID Number: C00106573DB101

3.2 Letter of Submittal

Dear Mr. Kindy:

The design-build team of Archer Western Construction, LLC (AWC), and A. Morton Thomas & Associates, Inc. (AMT) is pleased to submit this statement of qualifications for the Route 7 and Battlefield Parkway Interchange Project in Leesburg, Virginia. Our project team includes experts in the critical areas of this project, including environmental permitting and compliance, developing and implementing TMPs, utility coordination, public relations, and quality assurance.

3.2.1 - The full legal name and address of the Offeror is Archer Western Construction, LLC, 2 Wisconsin Circle, Suite 200, Chevy Chase, MD 20815

3.2.2 - OFFEROR’S PRIMARY CONTACT:
David Pupkiewicz, Manager-Alternative Pursuits
2 Wisconsin Circle, Suite 200, Chevy Chase, MD 20815
Phone: 404-926-0757 Fax: 404-495-8701
dpupkiewicz@walshgroup.com

3.2.3 - PRINCIPAL OFFICER OF THE OFFEROR:
EJ O’Neill, Vice President
2 Wisconsin Circle, Suite 200, Chevy Chase, MD 20815
Phone: 301-347-4680 Fax: 301-347-4681

3.2.4 - The legal structure of the team is organized such that AWC will be the signatory to the design-build contract with VDOT, as a limited liability company with all financial responsibility. AWC will provide all performance and payment bonds for the project. AMT, serving as the Lead Designer, will be a subcontractor to AWC.

3.2.5 - The Lead Contractor is Archer Western Construction, LLC. and the Lead Designer is: A. Morton Thomas & Associates, Inc.

3.2.6 - A complete list of affiliates and subsidiary companies may be found in the Appendix.

3.2.7 - Signed Certification Regarding Debarment Forms for both Primary and Lower Tier Covered Transactions may be found in the Appendix.

3.2.8 - AWC’s prequalification ID is A210, and our status is active. Please refer to the Appendix for supporting documentation.

3.2.9 - A surety letter from our bonding company is included in the Appendix, confirming their willingness to provide any and all bonds for this project.

3.2.10 - Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulations (DPOR) registration information for all business entities on our team are included in Attachment 3.2.10 with evidence of the registrations and licenses provided in the Appendix.

3.2.11 - AWC is committed to achieving the 13% DBE goal for the entire value of the contract.

Sincerely,

Archer Western Construction, LLC

EJ O’Neill
Vice President
3.3 **OFFEROR’S TEAM STRUCTURE**

The Archer Western Team is comprised of industry leading Virginia and Southeastern United States design and construction firms with the resources, experience and capabilities to manage and construct this high-profile transportation project in Northern Virginia. Supporting team members, with a proven track record, were carefully selected based on previous working relationships and capabilities in providing complementary services and resources in design, quality, utility coordination, and right-of-way acquisitions services. Structured as an integrated organization, our team supports effective communication with established internal and external relationships that will serve as the foundation for our work with VDOT. This approach will help us manage the widely varied design and construction requirements necessary to provide VDOT with a project that meets the goals of providing additional capacity, reducing congestion, improving accessibility and mobility, and improving safety.

### The Archer Western Team

Archer Western Construction (AWC) is a general contracting, construction management, and design-build firm, that is a member of the Walsh Construction Group, a fourth generation, family owned business dating back 120 years. This $5 billion per year construction company is ranked as the largest bridge builder, the 3rd largest transportation contractor, and the 4th largest highway contractor in the U.S. according to the 2017 Engineering News Record. AWC has maintained its presence in Virginia since the 1980s, completing design-build projects along the I-95 corridor, I-395 in Arlington and currently on I-495 in Tysons. AWC is traditionally a self-perform contractor with the experience and resources to provide VDOT and the public a team that has a head on mentality to tackle the risk and challenges that will likely be encountered on this project.

A. Morton Thomas and Associates Inc. (AMT), the Lead Designer, is an Engineering News-Record “Top 250 Design Firm,” and has been providing consulting engineering services to public and private clients since 1955. Services include transportation design and traffic engineering; structural design; utility design and coordination; boundary and topographic surveying; hydraulics and stormwater management; landscape architecture; and construction quality assurance management (QAM) and inspection. With over 500 employees, and operating from seven offices in Virginia, AMT’s focus has been on the Mid-Atlantic Region for over 60 years. Their experience on projects such as VDOT’s Southgate Drive/US 460 Bypass Interchange in Blacksburg, FHWA/VDOT’s Design-Build Route 1 at Fort Belvoir, and VDOT’s Design-Build US 460 Connector Phase I in the Bristol District equips AMT with the know-how to deliver the Route 7 and Battlefield Parkway Interchange design on time and on budget.
Subconsultants - In addition to AMT, Archer Western has included subconsultants with specialized expertise for this project. The subconsultants are extremely knowledgeable in VDOT policies and procedures and experienced with similar VDOT Design-Build projects. These firms, listed alphabetically, are:

Bowman Consulting Group, Ltd. will lead utility coordination efforts and provide right-of-way acquisition services. The firm, headquartered in Chantilly, provides a wide array of engineering and planning services, offering particular expertise in zoning, economic development, and state and local regulations for transportation-oriented projects in the Commonwealth.

Creative Design Resolutions, Inc. (CDR) will provide bridge aesthetics for the project. CDR is known throughout the transportation industry for its aesthetic design consulting services for highway and bridge construction.

DMY Engineering Consultants, Inc. (DMY), a DBE/SWaM certified firm, will provide geotechnical engineering and construction quality control services. DMY’s expertise lies in providing geotechnical site investigation, drilling, instrumentation, geotechnical design and analysis, laboratory testing, construction materials testing/inspection, environmental services, and construction management.

HMMH will provide noise analysis for the project. HMMH is an international leader in environmental and transportation planning including noise and vibration control, air quality analysis, airport and airspace planning, and climate and energy consulting. The firm has three offices throughout the country, including one in Herndon from which this project will be served.

Sharp & Company will provide public affairs/outreach for the project. A DBE/SWaM business founded in 1982, Sharp & Company brings together a diverse group of talents with a passion for powerful, game-changing communication that effectively forwards clients’ project missions. Since 2000, the firm has specialized in the transportation arena.

T3 Design Corporation (T3), a certified DBE/SWaM firm, will provide traffic engineering support including Intelligent Transportation Systems (ITS). Established in 2006 to provide these services, the firm currently has a staff of more than 25 transportation professionals, the majority of whom are registered Professional Engineers, Professional Traffic Operations Engineers, and Engineer Interns.

3.3.1 Identity Of and Information About The Key Personnel

Archer Western and AMT have made the individuals in Table 3.3.2 available for the duration of the Route 7 and Battlefield Parkway Interchange Project to fill the requested Key roles. Resumes for each individual are located in the Appendices.

<table>
<thead>
<tr>
<th>Qualification Highlights</th>
<th>Relevant Projects</th>
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<tbody>
<tr>
<td>Kevin Kegebein – Design-Build Project Manager (AWC)</td>
<td>Harrison/Halsted Bridge Reconstruction</td>
</tr>
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<td></td>
<td>Ohio River Bridge East End Crossing (DB)</td>
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<td></td>
<td>US 65/60 Interchange Improvements</td>
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</tbody>
</table>

19 years of Construction Experience
DB Experience
Highway and Bridge Experience
3.3.2 Organizational Chart Demonstrating Well-Integrated Organization

The organizational chart, Figure 3.3.3, shows a well-defined and integrated organization which identifies major functions and reflects the reporting relationships of personnel responsible for the management of design, construction, safety, third party coordination, utilities, and QA/QC activities. We have organized our lower level supervision and management team to align with our discipline based management approach – Roadway, Bridge, and the shared resources. To help aid in risk management, constructibility and scope validation we will incorporate our typical “zipper” strategy where each design discipline lead is paired up with their construction counterpart. AWC and AMT will build upon the structure and best practices used during the delivery of such projects as the I-395 Seminary Road HOV Ramp project and the Design-Build US Route 1 Improvements at Fort Belvoir Project. This structure will:

- Foster communication within our team, VDOT, the Town of Leesburg, Loudoun County, NVTA, local businesses, property owners, Tolbert Elementary, affected Utility Owners, and First Responders
- Allocate resources efficiently to respond to project challenges
- Assure independence for quality, safety and environmental personnel

Logical Reporting (relationships) - Our team is organized with logical reporting relationships to manage design and construction, while maintaining distinct responsibilities and project controls.

Design-Build Project Manager (DBPM) – Kevin Kegebein reports to AWC’s Project Executive, EJ O’Neill. Mr. Kegebein will have primary responsibility for execution of the design, construction, project management, quality, safety, and public outreach and stakeholder communication. He is AWC’s principal point of contact for VDOT. Mr. Kegebein has four direct reports: Quality Assurance Manager, Design Manager, Construction Manager, and Safety Manager.
Quality Assurance Manager (QAM) – Rami Chehade, PE, CCM is the independent QAM and will report directly to the DBPM. Direct reports include the lead QA inspectors and the offsite materials sampling and testing laboratory. Through the DBPM, the Quality Assurance organization will establish communication paths to the construction Quality Control and construction organization to ensure that the QAM is apprised of activities and to ensure that corrective actions and remediation are implemented.

Design Manager (DM) – Laura Mehiel, PE will report to the DBPM. She will manage all aspects of design including structural, roadway, hydraulic, traffic, MOT, environmental, and geotechnical. She will assign design resources as needed, oversee design subconsultants, coordinate design and review schedules, and be responsible for providing a quality product meeting all design milestones.

Construction Manager (CM) – Anthony Tundo will report to the DBPM. He will be responsible for managing the day-to-day activities during the design and construction phases, which includes the Quality Control activities. Mr. Tundo currently holds both a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

During the design phase of the project, Mr. Tundo will serve in the role of Design-Build Coordinator (DBC). In this role, he will facilitate communication between design, construction, quality, and project management during the design phase. The DBC reports to the DBPM and his duties include actively participating in design Task Force Meetings, constructability reviews and conveying field information. Serving as the DBC and CM will allow Mr. Tundo to have direct input into design decisions facilitating greater construction input and understanding of design decisions.

Utility Coordination Manager – Richard Bennett will report directly to the DM. Mr. Bennett will be responsible for the coordination and design of utility relocations during the project design and construction phases. He will initiate early contact with both utility owners and design engineers to identify alternatives to eliminate or minimize utility conflicts. Once utility conflicts are identified, Richard will proactively coordinate with utility providers to prepare relocation plans and obtain authorization for construction.

Value-Added Personnel - Additionally, we commit three value-added positions that will facilitate constructability and coordination between design and construction, enhance our commitment to safety of the traveling public and our construction workforce, and place the responsibility for enacting our TMP under a single individual.

- **Safety Manager (SM) – Jose Cortez** will report to the DBPM. He is responsible for all aspects of safety during the life of the project. He will tailor AWC’s corporate safety program to this project and oversee its implementation and adherence.

- **Traffic Control Supervisor (TSC) – Colin Mulligan** will report to the CM. He is responsible for all aspects related to implementing, monitoring, and managing our TMP. He will work closely with the PRS providing details to the stakeholders, first responders, and traveling public regarding traffic movement through the project.

- **Public Outreach** – Charise Geiling with Sharp & Company, will be responsible for ensuring that our team interacts with stakeholders, businesses, and residents. The Team will support the NOVA District Communications Office with all project messaging and information necessary to convey the status of the project as well as any information on upcoming events.

Effective Communication - Developing and maintaining clear and open lines of communication within the team, with VDOT, and with stakeholders is key to delivering a project that meets everyone’s expectations.
In addition to the reporting lines shown on our organizational chart, we will rely upon best practices from our most successful design-build projects. Examples include:

- **Partnering** – Whether formal or informal, the team will take a true partnering approach with VDOT and stakeholders. By aligning goals and establishing a framework for communications early in the project, we will be better able to respond to concerns in an atmosphere of mutual trust and work together to resolve issues before they significantly affect the project. We have found working in a formal partnering process resolves disputes early and mitigates risk to VDOT.

- **Internal Communications** – Maximizing interaction between our design and construction teams is founded on our Task Team and zipper strategy approach where a particular design discipline is paired with their construction counterpart. Our weekly task team meetings serve as a forum to work through design and constructability issues.

**Coordination of Design and Construction** – The design team organization for this project will be discipline based as shown in Figure 3.3.3 (Organizational Chart). The task team meetings are structured to engage engineers and construction professionals to exchange ideas, coordinate design requirements with means and methods, and develop innovative solutions to specific challenges presented through the design process. As the project progresses, task teams will expand in which we encourage participation from VDOT, and other major stakeholders such as utilities to aid in the development of the design. This ensures that the project we are building is in everyone’s best interest.

Roadway and bridge projects by nature involve many differing disciplines that must work in concert to provide a quality product. The Route 7 and Battlefield Parkway Interchange Project involves structural, geotechnical, civil, environmental, and utility disciplines, as well as safety and quality concerns that all must be closely coordinated in our task teams to minimize potential field issues. AWC’s and AMT’s most successful projects have utilized this approach and will institute this process of communication for your project.

**Separation of Quality Control and Quality Assurance** - Archer Western will develop and execute the Quality Management System Plans (QMSP) in accordance with VDOT’s “Minimum Requirements for QA and QC on Design-Build and PPTA Projects” (January 2012) which also will include the Design and Construction Quality Management Plan (DQMP and CQMP). The QMSP will be prepared by the on-site quality management team and submitted to VDOT for review and approval.

The QA process will be independent of the QC process and fully staffed. QA personnel will not be assigned other duties or responsibilities. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or found to be non-conforming.
3.4 Experience of Offeror’s Team
3.4 EXPERIENCE OF OFFEROR’S TEAM

Archer Western in combination with AMT offer significant experience and capability to deliver this critical project. Our approach to business and ethics are the same and we share a similar corporate culture focusing on safe project execution, quality, cost effectiveness, and customer satisfaction. Combined with our complimentary skill sets and experience delivering similar projects, this team contains every capability necessary to make this project a success.

Our team’s impressive design-build successes on similar major transportation projects are described in the Work History Forms in the Appendix. We have extensive experience on highway overpasses with multiphase MOT plans, the Jones Branch Connector over I-495 for example. The team has designed and constructed projects in highly congested urban areas such as Arlington, Virginia, Tysons, Virginia, and Washington, DC. This team’s comprehensive project experience with similar design and construction challenges will allow our key staff to apply their lessons learned to the benefit of the Route 7 and Battlefield Interchange Project. Throughout the projects reflected in our Work History Forms, we have developed and fostered relationships with our entire team of design subconsultants. These experiences will enable us to deliver quality work in record time – with no learning curve!

Table 3.4 demonstrates additional Archer Western Team project experience beyond the six Work History Forms in the Appendix.

Our Team Strengths - Archer Western and AMT have expanded our strong working relationships through recent VDOT pursuits. The collective experience working, designing, and constructing both phased highway overpass structures and challenging urban projects provides VDOT with the confidence that this team understands the potential impacts and has developed mitigation techniques that will be applied from previous projects.

The Work History Forms show we have the experience and have dealt with the risks associated with stakeholder impacts, MOT, environmental factors, and utility coordination in the NOVA region that will help guide our approaches to design and construction.

Table 3.4

<table>
<thead>
<tr>
<th>Project Name and Location</th>
<th>Team Members</th>
<th>Design-Build</th>
<th>Highway Overpass</th>
<th>Multi-Phase MOT</th>
<th>Utility Coordination/ Relocation</th>
<th>Noise Mitigation</th>
<th>Public Information Program</th>
<th>Signalization/ Lighting/CCTV</th>
<th>ROW Acquisition</th>
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VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

3.5 Project Risks
3.5 Project Risks

Introduction - The Archer Western team has visited the project site, reviewed all the documents provided in the RFQ Informational Package and completed an evaluation of the project’s risks and goals in order to determine three critical risks on the Route 7 & Battlefield Parkway Interchange project. We have identified three critical project risks: Safely Maintaining Traffic/Construction Phasing, timely Right of Way Acquisition, and timely Utility Relocations. Our discussion of these risks is provided below.

Project Risk #1 – Effective and Safe Maintenance of Traffic (MOT)/Construction Phasing

The project includes a new Single Point Urban Interchange (SPUI) while maintaining continuous traffic flow along Route 7 and Battlefield Parkway. Battlefield Parkway will be raised more than 25 feet along its existing alignment. These improvements will require the use of lane shifts, travel-ways adjacent to concrete barrier, temporary alignments, and other restricted traffic movements during construction. Constraints that will need to be considered in the development of the maintenance of traffic strategies include:

- Location of Russell Branch Parkway extension approximately 1,000 feet from the project intersection: The tie-in of the vertical alignment at this location creates a challenge with respect to maintaining the intersection while raising the roadway. The TCP may also impact access to the Leegate development.
- Construction of this project will coincide with the phased construction of the Leegate development located to south of Battlefield Parkway along Russell Branch Parkway. This will impact the placement of temporary signing and increase the number of construction vehicles into and out of the project area.
- Major overhead power transmission lines currently run along the south side of Route 7. This will need to be considered in the placement of temporary pavements, barrier and staging areas.

Why this risk is critical – The temporary traffic patterns will require advance notification to local residents, commuters, businesses, police/fire/EMS, schools, major stakeholders, and motorists so that unexpected situations can be avoided. Changes in traffic patterns and access can be confusing, which increases the probability of accidents on roadways under construction. In addition to the number of conflict points inherent to a major four-way at-grade intersection, the project intersection is also located between grade-separated interchanges at River Creek Parkway and the Leesburg Bypass, resulting in impacts due to weaving, merging and diverging movements to/from the adjacent on and off ramps. These conditions have resulted in significant vehicle congestion and elevated crash rates, causing the intersection of Route 7 & Battlefield Parkway to have the highest crash rate of any location within the Town of Leesburg. Traffic shifts to accommodate construction phasing can present significant challenges and confusion to travelers, particularly those unfamiliar with current traffic patterns or who may not drive the corridor regularly. In addition, phased construction activities can reduce the existing roadway capacity and lengthen route distances, which can increase congestion and impact users outside of established work zones.

How this risk could impact the project – The sensitivity of traffic operations along Route 7 is such that even minor changes in traffic patterns can result in large delays to the mainline and intersecting roadways. These delays often spill onto the surrounding roadway network, which include eastbound East Market Street (Business Route 7) from downtown Leesburg, westbound Dulles Toll Road at the US Route 15 Bypass, Sycoclin Road, and multiple access points to properties along Battlefield Parkway. Should issues associated with properly maintaining an effective TMP and the associated public safety concerns along the project corridor not be addressed, the following impacts may occur:

Traffic Conditions Increase level of Risk
- Route 7: Principal Arterial, 51,000 ADT (2016), 55 MPH
- Battlefield Parkway: Minor Arterial, 14,000 ADT (2016), 35 MPH
- Heavily congested corridor with significant delays and queues during weekday morning (6-10 AM) and evening (3-7 PM) commuting hours
- Diminished safety for the traveling public and construction personnel.
- Further delays in driver commutes.
- Negative impacts to project stakeholders, businesses, and local attractions.
- Limited shoulder areas could prevent emergency responders from traveling through the work zone and would not allow a place of refuge for disabled vehicles.
- Entering and exiting the work zones could cause accidents or back-ups.
- Loss of public support should public outreach not be clearly and properly conducted.

**Mitigation strategies** – This risk will be effectively managed by developing a detailed Type C Transportation Management Plan (TMP) based upon VDOT IIM 241.6 (TED 351.4). Our Team will develop the TMP, which includes a Temporary Traffic Control Plan, a Transportation Operations Plan (including an Incident Management Plan) and a Public Communication Plan. The Team will emphasize public involvement and develop a defined schedule for public outreach activities. Additionally, we will systematically implement the MOT/SOC plans and clearly define traffic movements for each phase of construction. Below are key strategies to mitigate this risk.

1. The biggest challenge for MOT on this project is the raising of Battlefield Parkway up to 25 feet without shifting its alignment. The lanes must be shifted onto temporary pavement, and turning movements must be maintained at the intersection. We will consider alternatives, such as creating a temporary alignment for Battlefield Parkway to the west of the intersection, with follow-on temporary detours to complete final ramp “plugs”; using the new ramps (temporarily widened) in combination with temporary pavement on Battlefield Parkway to carry all Battlefield Parkway movements to signalized median crossovers to maintain lefts and throughs via u-turns; or creating a temporary diamond arrangement of Battlefield Parkway with 2 closely spaced signals.

2. A multi-disciplinary design and construction team will work closely to develop the optimal construction staging that both maintains safety and allows for efficient construction. Important members of the team will include: construction, personnel, highway designers, H&H engineers, and traffic engineers.

3. The TMP will include project-specific details and strategies to allow the project to be constructed in multiple phases. Examples include full-depth shoulders to facilitate the shifting of traffic away from active work-zones, temporary drainage structures/pipes/ditches to ensure adequate pavement drainage during phased construction, and the location of temporary shoring where the new roadway is adjacent to, but higher or lower than the existing roadway. The location of construction entrances will be addressed in the TMP to ensure safe ingress/egress to/from work zones. Details like these will allow the TMP to function as an effective and complete document.

4. Raising public awareness of traffic pattern changes must occur early-on and continue throughout the project. Our Team, will ensure that the affected motorists are made aware of the impending changes and duration of impacts likely to be faced. Technology-based public outreach tools, including social media, including apps such as Waze and Google Maps, are extremely effective methods of communicating traffic updates. Travelers that use Route 7 and Battlefield Parkway during construction will need real-time traffic information and information on upcoming traffic switches, delays, temporary traffic stoppages for setting beams, and emergency operations. The AW Team will stay in
constant communication with the Northern Region Operations (NRO) Traffic Operations Center and VDOT Public Affairs, and make use of VA511, Public Service Announcements, and advertisements. We will support efforts to maintain social media sites such as Facebook, Twitter, the project website, or other electronic outreach tools such as mass email blasts to travelers that have expressed a desire to receive such information. Pardon our Dust meetings will be held prior to major traffic switches.

5. Temporary guide signs, advance warning signs with flashing beacons, temporary pavement markings and illuminated night-time work zones (if applicable) will be provided along the interstate and/or Route 8 as per the approved TMP, and checked frequently for effectiveness and proper placement/maintenance. Existing nearby Variable Message Signs (VMS) and Portable Variable Message Signs (PVMS) specific to the project, will be effectively utilized in advance of the work zone(s) to inform the traveling public.

6. An Incident Management Plan will be incorporated into the TOP to provide field personnel with action plans, to decrease response times within work zones while increasing safety for first responders. The plan will contain guidelines for incident notification, categorized responses based upon incident type and expected duration, and mitigation measures such as pre-established lane closures, detours and signing. This would include determining a detour option for Battlefield Parkway as well as an emergency contingency plan for the temporary complete closure of Route 7 EB and/or WB for a period exceeding 20 minutes. Detour options are to be based upon the results of traffic analyses performed for the worst-case hour during the allowable night-time period.

7. We will evaluate each phase of construction against the MOT Plan to determine if any field adjustments are needed. AW takes an active role early-on in the development of the TMP and will work closely with the designers regarding preferred construction sequencing and means and methods. AW construction personnel hold Basic, Intermediate and Advanced Level Work Zone Certifications, to implement and monitor all traffic control devices and ensure compliance with MUTCD and VA WAPM.

Role of VDOT or other Agencies - VDOT’s role will consist of typical responsibilities of reviewing, commenting on and approving the design products, website updates and PR materials. No additional efforts will be required of VDOT or other agencies.

Project Risk #2 - Schedule Risks Caused by ROW Acquisition

The Design-Build team will be responsible for defining the limits of, and acquiring, all Right of Way required for the project, including that required for utility relocations and sound barrier walls (if applicable). Temporary easements necessary for temporary traffic movements will also be required. Acquisition is a lengthy process with many required steps, in accordance with the VDOT ROW Manual of Instructions, depicted by the graphic on the following page. The team must follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; Code of Virginia, Titles 25.1 and 33.2, as amended; and Federal and State Procedures. Having clear title to property can take anywhere from 6 to 9 months from the approval of ROW plans. The preparation of the ROW plans will take several months upon Notice of Award, to advance design sufficiently to ensure that correct limits are acquired which address all elements of the project.

Why this risk is critical – ROW acquisition is on the critical path for completing the construction of ramps C and D, which will most likely be part of the initial phase construction so that we can shift traffic away
from the intersection and begin construction of the new bridge. Many other project elements are intricately tied to having available ROW, such as construction of new access roads and utility relocations.

How this Risk could impact the Project - Should ROW acquisition be delayed, impacts may occur which could delay the overall completion date:

- Delayed relocation of overhead power/comm. lines and gas lines.
- Delay in completing ramp construction and delayed start of bridge.
- Delay in completion of access roads which in turn means access must be maintained off of Route 7.

Mitigation strategies – Our team will expedite both the ROW Plan Development process and the ROW Acquisition process in an effort to minimize the overall time frame.

**ROW Plan Process strategies include:**

1. Will start the detailed design and ROW process “At Risk” upon notice of award prior to the receipt of the actual NTP
2. Focus on design in areas where ROW or easements are needed first. Consider all elements of design, including drainage, stormwater, traffic control devices, utility relocations, and others. Utilized Common Sense Engineering techniques to minimize or avoid properties altogether, where possible.
3. Utilize the 1% Rule and Nutrient Credits to limit the SWM footprint.
4. Develop the maintenance of traffic plan as the first order of work, since temporary pavements will require additional easements not yet identified.
5. Our strategy entails a comprehensive assessment by the construction team during schedule development to develop regions of construction that can occur in advance of ROW acquisition. However, the critical path may not be controllable by the AW team since ROW is required in all quadrants and will most likely be needed for early construction on which traffic will need to be diverted prior to bridge construction.
6. Expedite utility coordination and relocation designs, to define required utility easements

**Appraisal/Acquisition strategies include:**

7. We have assigned an experienced ROW Manager with VDOT experience
8. Bowman is staffed with 15 right-of-way (ROW) specialists to internally address the needs of the Project. Having the ability to control our own workload, pace of acquisition and staffing is an immense benefit since we will not be subjected to the limited capacities of outside agencies.
9. To ensure fast, efficient, and accurate appraisals, our team will procure the services of several, local appraisers to augment our services where needed. Appraisal reviews will be performed by a VDOT approved review appraiser that has worked with Bowman on previous projects.

10. Our ROW Team will follow all applicable laws and regulations and have assigned experienced appraisers and ROW agents to the project. The appraisals will be completed by VDOT prequalified, Virginia licensed Certified General Appraisers.

**Role of VDOT or other Agencies** - VDOT will review and approve ROW plans, appraisals, and settlement packages. VDOT will process any requests to use eminent domain where there is an impasse in a timely manner. No additional efforts will be required of VDOT or other agencies.

**Project Risk #3 - Schedule Risks Caused by Utility Relocations**

Route 7 is one of the oldest and major east-west roadway corridor across Loudoun County and is the route used by most utility companies with facilities in this section of the County. Existing utility facilities are located in the median and along both sides of the current roadway, many in the existing right of way. These utilities will be impacted by the project and will require relocation coincident with the design and construction of the project.

**Why risk is critical** - The current concept plans indicates that numerous utility facilities will be in conflict with the proposed roadways. Utility facilities located within the project boundary include electric transmission lines, overhead and underground electric distribution lines, overhead and underground telephone and cable TV lines, independent telecommunication (fiber optic) lines; and gas distribution lines. The published schedule allows 40 months between project award and construction completion. Any delays caused by utility relocations would affect the time remaining to actually construct the improvements.

**How this Risk could impact the Project** - Should relocation of utilities that interfere with the roadway construction be delayed, impacts may occur which could delay the overall completion date. To understand the potential schedule risks, we reviewed the detailed utility information available in the RFQ documents and through our own internal research and site visits. It is important to understand the key utilities that will drive schedule and cost. Based on our assessment, shown in the graphic on the following page, we find that delayed utility relocations could have the following risk on the project:

- Raising the elevation of the transmission conductors to obtain the required 23 feet minimum vertical clearance, if required, could necessitate replacement of 2 to 4 transmission towers depending on the conductor profile. Steel transmission Towers have a long lead time to acquire and would definitely affect the relocation schedule.
- Roadway infrastructure that could be delayed includes:
  - Route 7 construction, due to location of existing gas line in median
  - Ramp A and Ramp D construction, due to location of overhead power/communication pole lines
  - Multiple storm drainage improvements, due to an array of utilities including fiber
- We note that the water and sewer relocations do not pose a risk to VDOT, since the Design-Build team will be responsible for both design and construction of these elements.
**Mitigation strategies** – Our staffing plan and project approach includes a robust utility coordination program that will serve to mitigate risk to schedule associated with utility impacts and relocations.

**Key Utilities in the Route 7/Battlefield Parkway Project Corridor:**

The most significant utility facility is the **Dominion Energy electric transmission line** that runs parallel to Route 7. Retaining walls are proposed along ramps to avoid impact to the towers. The transmission towers are all clear of the widening, however there are two overhead crossings of the roadway. The Battlefield Parkway crossing just south of Route 7 is in an area where the Battlefield Parkway grade is being raised toward the proposed bridge. This could impact the conductor clearance, which is set at 23’ minimum.

Also significant is the multiple **Dominion Energy electric distribution lines** paralleling both Route 7 and Battlefield Parkway and five or more telephone, Cable TV and fiber optic lines either located overhead on Dominion and Verizon’s poles or buried along Route 7 (primarily WB). Not only do these lines interfere with roadway construction, the proposed limited access lines will be a challenge for their future maintenance.

There is an **8” water main** along the shoulder of the Route 7 east bound lane and a **6” gas main located in the median**. Both are likely to be in conflict and will have to be relocated out of the proposed roadway footprint. There is a 12” and 24” gravity sanitary crossing of Route 7. The construction of the interchange ramps will potentially place more fill material over these lines than they were designed to withstand.

1. The AW Team will be proactive from the Notice of Award forward on addressing the Utility requirements as well as performing the engineering necessary to advance the design. Our Team will look at alternatives to eliminate or minimize utility conflicts and relocations. We will establish the VDOT-required Master Agreements.

2. Our Team’s Utility Manager, Richard Bennett, will lead the coordination efforts. A part of his efforts will include contact with the utility owners, securing information to be considered in the detail design. These items will be factored into the master schedule and right-of-way acquisition.

3. We will integrate utility relocations into the project schedule so that the critical path is established. The ROW plan schedule include easements necessary to clear various areas for utility relocations. The ROW schedule will link to our utility agency coordination where possible to create work segments.

4. Our team will continue the interactions with the utility owners providing latest design information and interacting on the utility company’s design and estimating. Proposed relocation plan and estimates may be segmented into sections that can be constructed in a timely manner. Interaction includes:
   • Providing design plans to Utility Companies prior to ROW submission to define easement locations
   • Sharing the project schedule with Utility Providers
   • Establishing Utility Task Force (including Providers) with regular meetings, weekly if necessary

5. The AW Team understands that there is no one-size-fits-all solution for utility companies; each has specific administrative, procedural, and technical requirements. Adhering to these requirements mitigates the risk in coordinating with the utility companies.

6. To assure VDOT’s timely review and approval of P&E packages, we will follow all VDOT protocols including UFI meeting, UT-9 preparation, and using RUMS for data uploads.

**Role of VDOT or other Agencies** - VDOT’s timely review and approval of the utility relocation P&E assemblies will be necessary, so that utility relocation construction can commence. No additional efforts will be required of VDOT or other agencies.
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

SOQ Checklist

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

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 15-page limit?</th>
<th>SOQ Page Reference</th>
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### ATTACHMENT 3.1.2

**Project: 0007-253-009**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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<th>Statement of Qualifications Component</th>
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3 of 3
ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00106573DB101
PROJECT NO.: 0007-253-009

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 – December 8, 2018
   (Date)

2. Cover letter of
   (Date)

3. Cover letter of
   (Date)

[Signature]

January 31, 2018

[Date]

EJ O'Neill

[Printed Name]

Vice President

[Title]
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

List of Affiliated and Subsidiary Companies
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.

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<th>Address</th>
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<td>Affiliate</td>
<td>Archer Western Contractors, LLC</td>
<td>2410 Paces Ferry Rd SE, Suite 600, Atlanta, GA 30339</td>
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<tr>
<td>Affiliate</td>
<td>Walsh Construction Company, LLC</td>
<td>929 West Adams Street, Chicago, IL 60607</td>
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<tr>
<td>Affiliate</td>
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<td>929 West Adams Street, Chicago, IL 60607</td>
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<td>Affiliate</td>
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VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Debarment Forms

in association with AMT
ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

[Signature]
EJO'Neill
1/26/18

[Date]
Vice President

[Title]

Archer Western Construction, LLC

Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

Signature: [Signature]  Date: January 15, 2018  Principal: [Principal]

Title: [Title]

A. Morton Thomas and Associates, Inc.

Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

Signature

January 15, 2018
Date

Scott Delgado, PE, Branch Manager/Principal
Title

Bowman Consulting Group, Ltd.
Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

Signature

Date: 1/15/2018

President/CEO

Title

Creative Design Resolutions, Inc.

Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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.

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

Signature                                      January 9, 2018          Vice President
Date                                           Date                      Title

DMY Engineering Consultants Inc.
Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

[Signature] 1/16/18  Mary Ellen Eagan
Signature Date President & CEO
Name and Title

Harris Miller Miller & Hanson Inc.
Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

Signature 1/18/18 President

Name of Firm
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

[Signature] [Date: 1-15-18] [Title: President]

[Name of Firm]
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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 proposal.

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

Signature: Mary C. Wiedorfer, PE, CCM
Date: January 5, 2018
Title: Vice President

KCI Technologies, Inc.
Name of Firm
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Offeror’s VDOT Prequalification Certificate

in association with AMT
CERTIFICATE OF QUALIFICATION

ARCHEW WESTERN CONSTRUCTION, LLC

Vendor Number: A210

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):
GRADING; MAJOR STRUCTURES; PORTLAND CEMENT CONCRETE PAVING;
MINOR STRUCTURES

Issue Date: January 31, 2018

This Rating and Classification will Expire: January 31, 2019

Issued under the authority of:
Don E. Silies, Director of Contracts

It is not permissible to use this document after the posted expiration date, to alter this document, or for this document to be used by a sole proprietor or any firm other than named on this certificate.
VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE

Surety Letter

in association with AMT
January 2, 2018

Stephen D. Kindy, P.E
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Route 7 and Battlefield Parkway Interchange
From: 0.75 Miles W. of Battlefield Pkwy Along Rte. 7
To: 0.75 Miles E. of Battlefield Pkwy Along Rte. 7
From: 0.25 Miles S. of Rte. 7 Along Battlefield Pkwy
To: 0.40 Miles N. of Rte. 7 Along Battlefield Pkwy
Town of Leesburg, Virginia
State Project No.: 0007-253-009, P101, R201, C501, B601
Federal Project No.: STP-5A01(704)
Contract ID Number: C00106573DB101

To Whom It May Concern:

We have been advised that Archer Western Construction, LLC is submitting a Statement of Qualifications in response to the Request for Qualifications for the above mentioned project. Travelers Casualty and Surety Company of America is pleased to recommend Archer Western Construction, LLC as a professional, well-financed construction company.

As surety for Archer Western Construction, LLC, Travelers Casualty and Surety Company of America, with A.M. Best Financial Strength Rating A++ and Financial Size Category XV, is capable of obtaining 100% labor and materials payment bond based on the current estimated contract value of approximately $42,000,000, 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 Archer Western Construction, LLC be the successful bidder and enter into a contract for this Project. All issuance of bonds is subject to the review and approval of all contract terms, conditions and bond forms.

Should you have any questions, or need additional information, please feel free to contact me.

Yours truly,
Travelers Casualty and Surety Company of America

By: Patricia Collins, Attorney-in-Fact

(Seal)
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint Patricia Collins of Chicago, Illinois, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 3rd day of February, 2017.

State of Connecticut
City of Hartford ss.

By: ____________________________

Robert L. Raney, Seflor Vice President

On this the 3rd day of February, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021

[Seal]

Marie C. Tetreault, Notary Public

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

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

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

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

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

I, Kevin E. Hughes, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 2nd day of January, 2018

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3680.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

SCC and DPOR Information Tables
ATTACHMENT 3.2.10

State Project No. 0007-253-009

SCC and DPOR Information

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Archer Western</td>
<td>T0437006</td>
<td>Foreign Limited Liability Company</td>
<td>Active</td>
<td>929 W. Adams St. Chicago, IL 60607</td>
<td>Class A Contractor</td>
<td>2705141795</td>
<td>07/31/2019</td>
</tr>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>14555 Avion Parkway, Suite 150 Chantilly, VA 20151</td>
<td>ENG</td>
<td>0411000586</td>
<td>02/28/2018</td>
</tr>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>100 Gateway Centre Parkway, Suite 200 Richmond, VA 23235</td>
<td>ENG LS</td>
<td>0411000587</td>
<td>02/28/2018</td>
</tr>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>800 King Farm Boulevard, 4th Floor Rockville, MD 20850</td>
<td>ENG LS</td>
<td>0407003077</td>
<td>12/31/2019</td>
</tr>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>1520 Breezeport Way, Suite 500 Suffolk, VA 23435</td>
<td>ENG</td>
<td>0411000693</td>
<td>02/28/2018</td>
</tr>
<tr>
<td>Bowman Consulting Group, Ltd</td>
<td>0448198-2</td>
<td>Corporation</td>
<td>Active</td>
<td>650A Nelms Cir. Fredericksburg, VA 22406</td>
<td>ENG LS</td>
<td>0411000421</td>
<td>02/28/2018</td>
</tr>
<tr>
<td>Bowman Consulting Group, Ltd</td>
<td>0448198-2</td>
<td>Corporation</td>
<td>Active</td>
<td>3951 Westerre Parkway, Suite 150 Richmond, VA 23233</td>
<td>ENG LS</td>
<td>0411000610</td>
<td>02/28/2018</td>
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<tr>
<td>Creative Design Resolutions, Inc.</td>
<td>F185737-6</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>N/A</td>
<td>N/A</td>
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<td>DMY Engineering Consultants, Inc.</td>
<td>0768895-5</td>
<td>Corporation</td>
<td>Active</td>
<td>45662 Terminal Drive Suite 110 Dulles, VA 20166</td>
<td>ENG</td>
<td>0407005631</td>
<td>12/31/2019</td>
</tr>
<tr>
<td>Harris Miller Miller &amp; Hanson Inc.</td>
<td>F145185-7</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>N/A</td>
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<tr>
<td>Sharp &amp; Company, Inc.</td>
<td>F176141-2</td>
<td>Foreign Corporation</td>
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<td>N/A</td>
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<tr>
<td>T3 Design Corporation</td>
<td>0658539-2</td>
<td>Corporation</td>
<td>Active</td>
<td>10340 Democracy Lane, Suite 305 Fairfax VA 22030</td>
<td>ENG</td>
<td>0405001624</td>
<td>12/31/2019</td>
</tr>
<tr>
<td>KCI Technologies, Inc.</td>
<td>F0598690</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>6802 Paragon Place Suite 410 Richmond, VA 23230</td>
<td>ENG</td>
<td>0411000938</td>
<td>02/28/2018</td>
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</tbody>
</table>
## SCC and DPOR Information

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>Laura Michelle Mehiel</td>
<td>Chantilly, VA &amp; Baltimore, MD</td>
<td>901 Dulaney Valley Road, Suite 710 Towson, MD 21204</td>
<td>PE</td>
<td>0402034707</td>
<td>04/30/2019</td>
</tr>
<tr>
<td>KCI Technologies, Inc.</td>
<td>Rami Chehade</td>
<td>Sterling, VA</td>
<td>43065 Battery Point Place Leesburg, VA 20176</td>
<td>PE</td>
<td>0402055770</td>
<td>05/31/2018</td>
</tr>
</tbody>
</table>
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Full size SCC and DPOR supporting registration/license documentation
Archer Western Construction, LLC

**General**

SCC ID: T0437006  
Entity Type: Foreign Limited Liability Company  
Jurisdiction of Formation: IL  
Date of Formation/Registration: 6/30/2010  
Status: Active

**Principal Office**

929 W ADAMS ST  
CHICAGO IL60607

**Registered Agent/Registered Office**

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

Select an action

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

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov  
Website questions? Contact: webmaster@scc.virginia.gov
A. MORTON THOMAS & ASSOCIATES, INC.

General

SCC ID: F0494312
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 11/26/1997
Status: Active
Shares Authorized: 52000

Principal Office

800 KING FARM BOULEVARD 4TH FL
ROCKVILLE MD20850

Registered Agent/Registered Office

COGENCY GLOBAL INC.
250 BROWNS HILL COURT
MIDLOTHIAN VA 23114
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 5/2/2017

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov
BOWMAN CONSULTING GROUP, LTD.

**General**

SCC ID: 04481982  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 6/7/1995  
Status: Active  
Shares Authorized: 360000

**Principal Office**

3863 CENTERVIEW DRIVE  
SUITE 300  
CHANTILLY VA20151

**Registered Agent/Registered Office**

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

Select an action

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

Screen ID: e1000  

Need additional information? Contact sccinfo@scc.virginia.gov  
Website questions? Contact: webmaster@scc.virginia.gov  
We provide external links throughout our site.
Creative Design Resolutions, Inc.

**General**

- SCC ID: F1857376
- Entity Type: Foreign Corporation
- Jurisdiction of Formation: MD
- Date of Formation/Registration: 4/12/2011
- Status: Active
- Shares Authorized: 1000

**Principal Office**

3413 WINDOM RD
BRENTWOOD MD20722

**Registered Agent/Registered Office**

VIRGINIA PROFESSIONAL SERVICES LLC
3850 GASKINS RD STE 120
RICHMOND VA 23233
HENRICO COUNTY 143
Status: Active
Effective Date: 6/7/2011

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

- PDF (.pdf) Reader
- Excel (.xls) Viewer
- PowerPoint (.ppt) Viewer
- Word (.doc) Viewer

Build #: 1.0.0.29601
**DMY ENGINEERING CONSULTANTS INC.**

**General**

<table>
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<tr>
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<td>Entity Type</td>
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<td>Date of Formation/Registration</td>
<td>9/6/2013</td>
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<td>Status</td>
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**Principal Office**

<table>
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<tbody>
<tr>
<td>Address</td>
<td>45662 TERMINAL DRIVE SUITE 110 DULLES VA20166</td>
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</table>

**Registered Agent/Registered Office**

<table>
<thead>
<tr>
<th>Information</th>
<th>Details</th>
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<tbody>
<tr>
<td>Name</td>
<td>WEIYI MA</td>
</tr>
<tr>
<td>Address</td>
<td>45662 TERMINAL DRIVE SUITE 110 DULLES VA20166</td>
</tr>
<tr>
<td>LOUDOUN COUNTY</td>
<td>153</td>
</tr>
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<tr>
<td>Effective Date</td>
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</tr>
</tbody>
</table>

**Select an action**

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

**Screen ID:** e1000

Need additional information? Contact sccinfo@scc.virginia.gov

Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

PDF (.pdf) Reader
Excel (.xls) Viewer
PowerPoint (.ppt) Viewer
Word (.doc) Viewer

Build #: 1.0.0.29601
Harris Miller Miller & Hanson Inc.

**General**

- SCC ID: F1451857
- Entity Type: Foreign Corporation
- Jurisdiction of Formation: MA
- Date of Formation/Registration: 12/6/2000
- Status: Active
- Shares Authorized: 300000

**Principal Office**

77 SOUTH BEDFORD ST
BURLINGTON MA01803

**Registered Agent/Registered Office**

C T CORPORATION SYSTEM
4701 COX RD STE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 6/12/2015

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov
Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

PDF (.pdf) Reader  Excel (.xls) Viewer  PowerPoint (.ppt) Viewer  Word (.doc) Viewer
Build #: 1.0.0.29601
Please note: The SCC website will be unavailable Thursday, January 18, from 6 p.m. until 10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ATTENTION: SCC eFile will be unavailable beginning Saturday, January 20, at 5:45 a.m. through 3:00 p.m., for system maintenance. We apologize for the inconvenience and thank you for your patience.

SHARP & COMPANY INCORPORATED

General

SCC ID: F1761412
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 7/23/2008
Status: Active
Shares Authorized: 10000

Principal Office

794 NELSON ST
ROCKVILLE MD20850

Registered Agent/Registered Office

C T CORPORATION SYSTEM
4701 COX ROAD
SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 12/23/2016

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov. Website questions? Contact: webmaster@scc.virginia.gov.
### T3 Design Corporation

#### General

- **SCC ID:** 06585392
- **Entity Type:** Corporation
- **Jurisdiction of Formation:** VA
- **Date of Formation/Registration:** 5/18/2006
- **Status:** Active
- **Shares Authorized:** 5000

#### Principal Office

- **10340 DEMOCRACY LANE STE 305**
- **FAIRFAX VA22030**

#### Registered Agent/Registered Office

- **PATRICIA TIMBROOK**
- **10340 DEMOCRACY LANE STE 305**
- **FAIRFAX VA 22030**
- **FAIRFAX CITY (FILED IN FAIRFAX COUNTY)**
- **303**
- **Status:** Active
- **Effective Date:** 7/30/2013

---

Please note: The SCC website will be unavailable Thursday, January 18, from 6 p.m. until 10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

**ATTENTION:** SCC eFile will be unavailable beginning Saturday, January 20, at 5:45 a.m. through 3:00 p.m., for system maintenance. We apologize for the inconvenience and thank you for your patience.
**KCI Technologies, Inc.**

**General**

- SCC ID: F0598690
- Entity Type: Foreign Corporation
- Jurisdiction of Formation: DE
- Date of Formation/Registration: 12/19/1988
- Status: Active
- Shares Authorized: 1000

**Principal Office**

- 936 RIDGEBROOK RD
- SPARKS MD21152

**Registered Agent/Registered Office**

- C T CORPORATION SYSTEM
- 4701 COX ROAD
- SUITE 285
- GLEN ALLEN VA 23060
- HENRICO COUNTY 143
- Status: Active
- Effective Date: 1/4/2018

---

Please note: The SCC website will be unavailable Thursday, January 18, from 6 p.m. until 10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ATTENTION: SCC eFile will be unavailable beginning Saturday, January 20, at 5:45 a.m. through 3:00 p.m., for system maintenance. We apologize for the inconvenience and thank you for your patience.
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: LS, ENG
A MORTON THOMAS AND ASSOCIATES INC
14555 AVION PKWY STE 150
CHANTILLY, VA 20151

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

DPOR-LIC (05/2015) (DETACH HERE)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: ENG, LA

A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD, 4TH FLOOR
ROCKVILLE, MD 20850

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

DPOR-LIC (02/2017)

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-PC (02/2017)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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
1520 BREEZEPORT WAY
STE 500
SUFFOLK, VA 23435

Status can be verified at http://www.dpor.virginia.gov
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-2500

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

PROFESSIONS: LS, ENG
BOWMAN CONSULTING GROUP LTD
650A NELMS CIRCLE
FREDERICKSBURG, VA 22406

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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
BOARD FOR APHILSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000421 EXPIRES: 02-28-2018
PROFESSIONS: LS, ENG
BOWMAN CONSULTING GROUP LTD
650A NELMS CIRCLE
FREDERICKSBURG, VA 22406

Status can be verified at http://www.dpor.virginia.gov
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: ENG, LS

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

Status can be verified at http://www.dpor.virginia.gov
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSION: ENG

KCI TECHNOLOGIES INC
6802 PARAGON PLACE
SUITE 410
RICHMOND, VA 23230

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

(SIGNED) Jay W. DeBoo, Director

DPOR-LIC (05/2015)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
04-30-2019

NUMBER
0402034707

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

LAURA MICHELLE MEHIEL
901 DULANEY VALLEY ROAD
SUITE 710
TOWSON, MD 21204

Status can be verified at http://www.dpor.virginia.gov
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Key Personnel Resume Forms

in association with AMT
**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: Kevin Kegebein, Project Manager II</td>
</tr>
<tr>
<td>b. Project Assignment: Design-Build Project Manager</td>
</tr>
<tr>
<td>c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Archer Western Construction, LLC (Full Time)</td>
</tr>
<tr>
<td>d. Employment History: With this Firm 12 Years With Other Firms 7 Years</td>
</tr>
</tbody>
</table>

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

**Archer Western Construction, 2017-Present, Project Manager:** As a Project Manager, Mr. Kegebein is responsible for project administration, including project start-up, staffing, and contract negotiation with subcontractors and suppliers. He oversees maintenance of quality control systems, schedule requirements, construction of the project, cost accountability, and the establishment of management systems. It is Mr. Kegebein’s duty to ensure close coordination among all project team members, ensuring owners a successful project delivery.

**Walsh Construction Company (Archer Western Affiliate), 2006-2017, Project Manager:** See above description

**Volk, Inc, 2004-2006, Draftsmen/Project Coordinator:** Mr. Kegebein prepared wall sections, details, and floor plans for design submittals. Field work consisted of field measuring and leveling circuits, onsite supervision, and scheduling.

**Fence Masters, Inc, 2003-2004, Fence Detailing:** Mr. Kegebein created shop drawings on AutoCAD for numerous amounts of fence gates, fence sections, and latches. He also worked with different types of fence systems from ornamental to PVC.

**McCarthy Erectors/Randall Light SPO, 2000-2003, Steel Detailing:** Mr. Kegebein began studying the process of structural steel detailing with the use of AutoCAD. He created shop drawings for many small jobs including Jewel and Dominick Stores.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Purdue University, West Lafayette, Indiana / Bachelor of Science / 2004 / Construction Management

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

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

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrison/Halsted Bridge Reconstruction, Chicago, IL</td>
<td>2014</td>
<td>2016</td>
</tr>
</tbody>
</table>

**Project Role:** Project Manager

**Client/Owner:** ILDOT

With Current Firm? Yes

As **Project Manager** was the owner’s point of contact for the project and he developed and managed the project control and document control systems, coordinated contractor requests for information, and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.

This project included the reconstruction of Harrison Bridge over SB 90/94, Halsted Bridge over 290/CTA, and Retaining Wall 13 at SW Abutment of Harrison Bridge. The reconstruction of intersection at Halsted & Harrison and widening of Ramp ES. Also included is the erection of a canopy spanning the center of Halsted Bridge and integrated with the entrance to the UIC/Halsted Blue Line CTA Station.

**Similarities to Route 7 Battlefield Project:** Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>$863 M Ohio River Bridges East End Crossing DB, Louisville, KY and IN</td>
<td>2012</td>
<td>2014</td>
</tr>
</tbody>
</table>

**Project Role:** Roadway DB Project Manager

**Client/Owner:** INDOT

With Current Firm? Yes

As **Roadway DB Project Manager** Mr. Kegebein was responsible for the roadway design and construction and exercised control of the design, construction, quality management, safety and environmental compliance, contract administration, procuring and furnishing all materials, equipment, services and labor in a timely manner. Mr. Kegebein answered questions/inquiries relevant to the Project, from stakeholders, citizens, elected officials, etc. He also coordinated the required public outreach and public meetings, as well as attended all project team progress meetings. This Design, Build, Finance, Operate, and Maintain project is the extension of I-265 from Utica, IN to I-71 in Prospect, KY. The project includes construction of a new cable stay bridge over the Ohio River and 600 meter twin bore tunnel under the Drumanard Estate in Kentucky, two major steel bridges in Kentucky, and other roadwork.

**Similarities to Route 7 Battlefield Project:** Integrated DB Management, Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Geotechnical Solutions, Roadway & Storm Drainage

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>$58 M U.S. 65/60 Interchange Ramp Replacement, Springfield, Missouri</td>
<td>2009</td>
<td>2012</td>
</tr>
</tbody>
</table>

**Project Role:** Project Manager

**Client/Owner:** MoDOT

With Current Firm? Yes

As **Project Manager** Mr. Kegebein was the owner’s point of contact for the project and he developed and managed the project control and document control systems, coordinated contractor requests for information, and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.

The complex, $57 million-plus project includes replacing two cloverleaf loop ramps with directional "flyover" ramps. Bridges will be built on US 60 over the railroad tracks just west of US 65. This project also consists of building four bridges over BNSF railroad tracks (two bridges as part of “flyover” ramps and two bridges carrying U.S. 60 traffic), replacing the northbound U.S. 65 bridge over U.S. 60 and rebuilding southbound U.S. 60 bridge over U.S. 60, and replacing westbound U.S. 60 bridge over Lake Springfield and widening eastbound U.S. 60 bridge over Lake Springfield.

**Similarities to Route 7 Battlefield Project:** Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage

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

### a. Name & Title:
**Anthony Tundo, Assistant project Manager II**

### b. Project Assignment:
**Construction Manager**

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

### d. Employment History:
**Archer Western Construction, 2014 – Present, Assistant Project Manager** - Mr. Tundo supervises on-site teams and manages daily field operations. This includes management of project timelines, development of progress reports for owner meetings, and coordination/supervision of contractors. Other duties include managing bid solicitation, contract drafting, buyouts, shop drawing review and submittal review, cost estimating, plan distribution, project pay requests, and change order/purchase order drafting. The Assistant Project Manager also monitors materials and equipment installed by contractors, enforces quality control, and ensures compliance with safety standards and contract requirements.

**Contour Construction, 2012- 2014, Project Manager/Estimator** - Review foreman’s reports and enter reports into project management software for cost tracking. Review 2 week schedules with superintendents; while addressing equipment and labor needs. Create and update project schedules. Submit AIA payment applications to project owners or prime contractor. Perform takeoffs using EarthWorks Pro and On-Screen Takeoff. Create takeoff spreadsheets for repeated calculations. Solicit and organize subcontractor quotes. Create project estimates using Estimating Link.

**R.B. Robinson Contracting Inc., 2011- 2012, Field and Office Engineer** - Reviewed and verified timesheets submitted by site foreman. Built 3D GPS models, created localization files, and installed supporting files into GPS rover and grade control equipment. Managed daily schedule of equipment, truck, and labor needs. Created takeoffs and estimates using InSite and Heavy Bid software. Tracked and summarized change orders for invoicing. Managed the initial use of mobile time recording. Scheduled delivery of materials.

**Barrett Paving Materials Inc., 2009 – 2011, Project Engineer Intern**

**NY State Dept. of Transportation, 2008 –2009, Transportation Construction Inspector**

### e. Education:
- **Cornell University – Ithaca, NY – 2011 - BS Civil & Environmental Engineering**
- **Morrisville State College – Morrisville, NY – 2008 – Associates Degree Engineering Science**

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

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

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
<table>
<thead>
<tr>
<th>Project Name: $39M Jones Branch Connector over I-495</th>
<th>Start Date: 2016</th>
<th>End Date: 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tysons, VA,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Role: Construction Manager</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client/Owner: VDOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With Current Firm?: Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

As **Construction Manager** Mr. Tundo developed and managed the project control and document control systems, coordinated contractor requests for information, and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.

The project involved a new four-lane road and bridge constructed from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to the I-495 Express Lanes, and Scotts Crossing Road.

**Similarities to Route 7 Battlefield Project:** Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage

<table>
<thead>
<tr>
<th>Project Name: $70 M I-395 HOV Ramp at Seminary RD &amp; NB Auxiliary Lane Extension, Alexandria, VA</th>
<th>Start Date: 2014</th>
<th>End Date: 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Role: Construction Manager</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client/Owner: VDOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With Current Firm?: Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

As **Construction Manager** responsible for establishing and managing the RFI process, creating work plans for self-perform crews, performing quantity takeoff for purchase orders and subcontracts, created and managed the project schedule, assisted DBPM in financial forecast and updating cost reports. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.

This design-build project included constructing a new I-395 HOV Ramp to the existing Seminary Rd Bridge, replacing the superstructure of the Seminary Rd Bridge, constructing a new pedestrian bridge, widening and rehabilitating the Sanger Ave Bridge, widening the I-395NB General Purpose Lanes, widening the Seminary Rd Off-Ramp, and widening the Duke St On-Ramp. In addition to the pedestrian bridge, major features of work include new steel beams and deck for the Seminary Rd Bridge, new Bulb-T beam and deck for HOV Ramp, four sound walls, MSE wall, concrete bearing piles, micropiles, and asphalt paving.

**Similarities to Route 7 Battlefield Project:** Integrated DB Management, Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage

<table>
<thead>
<tr>
<th>Project Name: $26 M Ithaca Collegetown Terrace</th>
<th>Start Date: 2013</th>
<th>End Date: 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ithaca, NY,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Role: Civil Supt./Construction Manager</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client/Owner: Private Owner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With Current Firm?: no</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

As the Civil Superintendent/Construction Manager Mr. Tundo’s specific responsibilities included creating and managing the project schedule, managing subcontractor and self-perform crews, reported production quantities, material quantities, manhours and equipment hours in daily reports. Other responsibilities included conducting change-order reviews, claims avoidance, utility coordination, and applying health and safety plans:

The project involved construction of a two apartment buildings totaling over 240 units. Scope of worked included building foundation excavation & backfill, waterline, sanitary sewer, and storm water sewer, asphalt paving, and temporary retaining wall.

**Similarities to Route 7 Battlefield Project:** Retaining walls, Utility Relocations, Environmental Aspects, Geotechnical Solutions, Roadway & Storm Drainage

---

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

Mr. Tundo is currently assigned to our VDOT Jones Branch Project, until April 2018.
# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

**Brief Resume of Key Personnel anticipated for the Project.**

| a. Name & Title: | Laura Mehiel, PE  
Associate |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>Design Manager</td>
</tr>
<tr>
<td>c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time):</td>
<td>A. Morton Thomas and Associates, Inc. (Full Time)</td>
</tr>
</tbody>
</table>
| d. Years experience: With this Firm 6 Years  
With Other Firms 25 Years |  
Please list chronologically (most recent first) your employment history, position, general responsibilities and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): |
| Associate | A. Morton Thomas and Associates, Inc……..………………………………………………………………………………………………………………………………………………2011 - Present  
Senior Project Manager and Associate in Charge of mega projects and innovative delivery projects. Oversees highway development/design teams for transportation projects throughout the Commonwealth of Virginia, including design QC responsibilities. DPM for design-build and other innovative contracting techniques.  
Senior Project Manager / Operations Manager | HNTB Corporation………………………………………………………………………………………………………………………………………………………………………………1998 – 2011  
Senior Project Manager who oversaw highway development/design teams for transportation projects including design/build throughout VA, MD, and DC, including QC role. Engineer in Charge of the Columbia, MD office, supervising a staff of highway, hydraulics, traffic, and construction professionals. Held operational, business development, and technical oversight roles. |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: | University of Delaware, Newark Delaware / BCE / 1986 / Civil Engineering |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: | 1992………..Virginia………………………………………………………………………………………………………………………………………………………………………………Professional Engineer #34707  
Also registered in DC, DE, MD, NC, PA, TN |
| g. Document the extent and depth of your experience and qualifications relevant to the Project.  
1. Note your role, responsibility and specific job duties for each project, not those of the firm.  
2. Note whether experience is with current firm or with other firm.  
3. Provide beginning and end dates for each assignment; projects older than fifteen (15) years will not be considered for evaluation. |

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

| Project Name: | Design-Build Route 1 at Fort Belvoir  
Fairfax County, VA |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role:</td>
<td>Design Manager</td>
</tr>
<tr>
<td>Client/Owner:</td>
<td>FHWA – Eastern Federal Lands/VDOT</td>
</tr>
<tr>
<td>Start Date:</td>
<td>2013</td>
</tr>
<tr>
<td>End Date:</td>
<td>2017</td>
</tr>
<tr>
<td>With Current Firm?:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Design Manager** responsible for managing a multi-disciplinary team for widening/new alignment of 3.6 miles of US Route 1 from 4 lanes undivided to a 6 lane divided facility. The $82M project includes roadway widening/new alignment, safety and capacity improvements, bridges and culverts, new trail and sidewalk, retaining walls, and pile-stabilized slopes. Two intersections of the project carry on average more than 62,000 vehicles per day during construction, requiring well planned maintenance of traffic design to keep traffic safely moving through the work zone.
Ms. Mehiel and her team designed the project in 3 stages with 7 sub-phases, generally by widening to the west, shifting traffic to the new pavement, then completing the reconstruction of the existing lanes to serve as northbound. Extensive temporary drainage measures were required to carry storm flows across the existing roadway while carrying traffic. Ms. Mehiel managed all design including geometric alignments, intersection improvements, traffic analysis, bridge and wall design, MOT plans/TMP, drainage and SWM design, wetland/stream permits, topographic and utility surveys, geotechnical explorations, and Erosion and Sediment Control. She organized and ran two design public hearings and conducted stakeholder design workshops, and four Pardon Our Dust meetings. A total of 24 separate “release for construction packages” were prepared, including two advance grading packages to initiate grading early and to facilitate utility relocations. She managed environmental permits including wetland/stream impacts, floodplain model of the new bridge crossing, and on-site reforestation for tree impacts. Her efforts helped facilitate schedule, by obtaining wetland permits within 7-months, and by negotiating to remove time-of-year restrictions for 5 Waters of the U.S. and to allow sand bag diversions in 4 others. She also managed the right of way acquisition process, with her direct team preparing all Right of Way Plans, and her subconsultant providing appraisals, negotiations, COT’s and relocations. Ms. Mehiel was responsible for Design Quality Control compliance. She has been involved in the construction phase, providing design support such as refined MOT sequencing, shop drawing reviews, RFI’s, and partnering.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Role</th>
<th>Client/Owner</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southgate Drive / US 460 Bypass Interchange Blacksburg, VA</td>
<td>Design Project Manager</td>
<td>Virginia Department of Transportation</td>
<td>2012</td>
<td>2014</td>
</tr>
<tr>
<td>Design-Build I-495 HOT (Express) Lanes Fairfax County, VA</td>
<td>Area 1 Design Manager</td>
<td>Fluor-Lane / VDOT</td>
<td>2007</td>
<td>2010</td>
</tr>
</tbody>
</table>

This billion dollar “mega project” on the Virginia portion of I-495 in Northern Virginia was divided into four (4) separate Design-Build segments, with separate Design Managers and teams handling each. Area 1 was from south of Braddock Road to north of US 50, containing four (4) interchange over nearly five miles of interstate roadway. As Area 1 Design Manager, Laura managed the design for the Area 1 project limits, entailing $270M construction value, and supervised the D/B team’s design of I-495 mainline widening and four interchanges. She oversaw design production of over fifty staff and subconsultants in producing 55 design packages for grading/drainage, erosion control, final grading/roadway, noise and retaining walls, 13 bridges, utility relocations, and ROW plans, 80% of which was completed in a 10 month period. Ms. Mehiel ensured QC procedures were followed. She worked closely with the Contractor and GEC reviewers daily by use of over-the-shoulder reviews, comment resolution meetings, and discipline-specific design sessions to maintain production schedule. Ms. Mehiel and her team prepared a complex MOT staging plan for interchange ramp reconstruction, which required traffic modeling for each phase. Her design provided retaining walls to mitigate impacts to Accotink Creek, and outfall improvements at degraded outfalls throughout Wakefield Park meeting channel protection requirements (following MS-19 requirements). Wetland and stream permits were obtained for unavoidable environmental impacts. Ms. Mehiel assisted with extensive utility coordination and right of way plans.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A
**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

<table>
<thead>
<tr>
<th>a. Name &amp; Title:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Bennett</td>
</tr>
<tr>
<td>Director of Right-of-Way and Utility Coordination Services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>b. Project Assignment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Utility Coordination Manager</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bowman Consulting (Full Time)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>d. Years experience: With this Firm 3 Year With Other Firms 49 Years</th>
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</thead>
<tbody>
<tr>
<td>Please list chronologically (most recent first) your employment history, position, general responsibilities and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Director of Right-of-Way and Utility Coordination Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bowman Consulting .................................................. 2014 - Present</td>
</tr>
<tr>
<td>Richard currently manages right-of-way acquisition efforts, relocation consulting, utility coordination and railroad coordination. He has extensive knowledge in federal and state laws, rules, regulations and procedures regarding right of way acquisition, relocation assistance, utility relocations, and accommodation.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Director of Right-of-Way and Utilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia Department of Transportation .................................................. 2008 – 2014</td>
</tr>
<tr>
<td>Richard oversaw statewide right-of-way, utility relocation, and railroads throughout Virginia for the Virginia Department of Transportation. He managed and directed a staff of approximately 160 specialists and was responsible for project delivery of these specific programs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project and Branch Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenhorn &amp; O’Mara, Inc. .................................................. 1999 – 2008</td>
</tr>
<tr>
<td>Richard’s primary responsibility was to oversee right-of-way acquisitions, utility relocation coordination, and construction engineering services for transportation projects. He managed and directed a staff of approximately 50 specialists. Richard also provided services on major and locally administered projects.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Dominion University</td>
</tr>
<tr>
<td>Virginia Commonwealth University</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>g. Document the extent and depth of your experience and qualifications relevant to the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Note your role, responsibility and specific job duties for each project, not those of the firm.</td>
</tr>
<tr>
<td>2. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>3. Provide beginning and end dates for each assignment; projects older than fifteen (15) years will not be considered for evaluation.</td>
</tr>
</tbody>
</table>

(List **ONLY** three (3) relevant projects* for which you have performed similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)
<table>
<thead>
<tr>
<th>Project Name: VDOT Route 495 Capital Beltway Hot Lanes (I-95 to Dulles Access Road), Fairfax County, VA</th>
<th>Start Date: 2004</th>
<th>End Date: 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role: Lead Utility Project Manager</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client/Owner: Virginia Department of Transportation</td>
<td>With Current Firm?: No</td>
<td></td>
</tr>
</tbody>
</table>

**Lead Utility Project Manager** for this 14-mile interstate widening project which included the addition of HOT lanes in the median of I-495. The $1.2-billion project included the reconstruction of seven interchanges and the accompanying crossroads. The Utility Team coordinated the utility relocations with each project, which included an interchange, and for the multiple construction phases developed by the design-build contractor. The affected utilities included both electrical distribution and transmission facilities, gas distribution facilities, multiple telecommunication and cable companies’ facilities and water and sanitary sewer facilities owned by the Authority, City and County. Mr. Bennett and his Team verified utilities affected by the project, suggested design changes to minimize conflicts, determined relocation concepts, determined cost responsibilities, conducted a UFI, coordinated utility designs, reviewed and authorized utility relocation construction, monitored the utility relocation construction and process billings.

<table>
<thead>
<tr>
<th>Project Name: VDOT Route 95 and Route 1 Interchange, City of Alexandria and Fairfax County, VA</th>
<th>Start Date: 2000</th>
<th>End Date: 2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role: Lead Utility Project Manager</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client/Owner: Virginia Department of Transportation</td>
<td>With Current Firm?: No</td>
<td></td>
</tr>
</tbody>
</table>

**Lead Utility Project Manager** for this 1.7-mile interstate widening project which included a multi-directional interchange and the widening of over 1/2-mile Route 1 which is a major urban thoroughfare. The Utility Team coordinated the utility relocations with the multi-phase road and bridge construction contracts. The affected utilities included both electrical distribution and transmission facilities, gas distribution facilities, telecommunication and cable facilities and water and sanitary sewer facilities owned by the Authority, City and County. Mr. Bennett and his Team determined potential utility conflicts and suggested design changes to minimize conflicts, determined relocation concepts, determined cost responsibilities, conducted a UFI, coordinated utility designs with the utility companies, reviewed and authorized utility relocation construction and monitored the utility relocation construction. The Team also designed relocation plans for the underground relocation of over 1 mile of electrical distribution system which was built by the Highway Contractor. With a project value of $285 million, utility relocations costs were in excess of $20 million.

<table>
<thead>
<tr>
<th>Project Name: VDOT Jamestown Road Widening at the Intersection of Route 199, City of Williamsburg, VA</th>
<th>Start Date: 2003</th>
<th>End Date: 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role: Area 1 Design Manager</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client/Owner: Fluor-Lane / VDOT</td>
<td>With Current Firm?: No</td>
<td></td>
</tr>
</tbody>
</table>

**Utility Project Manager** for this $7 million project widening of Jamestown Road and improving its signalized intersection with Route 199. The Utility Team coordinated the utility relocations with the design-build contractor’s operations. The affected utilities included electrical distribution, telecommunication and cable facilities and water and sanitary sewer facilities owned by the City. The Utility Coordination Team verified utilities affected by the project, determined relocation concepts, determined cost responsibilities, conducted a UFI, coordinated utility designs, reviewed and authorized utility relocation construction, monitored the utility relocation construction and process billings. The Team also designed plans for the adjustment/relocation of the City’s water and sanitary sewer facilities.

**h.** For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.  **N/A**
ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Rami Chehade, PE, CCM

b. Project Assignment: Quality Assurance Manager

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

d. Employment History: With this Firm 1.5 Years With Other Firms 11.5 Years
Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):


October 2015 to July 2016: Institute for Building Technology & Safety, Ashburn, VA - Compliance & Quality Manager. General Responsibilities: Responsible for managing several projects, such as: Construction Code Compliance and quality control Inspections of Metro Silver Line Extension Phase 2, Packages A & B, schools, and other type of buildings, and for Plan Review of similar structures.


e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Pennsylvania State University, University Park, PA. Masters Civil Engineering 2005 (Construction Engineering & Management)
American University of Beirut, Beirut, Lebanon, Bachelors of Engineering 2003 (Civil & Environmental)

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
VA Professional Civil Engineer 05/03/2016. License # 0402055770
DC Professional Civil Engineer 05/29/2013. License # 907224
LA Professional Civil Engineer 06/02/2016. License # 40836
Certified Construction Manager, CCM, 2015, CMCI ID # 6085

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

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

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
<table>
<thead>
<tr>
<th>Project Name:</th>
<th>Military Highway Continuous Flow Intersection – Norfolk, Virginia</th>
<th>Start Date:</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role:</td>
<td>Quality Assurance Manager</td>
<td>End Date:</td>
<td>2018</td>
</tr>
<tr>
<td>Client/Owner:</td>
<td>VDOT</td>
<td>With Current Firm?: Yes</td>
<td></td>
</tr>
</tbody>
</table>

As **Quality Assurance Manager** Mr. Chehade’s duties include the coordination and performance of QA inspections and testing of work elements and construction materials, review and tracking QA and QC inspections, material quantities and certifications, and maintaining the project Materials Notebook. Mr. Chehade provides review and approval of Contractor pay requests to confirm work and materials are in conformance with contract requirements. He is responsible for issuing “non-conformance reports” for any non-compliant work observed and the overall maintenance and organization of the project’s QA and QC documentation for delivery to VDOT during project closeout.

This Design-Build 1.58-mile divided roadway project includes the installation of Continuous Flow Intersection (CFI) elements along US-13. Project elements include the realignment, widening (from six to ten lanes) and resurfacing of Military Highway to accommodate the CFIs, a new box culvert at stream crossing, surcharging and settlement monitoring, signalized intersections with ITS devices, utility relocation from above to below-grade, permanent stormwater management features (basins, wet ponds), sidewalks and noise walls.

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>US Route-1 Widening Fort Belvoir, Virginia</th>
<th>Start Date:</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role:</td>
<td>Quality Assurance Manager</td>
<td>End Date:</td>
<td>2017</td>
</tr>
<tr>
<td>Client/Owner:</td>
<td>VDOT</td>
<td>With Current Firm?: Yes</td>
<td></td>
</tr>
</tbody>
</table>

As **Quality Assurance Manager** Mr. Chehade oversees Quality Assurance inspection and testing services in accordance with both FHWA and VDOT specifications for all work elements, including traffic control, environmental controls, layout, construction methods, and materials. This includes the review and recommendation to accept or reject daily work reports by the Contractor, inspection of the Contractor’s QC procedures and verifying procedures are in conformance with the Quality Control Plan. Mr. Chehade is responsible for staff performing and documenting daily activities, including as-built drawings, daily diary and Inspector’s Daily Reports (IDRs). CEI duties also include informing the Client of possible constructive changes and recommending technical solutions; performing independent estimates, precondition surveys, material submittal and testing procedures reviews as well as measuring material quantities used and updating the project Material Register.

This $85M design-build project included the widening—from four to six lanes—3.5 miles of U.S. Route 1 from Telegraph Road north to Mount Vernon Memorial Highway; a multi-use trail, pedestrian sidewalk, on-road bicycle accommodations, sound walls, drainage and utility improvements. Retaining walls were required at several locations to accommodate grade changes and reduce excavation. An approximately 170-foot bridge replaced an existing 75-foot bridge over the Accotink Creek. The multi-span bridge will be supported on driven H-piles with pre-cast concrete girders and a cast-in-place concrete deck. The project’s storm-water management system was designed using VDOT’s MS4 water quality requirements and includes use of bio-filtration and bio-retention methods and the conversion of multiple storm-water management ponds into permanent wetlands. Other features include a box-culvert used as a wildlife crossing and a triple-culvert structure.

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>I-564 Intermodal Connector Norfolk VA</th>
<th>Start Date:</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role:</td>
<td>Quality Assurance Manager</td>
<td>End Date:</td>
<td>2018</td>
</tr>
<tr>
<td>Client/Owner:</td>
<td>FHWA - EFL</td>
<td>With Current Firm?: Yes</td>
<td></td>
</tr>
</tbody>
</table>

As **Quality Assurance Manager** Mr. Chehade oversees Quality Assurance inspection and testing services in accordance with FHWA and VDOT specifications for all work elements, including traffic control, environmental controls, layout, construction methods, and materials. This includes the review and recommendation to accept or reject daily work reports by the Contractor, inspection of the Contractor’s QC procedures and verifying procedures are in conformance with the Quality Control Plan. Mr. Chehade is responsible for staff performing and documenting daily activities, including as-built drawings, daily diary and Inspector’s Daily Reports (IDRs).

This $120M Design Build, project include four travel lanes separated by a grass median, the realignment of I-564 for future crossings under the Elizabeth River, the redirection of truck traffic from Hampton Boulevard to the ports, and the installation of variable message signs and traffic cameras. The project consists roughly of 5 concrete bridges and 2.82 miles of new four lane limited access highway and a reconfigured commercial vehicle inspection station for Naval Station Norfolk.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A
VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Work History Forms

in association with AMT
I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. The project scope includes the construction of a new four-lane road and bridge will be constructed from the I-495 Express Lanes, and Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to Tysons, Virginia.

Project Narrative:
This project involves a new four-lane road and bridge will be constructed from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to Tysons, Virginia. The project scope includes the following:

- 3 EA bridges (B627, B628, B629) to construct/widen to accept two lanes of traffic each direction with bike lanes and median
- Widen Scott Crossing Rd to accept two lanes of traffic each direction with bike lanes and median
- MSE Walls, Noisewalls, Retaining Walls
- ITS/Electrical work including signals, underbridge lighting, DMS signs, incorporating 495 Express Lanes
- Underground utilities (electrical, watermain, fiber optic, gas, drainage)

Firm’s Role:
Archer Western is the prime contractor for the VDOT Jones Branch Connector over I-495 project.

Finishing Projects on Time or early:
This challenging road and bridge widening project has two early completion incentives. One is for an interim milestone and the other is for substantial completion.

Use of Innovative solutions and techniques:
Archer Western designed complex support of excavation systems in order to support adjacent bridge structures while the excavation for the new structures was taking place. In addition, AWC developed meticulous work plans for the installation of these systems which are in close proximity to the heavily traveled Capital Beltway.

Previous Design-Build Experience:
While this project was delivered using the traditional design-bid-build delivery method, AWC worked with a third party MOT designer to optimize the MOT plans to provide a larger and safer work area. AWC has also submitted several VECPs to VDOT on the project.

Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:
Archer Western identified a MOT phasing alternative to provide additional work space and reduce the number of MOT phases. Archer Western contracted T3 Design to collect traffic data, run traffic models, draw new plan sheets, and provide 2070 signal timing sheets. The revised TTCP has been implicated into the project and is working as designed.

Public Relations:
VDOT and AWC have held several public outreach meetings. AWC has held meetings at the Gates of McLean community to update the residents on the project, and inform them of potential impacts on their community during construction.

DBE Program Commitments:
A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC is currently meeting the 12% goal.

Project Narrative:
This project involves a new four-lane road and bridge will be constructed from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to Tysons, Virginia. The project scope includes the following:

- 3 EA bridges (B627, B628, B629) to construct/widen to accept two lanes of traffic each direction with bike lanes and median
- Widen Scott Crossing Rd to accept two lanes of traffic each direction with bike lanes and median
- MSE Walls, Noisewalls, Retaining Walls
- ITS/Electrical work including signals, underbridge lighting, DMS signs, incorporating 495 Express Lanes
- Underground utilities (electrical, watermain, fiber optic, gas, drainage)
The project also included an extensive construction engineering effort for superstructure demolition/erection plans, and three approved VECPs. Shop drawings, temporary falsework, pier reconstruction, superstructure corresponding lane closures or traffic detours on underlying City of Richmond streets. Approximately 200 nights of superstructure replacement in a two-year period, with because I-95/I-64 in Richmond was reduced to one lane in each direction for work is focused on the rehabilitation of existing substructure elements, although it Bridge work is primarily superstructure work that included nightly bridge deck/beam removal and immediate replacement with precast composite deck sections. Substructure work is focused on the rehabilitation of existing substructure elements, although it includes the construction of new substructure and retaining walls, as required for the widening of four bridges. Maintenance-of-traffic (MOT) requirements were extensive, because I-95/1-64 in Richmond was reduced to one lane in each direction for approximately 200 nights of superstructure replacement in a two-year period, with corresponding lane closures or traffic detours on underlying City of Richmond streets. The project also included an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECPs.

<table>
<thead>
<tr>
<th>Firm’s Role: Archer Western was the prime contractor for the VDOT I-95 Richmond Bridges replacement project.</th>
<th>Finishing Projects on Time or early: This challenging bridge replacement and reconstruction project was completed 3 months ahead of schedule and earned a $3,000,000 “NO EXCUSES” early completion bonus.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of Innovative solutions and techniques: While the use of Accelerated Bridge Construction (ABC) Techniques was used on a previous VDOT project, additional innovations were included on this project including: Match-casting the pre-constructed composite bridge units assured the quality of the finished product Enhancing the accuracy of the As-Built Survey by utilizing Laser Scanning technology Utilized “Live Load” shoring to replace the existing pier caps allowing the existing bridges to remain in operation</td>
<td>Previous Design-Build Experience: While this project was delivered using the traditional design-bid-build delivery method, the design of the precast bridge units and the erection schemes for each bridge were accomplished using design build with the construction engineer contracted to AWC. Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: Lane closures and detours were restricted to nights and weekends with monetary penalties involved if the lanes were not reopened by the specified time. The use of Accelerated Bridge Construction Techniques (precast bridges) reduced bridge replacements from several weeks to days.</td>
</tr>
</tbody>
</table>

**Project Narrative:** This project consisted of the rehabilitation of 20 interstate bridges on I-95 in Richmond, Virginia, including 2 miles of shoulder widening and the extension of acceleration lanes. Bridge work is primarily superstructure work that included nightly bridge deck/beam removal and immediate replacement with precast composite deck sections. Substructure work is focused on the rehabilitation of existing substructure elements, although it includes the construction of new substructure and retaining walls, as required for the widening of four bridges. Maintenance-of-traffic (MOT) requirements were extensive, because I-95/1-64 in Richmond was reduced to one lane in each direction for approximately 200 nights of superstructure replacement in a two-year period, with corresponding lane closures or traffic detours on underlying City of Richmond streets. The project also included an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECPs.

**Public Relations:** VDOT led an exhaustive public information program with AWC support to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included 1-on-1 meetings with businesses, community open houses, and a website with interactive maps and details.

**DBE Program Commitments:** A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC exceeded the 5% goal and achieved 8.9%.

**Risk Mitigation:** AWC experienced mitigating the same three critical risks identified earlier in the SOQ. Specific mitigation strategies are described below:

- **Schedule Risks caused by ROW Acquisition – All ROW was acquired prior to VDOT procuring the contract. AWC was not responsible for ROW acquisition.**
- **MOT/Workzone Safety – A detailed TMP was implemented, dedicated MOT supervisor was onsite during all closures, VDOT standard devices were installed in accordance with the TMP.**
- **Utility Coordination/Relocation – AWC worked closely with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur.**

**Similar Scope Elements**
- Highway construction and widening
- Bridge construction
- Retaining wall construction
- Multi-phase MOT
- Similar construction techniques (concrete girder bridges, concrete pavement, asphalt pavement)
- Urban project with high traffic volumes

**DBE Performance:**
- Goal 5% / Actual 8.9%

**ATTACHMENT 3.4.1(a) LEAD CONTRACTOR - WORK HISTORY FORM (LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>VDOT I-95 Richmond Bridges Richmond, Virginia</td>
<td>AECOM (Formerly URS Corporation)</td>
<td>Name of Client/ Owner: VDOT Project Manager: Scott Fisher Phone: (804) 674-2452 Email: <a href="mailto:scott.fisher@VDOT.Virginia.gov">scott.fisher@VDOT.Virginia.gov</a></td>
<td>10/24/2014</td>
<td>10/16/2014</td>
<td>$67,958</td>
<td>$73,537 (due to Owner directed changes &amp; bonus payment)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$51,476</td>
</tr>
</tbody>
</table>

*Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror’s firm.*
### Project Narrative:
This design-build project includes constructing a new 1-395 HOV Ramp to the existing Seminary Road Bridge, replacing the superstructure of the Seminary Road Bridge, constructing a new pedestrian bridge, widening and rehabilitating the Sanger Ave Bridge, widening the I-395 Northbound General Purpose Lanes, widening the Seminary Road off-ramp, and widening the Duke St on-ramp. In addition to the pedestrian bridge, major features of work include new steel beams and deck for the Seminary Road Bridge, new Bulb-T beam and deck for the HOV Ramp, four sound walls, MSE wall, concrete piles, microtubes, and asphalt paving.

### Use of Innovative solutions and techniques:
While the design solutions and construction techniques on this project have been used on previous VDOT projects, additional innovations on this project included:
- Use of lightweight reinforced concrete deck on the existing Seminary Road bridge to ensure the portions of the existing structure that remained were not overloaded.
- The connection of the new HOV ramp structure to the existing Seminary Road bridge structure involved a rigid connection to the web of the steel beam. Additional design and QC procedures were used to verify the connection would be stable and functional.
- The new pedestrian overpass was value engineered post award to a concrete girder and deck structure simplifying construction and minimizing impacts to traffic.

### Previous Design-Build Experience:
This project was delivered using the design-build delivery method.

### Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:
Lane closures and detours were restricted to nights and weekends with monetary penalties involved if the lanes were not reopened by the specified time. The new auxiliary lane along I-395 was scheduled and completed prior to the start of construction of the new HOV ramp and Seminary Road bridge rehabilitation adding capacity to I-395 through the construction zone.

### Public Relations:
VDOT led an exhaustive public information program with AWC support to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included 1-on-1 meetings with businesses, community open houses, and a website with interactive maps and details.

### DBE Program Commitments:
A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC exceeded the 20% goal and achieved 24.5%.

### Risk Mitigation:
AWC experienced mitigating the same three critical risks identified earlier in the SOQ. Specific mitigation strategies are described below:
- Schedule Risks caused by ROW Acquisition – AWC began the ROW acquisition services early in the design phase once critical parcels were identified.
- MOT/Workzone Safety – A detailed TMP was implemented, dedicated MOT supervisor was onsite during all closures, closures and detours were restricted to nights and weekends.
- Utility Coordination/Relocation – AWC implemented a robust SUE program to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur.

---

### LEAD CONTRACTOR - WORK HISTORY FORM (LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
</table>
| 1-395 HOV Ramp at Seminary Rd. & NB Aux Lane Ext. Alexandria, Virginia | Parsons | Name of Client/Owner: VDOT  
  Project Manager: Arif Rahman, PE  
  Phone: 703-259-1940  
  Email: MD.rahman@VDOT.virginia.gov | 12/2015 | 5/2016 | $55,448 | $70,250 (due to Owner directed changes) |
|                           |                    |                    |                               |                               |                               | $57,755                               |
a. Project Name & Location

<table>
<thead>
<tr>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</td>
</tr>
<tr>
<td>d. Construction Contract Start Date</td>
</tr>
<tr>
<td>e. Construction Contract Completion Date (Actual or Estimated)</td>
</tr>
<tr>
<td>f. Contract Value (in thousands)</td>
</tr>
<tr>
<td>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</td>
</tr>
</tbody>
</table>

| Name: | MD 4 / Suitland Parkway Interchange | Name: | Joseph B. Fay Co., Inc. | Name of Client: | Maryland DOT - SHA | Phone: | 410-545-0300 | Project Manager: | Moreshwar Kulkari | Phone: | 410-545-8845 | Email: | mkskulkarni@sha.state.md.us |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location: | Prince George’s County, MD | Project: | Utility Coordination and Relocations |
| Project Narrative: | As part of a corridor improvement plan for MD 4, AMT prepared final design and bid documents for a new grade separated interchange at MD 4 and Suitland Parkway, and all associated roadway improvements. AMT provided concept planning, preliminary and final design, and construction phase services. The project includes new interchange ramps; MD 4 mainline realignment to create a grade separation; roadway reconstruction and widening; new frontage roads; retaining walls; multi-use trail; intersection improvements; utility corridor and reconstruction of a historic stone bridge. The AMT team developed multiple interchange configuration alternatives using an inclusive stakeholder process, resulting in the selection of a diamond interchange with a directional flyover ramp. Key stakeholders in the planning and design included the National Park Service (NPS), FHWA-Eastern Federal Lands, Joint Base Andrews (JBA), Prince George’s County, and utility companies. |
| Project Scope: | Following 100% design completion and an initial advertisement at end of 2015, the project was chosen by MDOT-SHA as one of the first two “practical design” assessment projects. Two years earlier, AMT had developed a phased construction recommendation, supported by traffic analysis and cost estimates, deferring the flyover ramp and other work to future contracts as a means to phase the project based on funding. The 2015 Practical Design process resulted in a similar plan, with reduction of through lanes and removal of three (3) bridges, including the flyover, projected to reduce initial construction cost between 25% and 30%. The following modifications to the original design were made, still meeting the project’s purpose and need without compromising safety: |
| Complexity | High Traffic (> 40,000 ADT) |
| Grade separation of existing intersection |
| Multiple Existing Utilities |
| Phased Construction “under traffic” |
| National Highway System |
| Aesthetics Focus |
| New Intersection Design |
| Coordination Relief & Safety Improvements |
| Relocated Side Street for Access Control and/or Queue Distance |
| Intersection Justification Report |
| Adjacent Wetlands/WOUS |
| T&E Species |
| Urban Area |
| Adjacent Commercial Development |
| Bridge Design |
| Interchange/Ramp Design |
| Roadway Design |
| Sidewalk/Trail Design |
| Drainage/SWM |
| TMP/MOT |
| Overhead Signage |
| Environmental Permitting |
| Survey/SUE |
| Utility Design |
| Public Involvement |
| Concurrent, Interdisciplinary Design |
| Accelerated Schedule |
| Practical Design Approach |
| Contractor-initiated Design |

- Utility Coordination and Relocations – The project corridor contained gas mains, water and sewer, overhead power lines, fiber optic, and numerous communication lines. Utilities located in the median had to be relocated in some areas due to storm drain impacts. AMT used lightweight fill in an embankment area to reduce load of an existing sewer line. |
- Environmental Impacts and Mitigation – Although located in an urban area, the project has both wetlands and stream presence within its limits. Just over an acre of wetlands will be temporarily impacted, though permanent impacts were minimized to only 1799 SF. The project also permanently impacts 2479 feet of Waters of the U.S., and 27 acres of forest. Reforestation was designed by the AMT team for 24 acres of on-site reforestation. Compensatory mitigation for stream impacts is provided through a stream restoration site. |

AMT’s Role: As the Lead Designer, AMT was responsible for interchange alternatives development and analyses, preliminary and final engineering design, traffic engineering and maintenance of traffic, hydraulics, utility coordination, and public involvement. |

Office Location: Design services were provided from AMT’s Baltimore, Chantilly, and Rockville offices. |

Verifiable Evidence of Good Performance: |
- Performed within 9 months with bids within 1% of engineering cost. |
- Landscape Architect plans consistent with NPS “viewshed” requirements. |
- First “significant” TMP under taken for a SHA project. |
- First “Practical Design” implementation. |

Proposed Personnel Involved: |
- Laura Meihel, P.E. |
- Steve Torgerson, CLA |
- Fred Wagner, P.E. |
- Art Worthman |
- Michael Wierzenski, P.E. |

Contract Value: €67,713 |

<table>
<thead>
<tr>
<th>Construction Contract Value (Original)</th>
<th>Construction Contract Value (Estimated)</th>
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<td>$67,713</td>
<td>$67,713</td>
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</tbody>
</table>

| $3,800 |

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<thead>
<tr>
<th>Final “Practical Design” Alternative</th>
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</thead>
<tbody>
<tr>
<td>2016 Bids: $67.7M to $89.4M</td>
</tr>
<tr>
<td>2013 Phased Construction Concept Proposed by AMT Project 1 Engineer’s Estimate: $78.9M</td>
</tr>
</tbody>
</table>
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 subcontractor. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

**PROJECT NARRATIVE:** AMT provided full design services on this critical roadway improvement and interchange design project in the Salem District, adjacent to Virginia Tech in Blacksburg. The purpose was to eliminate the existing signalized at-grade T-intersection at the heaviest used, primary entrance to Virginia Tech campus. The project provides a grade separated interchange in a new location southeast of the existing intersection to accommodate current and planned traffic movements and realignment of Route 314 from US 460 to the Virginia Tech campus. The pre-construction intersection experienced significant backups during the morning and evening peak hours as well as during major/special events, which hampered through movements along the US 460, also creating a safety concern due to rear-end collisions. The project is a heavily traveled NHS highway with more than 40,000 vehicles per day passing through the project.

As the **Engineer of Record**, AMT provided services as an extension of VDOT staff, performing many reporting and management functions that VDOT would typically self-perform. Key challenges of the project included an aggressive schedule of 19 months from the start of the alternatives phase to completion of 100% design, managing consensus from the many diverse stakeholders (particularly Virginia Tech), preparing alternative foundation design concepts to respond to site specific geological conditions which included spread footings at Abutment A, prebored H-piles at the pier, and both drilled shafts and micropiles at Abutment B; and minimizing impacts to:  
- wetlands; old-growth tree stands; rare, threatened, and endangered species; and other environmentally sensitive areas.

**PROJECT SCOPE:**
- Traffic Analysis, including traffic/crash data analysis, traffic operation analysis, no-build and build forecasts, origin/destination study, safety analysis, and travel time study.
- Interchange Alternatives and Final Interchange Design, which included an IJR for alternative interchange configurations to assess: meeting purpose and need, geometrics, traffic operations (LOS) and sensitivity analysis, safety, right of way impacts, environmental impacts, construction cost, hydraulics, bridge and structure options, utilities, and constructability.
- Roadway Design and Trail Relocation Design, for a total of 3.6 miles of roadway alignment and two reconfigured at-grade intersections (new roundabouts), and one mile of “off-line” trail including two grade separated trail crossings.
- Geotechnical Engineering to support bridge foundation design, wall design, and pavement design.
- Prepared alternative foundation designs as "bid options" due to presence of shallow rock found at some boring locations. Options included drilled shafts, and driven piles in combination with socketed piles.
- Bridge and Structures Design for dual bridges over US 460, 1,100 feet of retaining walls, and box culverts (to serve as trail underpasses).
- Traffic Engineering, including signing plans with eight (8) Overhead Sign Structures, signal design, lighting, CCTV Traffic Camera, maintenance of traffic plans, Transportation Management Plan, and pavement markings.
- Hydraulic Design including drainage, erosion and sediment control, and stormwater management following VDOT and DEQ requirements (VSMP and SWPPP).
- Public and Stakeholder Outreach including development of a tailored coordination/communication plan for each stakeholder. Included turn-key Public Hearing support for brochure, displays, simulations, and renderings.
- Landscape Architecture/Aesthetic Design to provide a gateway design for the entrance to the University
- Right of Way plans per VDOT requirements.
- Utility relocation design per Municipality/Owner Requirements.

**AMT’S ROLE:**
- As the Engineer of Record, AMT was responsible for management and oversight of all aspects of engineering design including roadway, bridges, traffic engineering and maintenance of traffic, hydraulics, utility coordination, and public relations.

**OFFICE LOCATION:** Design services were provided from AMT’s Chantilly, Richmond and Suffolk offices.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- Completed PAC milestone within 19 months of NTP
- Conducted successful public involvement with positive feedback from Virginia Tech, Blacksburg and Salem District Administrator
- Award-winning (2016 Merit Award from ASLA, VA Chapter)

**PROPOSED PERSONNEL INVOLVED**
- Laura Mehiel, P.E.
- Fred Wagner, P.E.
- Khoss Babaei, P.E.
- John Farrell, AICP
- Don Rosenmeyer, P.E.
- John Claytor, LS
- Michael Wiercinski, P.E.
- Steve Weitzman (CDR)
**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Start Date</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Construction Contract Value (Original)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)</th>
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</thead>
<tbody>
<tr>
<td>Name: Design-Build US Route 1 Improvements at Fort Belvoir</td>
<td>Corman Construction, Inc. / Wagman, Inc. Joint Venture</td>
<td>Name: FHWA-Eastern Federal Lands Highway Division</td>
<td>Phone: 865-286-6115</td>
<td>Project Manager: Timothy Brown</td>
<td>Phone: 703-259-2749</td>
<td>Email: <a href="mailto:Timothy.Brown@DOT.gov">Timothy.Brown@DOT.gov</a></td>
</tr>
<tr>
<td>Location: Fairfax County, VA</td>
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**SYMMETRIES**
- **High Traffic (> 50,000 ADT)**
- **Multiple Existing Utilities**
- **Right of Way During Construction**
- **National Highway System**
- **VDOT GS-5 Roadway**
- **Congestion Relief & Safety**
- **Impact of Utilities**
- **Relocated Side Streets for Access Control and/or Queue Distance**
- **Adjacent Wetlands & WOUS - Permit**
- **T&I Species (Bats)**

**SUMMARY OF IMPROVEMENTS**
- An improved 3.68-mile six-lane divided NHS highway, adding a 32’ median to accommodate future transit. A new precast slab bridge supported on helical piles for a new shared use path. Extensive TMP with 3 major phases and 5 sub-phases to provide safe and efficient traffic during construction. Utility relocation/coordination, including relocating utility poles along entire alignment. Five SWM ponds, 200+ drainage structures, five miles of storm drain pipe, and E/S control phased with MOT Permits for multiple impacts to streams (3,500 LF) and wetlands (approximately 2.3 acre), with jurisdiction by VMRC, Army COE Norfolk, and DEQ. In-stream time of year restrictions applied to 2 streams.

**PROJECT NARRATIVE:** AMT was the Engineer of Record and Construction Quality Control Manager for this large design-build project in northeastern Virginia, which provides traffic relief and safety 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 Mt. Vernon Memorial Highway for a distance of 3.68 miles. These improvements generally widen Route 1 from four to six lanes, provide a one-mile new alignment to avoid major property impacts, improve intersection safety, operations and capacity with new traffic signals and acceleration/deceleration lanes, and provide parallel pedestrian and bicycle facilities for the entire length. In this project, there has been a new replacement bridges over Accotink Creek, major culverts and equipment/wildlife crossing structures under Route 1, and removal of an existing military railroad crossing. Improvements along Route 286 and Route 610 included shifts in the horizontal alignment, addition of auxiliary lanes, storm drain pipes, signals, and an extension of a trail along NB 286 which required two retaining walls and a slab bridge supported on helical piles to avoid impacts to environmental resources (wetlands, streams, trees).

**AMT’S ROLE:** AMT is the Engineer of Record, responsible for management and oversight of all aspects of engineering design (roadway, structures, geotechnical, drainage, phasing/traffic control, signing, signals, ITS, lighting, stormwater management, erosion and sediment control, ROW and utilities). AMT obtained all permits, and provided the Construction Quality Control Manager for the project. This includes managing/providing quality control inspection and testing services.

**OFFICE LOCATION:** Design services were provided from AMT’s Richmond and Chantilly offices, in addition to the project on-site field office. Construction services were provided from the field office.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- AMT structured its delivery of the project to allow for adequate time for outreach and community input. First generation proposal package was approved within 1 month of VDOT Design Approval.
- Acquired Individual Wetland Permit from ACEO/DEQ within 7 months of application (2 months ahead of schedule).
- Excellent community feedback on social media, for example: “Thank you so very much for the work efforts made in the design and construction of U.S. Route 1. Project Team members have shared information and answered questions at scheduled meetings and programs in communities like mine. There have been creative and safe detours and temporary closures with signs providing news regarding current and future changes.”

**PROPOSED PERSONNEL INVOLVED**
- Laura Mehrl, P.E.
- Don Rissmeyer, P.E.
- Fred Wagner, P.E.
- John Claytor, LS
- Khoos Babaei, P.E.
- Michael Wiercinski, P.E.
- Rami Chehade, P.E. (KCI)