

Submitted to:



STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

Interstate 64 Capacity Improvements – Segment II

From: 1.05 miles west of Route 199 (Humelsine Parkway)

To: 0.54 miles East of Route 238 (Yorktown Road)

Newport News, York County and James City County, Virginia

State Project No.: 0064-965-264, P101, R201, C501, B627, B628, B629, B630,
B631, B632, B633, B634, B635, D603, D604, D605, D606, D607, D608

Contract ID No.: C00106665DB82

Date: May 28, 2015



Submitted to:



ATTACHMENT 3.1.2

TECHNICAL PROPOSAL CHECKLIST AND CONTENTS

ATTACHMENT 3.1.2

Project: 0064-965-264, Contract ID#: C00106665DB82

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0064-965-264, Contract ID#: C00106665DB82

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appx. 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appx. 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appx. 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appx. 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appx. 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2-5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appx. 3.3.1
Key Personnel Resume – Responsible Charge Engineer	Attachment 3.3.1	Section 3.3.1.2	no	Appx. 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appx. 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appx. 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appx. 3.3.1
Key Personnel Resume – Maintenance of Traffic Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appx. 3.3.1
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	4-5

ATTACHMENT 3.1.2

Project: 0064-965-264, Contract ID#: C00106665DB82

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team			yes	6-8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appx 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appx 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

Submitted to:



ATTACHMENT 2.10

FORM C-78-RFP



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

RFQ NO. C00106665DB82
 PROJECT NO.: 0064-965-264

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 04/21/2015
(Date)
2. Cover letter of RFQ Addendum No. 1 05/18/2015
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

05/28/2015

DATE

Aaron T. Myers

PRINTED NAME

Vice President/GM

TITLE

Submitted to:



3.2

LETTER OF SUBMITTAL



May 28, 2015

Joseph A. Clarke, P.E., DBIA
Alternative Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications:
Interstate 64 Capacity Improvement – Segment II
From: 1.05 miles west of Route 199 (Humelsine Parkway)
To: 0.54 miles east of Route 238 (Yorktown Road)
State Project No.: 0064-965-264
Contract ID Number: C00106665DB82

Dear Mr. Joseph Clarke:

The Team of Allan Myers (Myers) and Rinker Design Associates, PC (RDA) herein referred to as the Myers Team, brings together resources with proven VDOT design-build capabilities to provide the design and construction of the Interstate 64 Capacity Improvements – Segment II project (Project). As you may be aware, Allan Myers was formerly known in Virginia as American Infrastructure (AI). In early April 2015, all the construction and materials companies of Allan A. Myers, AI and Independence Construction Materials were rebranded and renamed as Allan Myers – the name of the original company founded in 1939.

SUBMITTAL REQUIREMENTS

The Myers Team presents the following information as required by Section 3.2 of the RFQ:

- 3.2.2** RCE, Thomas Heil, P.E. will serve as the Point of Contact for the Myers Team.
Thomas Heil, P.E., Responsible Charge Engineer (571) 485-0387 (Telephone)
12500 Fair Lakes Circle, Suite 150 (610) 222-4348 (Fax)
Fairfax, VA 22033 thomas.heil@allanmyers.com
- 3.2.3** Vice President/General Manager, Aaron Myers is the Principal Officer for Allan Myers:
Aaron Myers, Vice President/General Manager (804) 290-8500 (Telephone)
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)
Glen Allen, VA 23059 aaron.myers@allanmyers.com
- 3.2.4** Allan Myers VA, Inc., is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.
- 3.2.5** Allan Myers VA, Inc. will be the Lead Contractor and Rinker Design Associates, PC will be the Lead Designer for the Project.
- 3.2.6** All affiliated and subsidiary companies are identified on the attachment in Appendix 3.2.6.
- 3.2.7** Executed Certification Regarding Debarment Forms are included in Appendix 3.2.7.
- 3.2.8** Allan Myers VA, Inc. is active, in good standing, and prequalified to bid on the Project. Allan Myers' prequalification number is G303 and evidence of prequalification is included as in Appendix 3.2.8.
- 3.2.9** Allan Myers has the capability to obtain a performance and payment bond for the \$185M estimated contract value of the Project as exhibited by the surety letter in Appendix 3.2.9.
- 3.2.10** Attachment 3.2.10 SCC and DPOR Information and full-size copies of individual licenses for the Allan Myers Team business entities and Key Personnel are included in Appendix 3.2.10.
- 3.2.11** Allan Myers will achieve the 12% DBE participation goal for the Project. Allan Myers consistently meets DBE goals and has met the DBE goal on our completed design-build projects in Virginia.

Respectfully,



Aaron T. Myers, Vice President/General Manager;
Allan Myers VA, Inc.

Submitted to:



3.3

TEAM STRUCTURE

3.3.1 KEY PERSONNEL

The Myers Team presents VDOT with a fully integrated design-build consortium for the I-64 Capacity Improvements – Segment II Project that will effectively and efficiently manage project risks. Key personnel were selected based on their past performance on projects of similar scale (Section g on Attachment 3.3.1), their experience working together managing similar risks on Virginia design-build projects, and their ability to work as a cohesive unit, partnering with VDOT and third party stakeholders, to deliver on-time and on-budget projects.

Team Synergies: *The Myers DBPM, DM, MOT Manager, CM, Schedule Manager, and PR Manager worked together successfully to deliver the Middle Ground Blvd. project.*

3.3.1.1 Design-Build Project Manager (DBPM): Myers has committed **Ed Hilferty** as our DBPM who is responsible for supervising the design, construction, quality management, and contractual administration, ensuring the team meets all contract requirements/ obligation, and works with VDOT to avoid/resolve any potential contractual disputes. Over his 24 years of construction experience, **Mr. Hilferty has performed similar functions as the DBPM on the Middle Ground Blvd and as CM on the I-95 ETL project.** He has worked throughout his career honing his skills in exercising the proper degree of managerial and contractual controls to successfully deliver major design-bid-build and design-build transportation projects. With an emphasis on being pro-active, Mr. Hilferty is adept at identifying and mitigating risks before they become critical. He will work closely with Shannon Moody (PR Manager) and VDOT to coordinate public outreach needs and with Jessica Colbert (Schedule Manager) to ensure schedule risks are managed and mitigated before they become critical to this project’s success.

3.3.1.2 Responsible Charge Engineer (RCE): Myers has committed **Thomas Heil, PE** as the RCE who will supervise/exercise control for both design and construction issues and accept professional responsibility for engineering decisions relating to final work products. **Mr. Heil is ideally suited for this role as he has held similar design positions with the lead designer, and construction positions with the lead contractor on VDOT design-build projects.** Tom will report directly to the DBPM, coordinate unilaterally with the key staff and their reports, and will clearly convey design/construction intent to VDOT. He will be fully integrated within the project team, including subconsultants and subcontractors, and is vested with the authority to act on behalf of Myers to shut down the project, if warranted. His current work on VDOT design-build projects allows him to cultivate collaborative relationships with both industry and VDOT.

3.3.1.3 Quality Assurance Manager (QAM): Myers has included Quinn Consulting Services (DBE), as an independent subconsultant, in order for **John Vicinski, PE**, to serve as our Project QAM. **Mr. Vicinski is ideally suited for this role, as he has served as the QAM on 13 highway widening and reconstruction projects in Virginia over the past seven years.** He will be independent of construction production and QC, be responsible for QA inspection and testing, and monitor Myers’ QC program. As the QAM, he will ensure that all work and materials, testing, and sampling are performed in conformance with the Contract requirements and the “approved for construction” plans and specifications. He will develop and execute the project QA/QC plan following VDOT minimum requirements, and maintain the materials notebook. Mr. Vicinski is currently working as a QAM on VDOT projects as reflected on his resume in Attachment 3.3.1.

3.3.1.4 Design Manager (DM): The Myers Team includes RDA, who has committed **Darell Fischer, PE** as the DM. He will report to the DPBM and work closely with the MOT Manager, CM, PRM, and will fully integrate the RCE into all design aspects. **As he has done successfully on four other Myers VDOT design-build projects,** he will be responsible for managing an integrated design team focused on meeting all design milestones/ contract requirements, performing team focused constructability reviews, and implementing the design QA/QC program. Following issuance of “approved for construction” plans, he will direct approvals of working drawings, specifications, and shop drawings. Through his VTCA leadership role, he is

accustomed to working closely with construction professional and VDOT to find solutions to industry issues.

3.3.1.5 Construction Manager (CM): Myers has committed *Jon Holt* to serve as the full-time on-site CM for the duration of construction, being responsible for managing all construction/QC activities to ensure the work complies with the contract requirements. *He has 23 years of progressive experience on large-scale construction projects serving as CM on the \$300M Newtown Creek and the \$65M NYCTA Fan Plant Project* and DBPM for the \$270M DB NYCTA South Ferry Terminal. This experience provides him with the tools to identify construction issues early, mitigate or eliminate the risk through proper construction planning, and deal with risks swiftly and effectively. Based in VDOT HR District, he routinely contributes to Myers’ Lynnhaven Blvd. and Holland Road projects for VDOT. His work with the proposed key staff on the U.S. Route 460 project contributes to a solid foundation for success on the I-64 Segment II Project.

3.3.1.6 Maintenance of Traffic (MOT) Manager: Myers has committed *Richard Clifton, PE, PTOE* as the MOT Manager, providing him the authority to revise work zones and/or stop the work if he determines the MOT plan or work zone is unsafe or causing undue traffic delays. *His unique blend of experience and licensure, PE and PTOE, will ensure that the TMP is developed and implemented to respect all work zones requirements, applicable MOT and TMP standards, and the safety of both the traveling public and the construction Team.* Mr. Clifton will coordinate closely with the roadway designer, TMP/MOT designer, and the MOT coordinator to ensure a seamless link between MOT design and construction. He will report to the DBPM and work closely with the PRM to communicate MOT related concerns to the traveling public/project stakeholders in a timely manner.

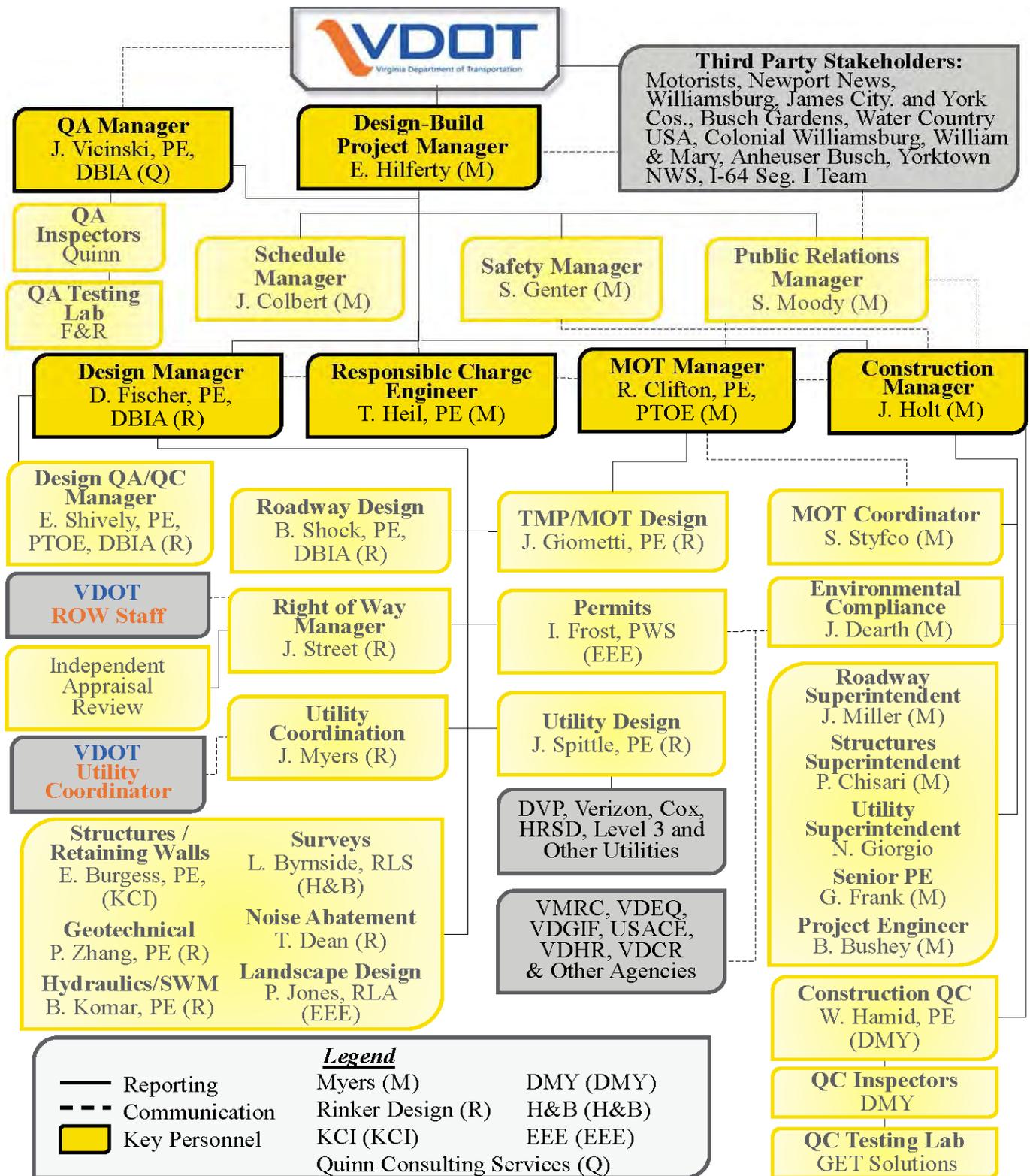
Figure 3.3.1 – Key Personnel Strengths

DBPM, Edward Hilferty	QAM, John Vicinski, P.E.	RCE, Thomas Heil, P.E.
<ul style="list-style-type: none"> ▪ 24 years construction exp. ▪ Seven years as DBPM including VDOT DB projects ▪ Managing over \$200M VDOT DB/ DBB projects ▪ PM for I-95 ETL widening complex MOT experience ▪ Adept at design / construction oversight ▪ Partnering / team integration 	<ul style="list-style-type: none"> ▪ 25 years of quality and CM / CEI experience ▪ QAM for seven completed VDOT DB projects ▪ Developed / maintained 10 VDOT QA/QC plans ▪ Proven quality management skills ▪ QAM for projects of similar scope and complexity 	<ul style="list-style-type: none"> ▪ 17 years as registered VA PE ▪ Proven design / construction issue resolution skills ▪ Eight years of VDOT DB projects ▪ DM / EM on two VA DB projects ▪ DBPM on two VDOT DB projects ▪ Adept risk manager
DM, Darell Fischer, P.E., DBIA	CM, Jonathan Holt	MOT Manager, Richard Clifton, P.E., PTOE
<ul style="list-style-type: none"> ▪ 29 years exp. with 21 VDOT ▪ DM for 7 active / completed VDOT DB projects ▪ Completed / administered seven VDOT design QA/QC plans ▪ Routinely manages multi-disciplinary DB teams ▪ Complex MOT / TMP design experience 	<ul style="list-style-type: none"> ▪ 23 years exp., with past two years on VDOT projects in Hampton Roads Region ▪ CM for projects with values ranging from \$65M to \$300M ▪ AFC plan conformity ▪ Large/complex transportation projects ▪ RLD/ESCCC certified 	<ul style="list-style-type: none"> ▪ 29 years transportation engineering exp. ▪ Registered VA PE and PTOE ▪ Local knowledge with 15 years working in VDOT HR District ▪ Proven MOT / TMP design / implementation ▪ Owner / engineer /contractor experience

3.3.2 ORGANIZATIONAL STRUCTURE

ORGANIZATION CHART

The team structure, reflected on the organizational chart below, mirrors successful Myers/RDA models and shows the chain of command/lines of communication needed to successfully complete this complex Project.



FUNCTIONAL RELATIONSHIPS AND COMMUNICATION

The Myers Team is driven to integrate our Team with VDOT, third party stakeholder, government agencies, and the local/general public. As such, the following descriptions, functional relationships, and lines of communication are critical to building trust with all stakeholders and achieving ultimate project success.

VDOT will coordinate directly with our RCE through monthly progress meetings, over-the-shoulder reviews, and bi-weekly updates. VDOT will maintain open communications to the DBPM/RCE for design/construction oversight, and to the QAM for QA management, QC oversight, and QA/QC plan conformity.

Our in-house **Public Relations Manager, Shannon Moody**, working closely with VDOT, will develop and implement a public outreach effort similar to the efforts she completed on **Middle Ground Blvd.**

Design-Build Project Manager will supervise design and construction activities, exercise a degree of control over the work (as described in the RFQ), and ensure that Myers meets contractual obligations and requirements while avoiding/resolving disputes. Reporting to the DBPM are our five key staff (described below), our PR, Safety, and Schedule Managers (all value-added positions). The DBPM will maintain direct communication with all key staff and VDOT to ensure transparency to the public and third parties.

Quality Assurance – The QAM (independent of the design and construction) will report to our DBPM, with independent oversight by VDOT, and manage the QA inspectors/ laboratory. The QAM will ensure that work and materials, testing, and sampling are performed in conformance with the contract requirements and the “approved for construction” plans and specifications. The QAM will communicate regularly with other key staff and participate in regular coordination meetings. The QAM will observe/attest that the QC program is ensuring that work and materials, testing, and sampling is performed in accordance with the “approved for construction” plans, specifications, and contract.

Design – Our DM will report to the DBPM, coordinate with the key staff to develop an efficient and constructible design, and manage a multi-disciplinary design team. Through construction, he will work with the CM to confirm field conditions meet design assumptions and contribute to solving challenges that may occur. Our Team is structured to encourage collaboration and communication between the DM, RCE, MOT Manager, and CM. The DM, with assistance from the Design QA/QC Manager will ensure that “approved for construction” plans and specifications adhere to the VDOT approved QA/QC Plan.

Our in-house **Schedule Manager, Jessica Colbert**, reports to the DBPM and communicates with key staff to ensure the team stays focused on the baseline schedule and contract requirements.

Responsible Charge Engineer will be the main point of contact to the Department, report directly to the DBPM, communicate regularly with the QAM, DM, CM, and MOT, Schedule, and PR Managers and integrate fully with all subconsultants and subcontractors. The RCE will fully integrate with both design and construction and have the authority and ability to shut-down the Project, if warranted. This key staff position accepts full professional responsibility for engineering decisions relating to the final work products and will be capable of answering design and construction related questions.

Maintenance of Traffic Manager will report directly to the DBPM, communicate regularly with the key staff and PR Manager. The MOT Manager will be the key point of contact for issues related to MOT in both design and construction and lead development and implementation of the TMP. The MOT Manager, working with the CM, will ensure a seamless construction interface with the I-64 Segment I contractor and with the PR Manager to promote MOT messaging.

Construction Manager -will report to the DBPM, communicate directly with the key staff, and manage the construction and QC process to ensure the materials used and work performed meet the contract requirements and the “approved for construction” plans and specifications. Our on-site CM will oversee the entire construction process, including the superintendents; engineers; and the E/SC Inspector. The QC Manager will report directly to the CM and oversee construction for compliance with the “approved for construction” plans and specifications. The CM and his staff will work collaboratively with the design staff to ensure the design is constructible and efficient. .

Submitted to:



3.4

EXPERIENCE OF TEAM





Allan Myers (Myers) is the largest civil construction and materials company in the Mid-Atlantic. In business since 1939 and serving the Commonwealth of Virginia since 1967, Myers employs approximately 2,000 construction professionals and craft workers throughout the region. With offices and operations throughout PA, MD, DE, D.C. and VA, Myers is ranked #1 in Transportation by *Engineering News Record (ENR) Mid-Atlantic* with a **strong resume of large, complex and design-build transportation projects totaling \$2.3 billion in the last five years**. Our projects have been recipients of local and national awards by both agencies and associations, including the Design Build Institute of America (DBIA).



Rinker Design Associates, PC (RDA) is the Lead Designer for the Myers Team and will handle utility coordination as well as right-of-way (ROW) acquisition. RDA has been providing professional services throughout Virginia for over 33 years including transportation engineering, ROW acquisition, drainage design, utility design and coordination, environmental, surveying, permitting services, and construction engineering and inspection services. **RDA’s design-build experience includes 10 projects as Lead Designer and over \$1 billion worth of projects as an integral team member– all in Virginia.**

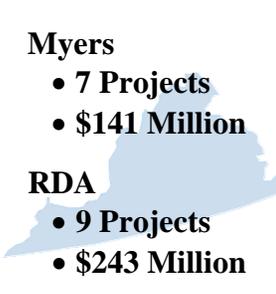


KCI Technologies, Inc. (KCI) will provide structural design for the Myers Team. **KCI brings 60 years of design excellence, innovation, and bridge design experience, including 18 interstate bridge designs in the last five years.** KCI has provided more than \$145 million in design services on 35 DB contracts, including the VDOT Route 288/I-64 Interchange PPTA in Richmond and the VDOT Region 2 Multiple Bridge Rehabilitation Project in the Salem and Lynchburg Districts.

DESIGN-BUILD EXPERIENCE

In the past 10 years, Virginia has entrusted Allan Myers and RDA with more than \$380M in design-build projects and our commitment to VDOT’s design-build program continues to grow with each new project we pursue. Myers continues to make important investments in our design-build program, such as the recent addition of in-house design management staff responsible for the efficient integration of design and construction. Our design-build projects have been recognized locally and nationally, including by the DBIA for our Richmond Airport Connector project.

The Myers/RDA Team has a broad base of design-build experience, both individually and together as a team. The tables below further detail our experience throughout the Mid-Atlantic, in Virginia and working together as a Team.

Design-Build Experience (as Lead in past 10 years)	
Mid-Atlantic	Virginia
 <p>Myers</p> <ul style="list-style-type: none"> • 15 Projects • \$313 Million 	 <p>Myers</p> <ul style="list-style-type: none"> • 7 Projects • \$141 Million <p>RDA</p> <ul style="list-style-type: none"> • 9 Projects • \$243 Million

Myers / RDA Team Design-Build Experience
VDOT Middle Ground Blvd
VDOT I-581 Elm Ave Interchange
VDOT Rolling Rd. / Franconia-Springfield Pkwy
VDOT I-95 at Temple Ave Interchange
VDOT Myers / RDA Team Total = <u>\$85 Million</u>

TEAM INTEGRATION

Our Team’s combined project experiences reinforce the complementary management and technical skills of our design team, specifically in the areas of roadway, drainage, SWM, TMP/MOT and environmental design. Further, RDA/KCI bring supplementary in-house expertise in the areas of structural, ITS, traffic engineering and lighting design, ROW acquisition, survey, and utilities design. Maintaining these in-house areas of expertise enables the Team to efficiently direct and manage the design effort, contribute directly to constructability review and construction planning activities and most importantly directly manage and control the Project’s key risks.

Design-Build Approach – Through our four recent VDOT DB projects, Myers / RDA have optimized our approach to design-build project delivery which focuses on integration, collaboration, trust, and performance. Some of the components that will be employed by our Team for the Project include:

- Selecting teaming partners and subcontractors we have worked with successfully on similar projects, such as DMY for geotechnical services, EEE for environmental work, and H&B for surveying.
- Committing key personnel with specific design-build experience and skills in risk management/mitigation such as Ed Hilferty (DBPM), Thomas Heil (RCE), Darell Fischer (DM), and Jon Holt (CM).
- Partnering with VDOT /third party stakeholders to achieve project objectives through open communication during development of the TMP and the Public Information and Communication Plan (PICP).
- Co-locating design and construction personnel to realize project efficiencies while continuously analyzing, minimizing, and mitigating risks. Our Team’s I-64 Segment II co-located office will be at the Myers Williamsburg construction office at 3900 Cokes Lane Williamsburg, VA 23188.
- Conducting thorough constructability reviews at each design stage to ensure safe construction practices, minimize construction durations, and confirm schedule and cost adherence. For this project, constructability reviews will be led by Jon Holt (CM) and his team of superintendents.
- Implementing quality programs to ensure all work is completed in accordance with contract requirements, “approved for construction” plans and specifications. Following NTP, John Vicinski (QAM) will lead development of the QA/QC plan that will be fashioned after the Myers/RDA Temple Avenue QA/QC plan.

WORK HISTORY FORMS (APPENDIX 3.4.1)

The Myers Team has included work history forms for six projects (Middle Ground Blvd was submitted for both design and construction) that best represent our relevant work experience.

Table 3.4.X Relevance of Lead Contractor/Lead Designer Past Performance

Criteria	I-276 PA Turnpike Widening	I-476	Middle Ground Blvd	Route 15 Widening	I-95 Express Lanes
	Myers	Myers	Myers/ RDA	RDA	RDA
Construction Value	\$173M	\$80M	\$39M	\$56.4	\$1.4B
Design-Build		✓	✓	✓	✓
Quality (QA/QC) Management	✓	✓	✓	✓	
Roadway Widening / Capacity	✓	✓	✓	✓	✓
Interstate Facility	✓	✓			✓
Constrained Schedule	✓	✓	✓		✓
Structures / Bridges	✓	✓	✓	✓	
Safety Improvements	✓	✓	✓	✓	✓
Geotechnical Constraints	✓	✓	✓	✓	
Complex TMP / MOT	✓	✓	✓	✓	✓

Utility Relocations	✓	✓	✓	✓	✓
ROW Acquisition			✓	✓	✓
Third Party Coordination	✓	✓	✓	✓	✓
Railroads / Railroad Crossings	✓		✓		
Permitting / Environmental	✓	✓	✓	✓	✓
Noise Analysis / Abatement	✓	✓	✓	✓	

ADDITIONAL RELEVANT WORK PERFORMANCE

The following narrative highlights some of our Team’s applicable recent and relevant work to further underscore why the Myers/RDA Team is undeniably qualified for this Project.

A design-build project by the Myers/RDA Team; on time, on budget:

I-581 Elm Avenue Interchange, Roanoke, VA -This design-build project involved 0.3 miles of widening and reconstruction of Elm Avenue, reconstruction of all four ramps, and widening on I-581, including the replacement of two bridges; one over I-581 and one over the Norfolk Southern Railroad.

Award-winning design-build project completed ahead of schedule:

Route 895 Richmond Airport Connector Road, Richmond, VA- This design-build project constructed 1.6 miles of new four-lane roadway including three bridges. Myers worked with zero incidents and completed the project *two months ahead of schedule*. **The Mid-Atlantic Region of DBIA awarded this project with its Design-Build Merit Award for Transportation in 2012.**

Large scale interstate widening projects of similar scope with significant MOT challenges:

I-95 Express Toll Lanes, Baltimore County, MD - This \$53 million project reconstructed 1.8 miles of *existing 8-lane divided highway to 12-lanes, including two express toll lanes each way*. The work included repairs to the existing MD 43 bridges over I-95. Myers maintained four lanes of traffic through this congested corridor while widening to the outside of the interstate.



Pennsylvania Turnpike – Montgomery County, PA- This 30-month, \$200 million project is a six-mile project for full-depth roadway reconstruction and widening of the Pennsylvania Turnpike from four to six lanes. In addition to widening the roadway, this project involved removal and reconstruction of eight bridges. Complex, staged MOT required extensive planning and coordination along one of the most congested corridors in the Philadelphia region.

An interstate project including a bridge structure over the mainline:

I-695, Baltimore County, MD - This \$22.4 million construction project *replaced the I-695 (Baltimore Beltway) Bridge over Milford Mill Road* near I-795 in Baltimore County. Allan Myers removed and replaced the bridge in two stages of work *while keeping all travel lanes on I-695 open*.

Design-build bridge over interstate, including night work:

I-95 Contee Road, Prince George’s County, MD - The project consisted of constructing the Contee Road bridge – a 519 foot, four-span steel girder bridge crossing over I-95, with two interchange directional ramps, two interchange cloverleaf ramps, and the relocation and at-grade connections of Sweitzer Lane and Van Dusen Road to Contee Road.



Submitted to:



3.5

PROJECT RISK

In preparation of this SOQ, the Myers Team has reviewed VDOT’s project documents, visited the project site and visually assessed site conditions, especially traffic flow/congestion during AM/PM peak periods. We understand the requirements of the I-64 Segment II contract and are keenly aware of VDOT concerns associated with the I-64 Segment I and Segment II interface. Further, we understand and accept Governor McAuliffe’s and the Hampton Roads Transportation Advisory Committee’s prioritization of the I-64 Corridor Improvements and the goal to accelerate these improvements.

The need to balance the swift and efficient delivery of the Project must also be weighed against the need to maintain safe and continuous traffic flow through the corridor throughout the term of construction. After careful review of these primary and often opposing constraints, the Myers Team has identified several project-specific risks that have risen to a level of significance that requires additional investigation, analysis of potential impacts, and the identification of mitigation strategies. We have narrowed these to three project critical risks of **(1) TMP/MOT Development and Implementation, (2) Drainage/SWM, and (3) Geotechnical Conditions / Construction.**

*The Myers Team is assessing our ability to accelerate both design and construction to provide **beneficial occupancy of the facility to the traveling public as early as November 2018.***

Our risk management strategy will focus on design optimization, identification and monitoring of potential impacts, and the leveraging of team strengths with respect to experience with similar risks on projects of similar scope, size and complexity.

TMP/MOT DEVELOPMENT AND IMPLEMENTATION

RISK DESCRIPTION:

The primary risk for TMP/MOT development and implementation is the ability to provide safe, efficient traffic operations while providing adequate space to safely construct the project improvements. Interstate 64 is the only interstate facility on the peninsula and the primary route between Richmond and Hampton Roads. With an average annual daily traffic volume (AADT) of over 80,000 vehicles per day (VPD) and over 100,000 VPD during the summer; the traffic surpasses the maximum AADT for stable flow. This corridor provides access to Busch Gardens, Colonial Williamsburg, and Water Country USA; the LPGA tournament; and Anheuser Busch, Yorktown NWS, Fort Eustis, and the College of William and Mary. The following items are the critical components that define this risk:

- *Multiple traffic shifts* will be necessary. To build new pavement in the median, traffic will be shifted onto the existing outside shoulders which must first be strengthened to accommodate the daily traffic.
- Construction in the median is complicated by the *left exit* ramp from I-64 WB to Route 143.
- The proposed reconstruction of the existing travel lanes will require *shifting traffic entirely off the existing pavement*; however, the proposed widening is not of sufficient width to accommodate both travel lanes and an adequate shoulder for placement of barrier service.
- *Maintenance of three lanes* instead of two (auxiliary lanes) between exits 242 and 243 and the multi-lane ramps serving Busch Gardens must be maintained during the summer months.
- Jefferson Avenue and Yorktown Road, *alternative routes to I-64, may at times be reduced to one lane* to accommodate bridge pier construction, thus affecting traffic flow.

IMPACT:

The TMP/MOT risk presented with constructing the I-64 Segment II capacity improvements results in the following impacts to the safe and efficient maintenance of traffic in the corridor:

- Narrowing lanes and shoulders; shifting lane alignments; frequent changes to traffic patterns; and construction activities within the corridor reduces capacity and increases distractions to motorists, which causes congestion and increases incidents. Travel delays impact area businesses, residents, and project stakeholders, possibly generating poor public perception.

- Access to the work in the median for construction resources will come from the passing (left) lane which violates driver expectations. The corridor's existing cross streets and culverts divide the work area into multiple segments, which limits the ability to provide adequate acceleration and deceleration lanes at the work area access points. This is true also for the existing I-64 westbound left exit to Route 143.
- Strengthening the existing shoulders requires the use of short-term lane closures at night to shift traffic away from the work area, and timely return to full capacity each morning.
- Reconstruction of existing travel lanes requires traffic to be shifted entirely off of the existing pavement. This may require additional pavement (temporary or permanent) to accommodate the travel lanes and barrier service.
- Additional trucks for importing and removal of poor in-situ soils will add construction traffic to the corridor.
- The widening or replacement of existing bridges requires work immediately adjacent to or over existing traffic flows. Four of the five bridge locations on the Project, such as Jefferson Avenue and Yorktown Road, have limited space to maintain traffic while carrying out the work. Larger work spaces are often required to accommodate larger construction equipment to carry out this work which narrows existing travel lanes and requires short-term slowing or stoppage of traffic to accommodate critical lifts.

MITIGATION STRATEGIES:

The MOT/TMP impacts must be met with appropriate mitigation strategies in order to alleviate concerns and to deliver a successful project. The following strategies will be implemented to minimize the impacts associated with the MOT/TMP risk in a cost-effective manner:

Thorough communications and public outreach – Myers' seasoned PR Manager will develop and implement a plan to communicate construction impacts, including travel delays and congestion notifications, with motorists and other key stakeholders. Multiple outreach tools will be used to deliver these messages such as VDOT's social media and project website channels, traditional media, and stakeholder meetings. This outreach will be fully coordinated with the VDOT Hampton Roads District Communications Team.

Clear communication with stakeholders and advance notice of MOT changes were key to the success of Myers' I-95 ETL project in Maryland where traffic volumes averaged over 80,000 vehicles per day.

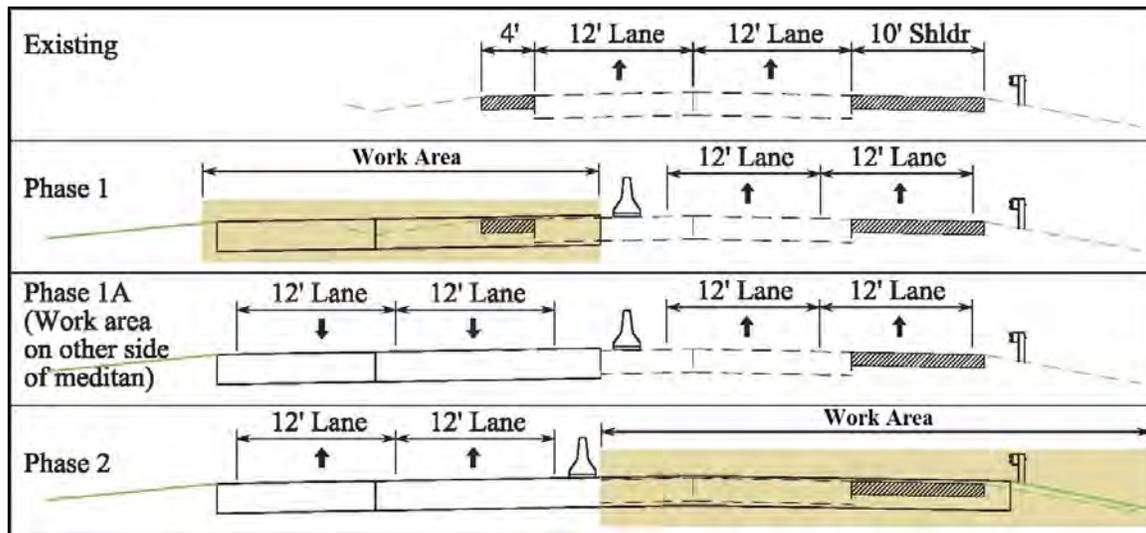
Safely accessing work areas within the median – Cross streets can be used to access the median work areas instead of the left lane of the highway. Other alternatives can be constructed to provide direct median access such as temporary ramps between the bridges at Penniman Road, Burma Road, Jefferson Avenue and Yorktown Road; wire wall ramps down from the Route 199 and Busch Gardens access road bridges; and direct access from the I-64 WB ramp to Route 143. Myers will also endeavor to investigate replacement of the existing westbound I-64 left hand exit ramp to Route 143 with a right hand exit ramp within the existing ROW in an effort to improve safety and bring this ramp into compliance with current standards.

Minimize the widening and/or strengthening of existing shoulders – A thorough geotechnical investigation of the existing shoulder will minimize unexpected conditions and may reveal the strengthening can be accomplished by mill and overlay methods as opposed to full reconstruction and disturbance of the existing subgrade. This investigation will also determine the work to be performed, ensuring safe conditions can be achieved to restore full capacity each morning.

Allan Myers has extensive experience successfully implementing nighttime lane closures on I-64, I-95 and I-295 to perform milling and paving operations.

Moving traffic off of existing travel lanes – A shift of traffic entirely to one side of the median can be used to replace the existing pavement without the need for additional widening, (shown in Figure 3.5.1). This concept also reduces the outside shoulder strengthening to one direction and provides for a safer work environment by further separating traffic from the work area.

Figure 3.5.1 – Phased MOT Concept



Allan Myers followed a similar concept for reconstruction and widening of 2.5 miles of US202 in Chester County, PA. Both NB shoulders were improved. While maintaining two lanes in each direction, both directions of US202 were shifted onto the NB side for reconstruction and widening of the SB lanes. Traffic was then shifted to the completed SB side for reconstruction and widening of the NB lanes.

Minimize roadway fill material needs– Reducing the amount of fill as a result of settlement and undercuts reduces the number of trucks accessing the work area. Fill requirements are largely dictated by the existing project profile so the ability to reduce fill quantities is limited. However, geotextiles, in-situ stabilization and lightweight materials can be used to reduce the replacement of existing unsuitable materials and the settlement of large fills thereby minimizing the hauling efforts that would impact traffic flow.

Reduce construction footprint for bridge work–Alternative foundation designs can reduce the footprint needed for construction at bridge sites.

- The use of caissons for substructures in lieu of driven piles allows construction of the center piers while only closing the left lane in one direction on Jefferson Avenue and Yorktown Road. Outside lane closures on these roads could be eliminated by using shoring and crane mats for construction of the adjacent piers. Drilled shafts limit lane closure times and help to avoid major events and holidays.
- On Burma Road and the NWS railroad spur, consideration will be taken to perform the work on the center pier during times of low traffic flow to the facilities. Widening Burma Road and shifting traffic away from the railroad spur would provide space to maintain traffic around the pier construction.
- Drilled shafts may also be an option for the piers adjacent to the ramp from I-64 WB to Route 143 to minimize impacts. Bridge replacement may be more beneficial than attempting to work within the constraints of the existing span and pier configurations with respect to traffic movements.

ROLE OF VDOT AND OTHER AGENCIES:

VDOT, Newport News and Williamsburg; and York and James City Counties will have a shared role with the Myers Team in communicating progress and issues that affect motorists and other stakeholders. Regular coordination/ information meetings will be conducted with key stakeholders, including staff from VDOT, key personnel from the adjacent concurrent project, and the Myers Team. Myers will provide content for VDOT-issued press releases, the Project website and other media for communicating the progress of the Project. The Myers Team will work with VDOT to provide real time traveler information.

DRAINAGE/SWM –

RISK DESCRIPTION:

Drainage and Storm Water Management are a critical risk due to flat grades, unknown existing conditions, construction phasing, and confined right-of-way (ROW). *Flat grades* occur where the preliminary plans call for a raised, landscaped median, thereby challenging how water is captured and distributed. In addition, the condition of the existing storm systems is unknown. A final assessment (video inspection) is needed to determine the number of new *storm crossings* and systems while considering reuse of the existing facilities and construction phasing that maintains drainage while building new systems in the same location. To manage the drainage, there are approximately 20 BMPs anticipated within a confined ROW to provide *water quality/quantity* management.

IMPACT:

The SWM risk on this Project presents a significant impact, both for the DB team and for VDOT, which include schedule, construction cost, future maintenance, and safety as described below:

Flat Grades – The use of a raised median in areas of flat grades causes significant increases in closed storm drainage systems (specifically inlets to avoid spread concerns) which can be costly, both from a construction perspective and a future maintenance perspective. In addition, there are safety concerns which include maintaining a system 12’ off the through lane and ponding of water due to flat grades which creates a hazard with hydroplaning.

Storm Crossings – The condition and capacity of existing cross culverts is a considerable unknown and may require the replacement of all existing pipes within the corridor. The cost of drainage systems, especially cross culverts which may require jack and bore operations, can be significant. The phasing of new drainage while maintaining existing drainage will slow production rates and impact cost and schedule.

Water Quality/Quantity – More than 20 BMP/SWM facilities are anticipated per the public hearing plans. These are expensive to build and maintain, impact ROW, and adds time/effort to the design. The implementation of any approved water quality device increases cost and frequency of long-term maintenance requirements for VDOT. This is especially true for low impact design measures encouraged in the new stormwater regulations.

MITIGATION STRATEGIES

The mitigation strategies below focus on the cost (of the project and long-term maintenance) and schedule.

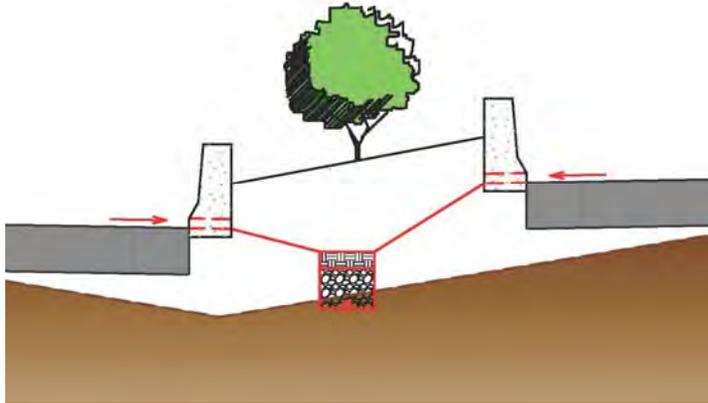
Flat Grades – Given the significant amount of closed storm drainage systems that would be required in the raised median section (a trunk line in each direction or tapping under the median to a single trunk line – one side or the other), our team will investigate the use of a modified typical section (see Figure 3.5.2) that uses slotted barrier and a central collection system between the two barriers. This depressed section could serve multiple purposes. It provides an opportunity to use water quality devices (i.e. bio retention, grassed/dry swales, etc. – as depicted in the depressed section of Figure 3.5.2) in a section of roadway that otherwise would have gone untreated. However, it will still offer the landscape benefit that the original typical section showed while maintaining the nature terrain look that the community desires, also depicted in Figure 3.5.2 for non-depressed median sections. To achieve this combined benefit, we would space our BMPs to allow the fill area to build between the two barrier sections where landscape features would be incorporated

Myers Team Innovative Drainage Designs
Middle Ground Boulevard DB project –
Optimizing the drainage design reduced the amount of storm drainage by more than 25% by back-grading pipes to shorten runs and optimizing SWM facility sizing/configuration.

I-581/Elm Interchange DB project –
Developing a redesign minimized cost impacts of unexpected conditions encountered during a jacking operation on a 96” pipe crossing.

to mitigate community concerns. This section can be implemented from approximately ½ mile east of exit 243 to the eastern tie with the I-64 Segment I project.

Figure 3.5.2 – Modified Typical Section - Central Collection System between Barriers



Storm Crossings – During the RFP phase, the Myers Team will evaluate existing cross culverts and other existing systems to determine if they are adequate from a quantity perspective. This will allow structurally sound pipes (as confirmed by video inspection) to be reused once NTP is provided. Where existing pipes have capacity concerns, strategic placement of SWM facilities will manage flows or shifting internal drainage divides will reduce flows to these critical structures. The “reuse” design presented by our team will assume all pipes are deficient in some manner and must be replaced or abandoned, as required by the RFP. Phased construction will be

evaluated to replace cross culverts through open cutting versus jack and bore operations, experience that Myers possesses on interstate projects.

Water Quality/Quantity – The SWM design will be optimized during the technical phase of procurement to reduce the number of facilities. This will be accomplished by combining facilities that occur in series where feasible and utilizing the purchase of nutrient credits to the maximum extent allowed by the regulations. Understanding that VDOT’s preferred method of providing water quality is through the purchase of nutrient credits, we have engaged Falling Springs, LLC who owns and operates several banks in the area to ensure that there is availability. Anticipating that the 10 lbs/year threshold will be exceeded, collaboration between our team and VDOT will maximize what can reasonably be constructed on the Project and will purchase the remainder from banks. Ideally, we would achieve 75% onsite and purchase the remaining 25% from banks. However, should this not be reasonably attainable, there are provisions in the regulations to purchase credits in excess of 25% which our team will explore with VDOT and DEQ. A preference list of BMPs will be established to ensure that any facilities proposed also minimize future maintenance needs (e.g. grass swales). Other solutions requiring the use of amended soils, which are expensive and must be cleaned or replaced on a regular basis to maintain their benefit, will be minimized or avoided.



Open-cut storm drainage installation on Myers I-95 ETL project

ROLE OF VDOT AND OTHER AGENCIES

The Myers Team will engage VDOT early in discussions regarding innovative mitigation strategies. These discussions will focus on helping VDOT establish parameters by which we can move forward with our intended design. Our mitigation strategies are founded on the need and expectation that a partnership between our team and VDOT will be formed to work toward the common goals. Our team will do the groundwork and look to VDOT to provide approval and facilitate any outside agency involvement or approvals (i.e. DEQ for nutrient credits above 25%, BMP preference list, etc.).

GEOTECHNICAL CONDITIONS/CONSTRUCTION PRACTICES

RISK DESCRIPTION:

The geologic setting for the Project includes surficial exposures of the Shirley Formation prevalent in northern Newport News, as well as the Windsor and Bacons Castle Formations of the Coastal Plains region of Virginia. These soils tend to include shallow, cohesive, and organic materials with a high groundwater table. Upon thorough review of the existing information provided by VDOT and additionally available soils and geological information for this area, the Myers Team has identified the geotechnical conditions as a risk due to the potential for unsuitable subgrade materials, settlement due to deep fills in the existing median, low pH soils, and down drag of bridge foundation elements due to deep fills.

Unsuitable Subgrade Materials – Based on review of the provided GDR, the near surface soils consisting of lean clay (CL) and coarse-grained soils (SC, SM, SC-SM and SP-SM) have the potential to be suitable subgrade material. However, highly plastic clay (CH) was encountered in some borings at the future subgrade elevation. Some of the suitable types of subgrade soils exhibit very high natural moisture contents. Additionally, the sample set of data is small and near surface soil conditions vary greatly along the alignment.

Settlement in Embankment Fill in Median – Some areas along the proposed widening alignment will have the potential for settlement due to highly compressible clays and/or organic soils at relatively shallow depths. These types of soils and shallow groundwater conditions are relatively common in the Windsor Formation of the Coastal Plain Geologic Region of Virginia.

Low pH Soils – The provided GDR indicates that over half of the tested soil samples exhibit a pH value less than 5.0, which suggests widespread presence of acid soils in the Project area.

Bridge Foundation Down Drag – The conceptual plans indicate that five to 15 feet of fill will be required to establish the proposed site grades for five bridge locations at the widening of the bridge abutments. There is the potential for settlement of the existing subsurface soils in the vicinity of the existing and proposed bridge abutments. The GDR and conceptual plans indicate the presence of soft highly plastic clay at relatively shallow depths with proposed fill of ten to 15 feet at the I-64 WB/EB widening over Rt. 641 and the abandoned railroad, I-64 EB widening over I-64 WB Ramp to Rt. 143, and I-64 WB/EB widening over access road and railroad. Other unexplored locations may have similar subsurface soil conditions. The potential settlement of these subsurface soils could drag (pull) down existing and proposed deep foundation elements as the soil moves downward in relation to the particular foundation element, creating additional loading on the structure.

IMPACT:

Traffic and Public Safety – Removal and replacement of unsuitable materials would increase trucks entering and exiting the project site and present traffic and safety impacts for the travelling public. Maintaining traffic on the existing bridges during placement of fill may present a safety risk for the travelling public if the bridge foundations experience down drag.

Quality – Unanticipated settlement could require additional fill material to maintain the roadway grade and create future maintenance issues for the roadway. The impact of down drag on foundations elements could affect the performance of the bridge joints and bearings, which could end up providing an uneven riding surface. Low pH soils could result in corrosion of metals and reduced life of structure members.

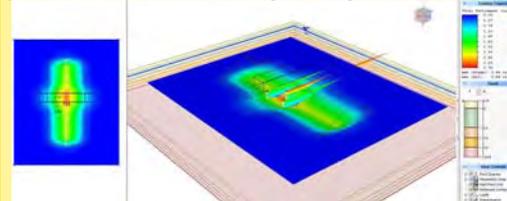
Construction Duration and Costs – Unsuitable subgrade materials, settlement of embankment fills, and foundation down drag all have the potential to extend the duration of construction and increase costs.

MITIGATION STRATEGIES:

The Myers Team will mitigate the geotechnical risks by confirming the extent of the potential impacts, selecting appropriate design and remediation strategies in coordination with VDOT's recommendations, and efficiently managing construction operations to minimize the impacts. Mitigation measures may include:

- Additional sampling and testing of subsurface surface soils during the scope validation period will confirm locations of unsuitable soils and evaluate the potential for settlement of fills in the median and adjacent to the existing bridge foundations. The testing and sampling program may consist of conventional SPT drilling with PMT and/or DMT testing supplemented by CPT with pore pressure dissipation. Undisturbed soil sampling and laboratory testing will provide adequate supplemental information to assist with engineering soil parameters and address potential down drag considerations.
- Locations where unsuitable soils are anticipated will be delineated on the project drawings (both area and depth). A Soils Remediation Plan will be developed prior to the commencement of construction and may include undercut/replacement, drying/scarification, and lime/cement stabilization. Potential borrow sources will be identified and approved by VDOT prior to the start of construction to provide suitable fill material for the roadway fills and potential undercuts.
- Settlement impacts in the median can be mitigated by 1) utilizing light weight aggregates/GeoFoam, 2) installing stabilization geosynthetics to better distribute the settlement, 3) surcharging embankment fills to induce/accelerate settlement, or 4) install PVDs (wick drains) to accelerate settlement.
- Additional corrosion potential tests of the soils will be performed at the location of proposed structures. If necessary, the use of steel structures near the water table will be limited, structures will be designed for corrosion protection, and concrete will be designed for corrosion protection.
- Bridge foundation down drag can be mitigated by: oversizing the foundation elements, using light weight fill material to minimize settlement of subsurface soils, using bituminous coating or jacket on piles to reduce friction of subsurface soils pulling down on the pile, or modifying the construction sequencing to allow for settlement of subsurface soils to occur prior to driving of foundation elements.
- During the foundation installation process, both proposed and existing structures can be monitored for ground movement. Existing piers and bridge beams will be protected during construction and construction will be sequenced to ensure global stability of the foundations during construction. Prior to placement of embankment fill and pavement, the proposed subgrade soils will need to be evaluated for suitability.

I-95 at Temple Avenue in Colonial Heights, a 3D settlement model accurately analyzed the embankment settlements and down drag forces on the existing bridge structures.



The advanced 3D modeling eliminated the conservative assumptions of a conventional 2D modeling.

Myers is successfully improving subgrades at their Richmond Airport Project by applying more than 12 tons of lime to treat over 193,000 SY of soft subgrade soils.

ROLE OF VDOT AND OTHER AGENCIES:

Myers' geotechnical engineer will engage VDOT's geotechnical and materials engineers in discussions during the early stages of the design process to reach consensus on geotechnical recommendations. VDOT's input will be requested in selecting borrow site sources for the Project and identifying preferred methods of mitigation for settlement and bridge foundation down drag.

Submitted to:



APPENDIX 3.2.6

AFFILIATED/SUBSIDIARY COMPANIES

ATTACHMENT 3.2.6

State Project No. 0064-965-264, Contract ID#: C00106665DB82

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Parent	Allan Myers, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers MD, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers, L.P.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Materials MD, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Materials PA, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Materials DE, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Transport Co	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Subsidiary	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk, VA 23435
Affiliate	Myers Aviation Company, LLC	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, CO.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Investments, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	The Myers Group, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Compass Quarries, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Materials, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Management, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490

Submitted to:



APPENDIX 3.2.7

DEBARMENT FORMS

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

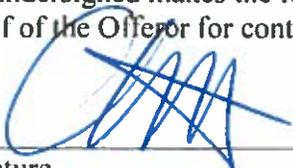
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

	<u>05/05/2015</u>	<u>Vice President/General Manager</u>
Signature Aaron T. Myers	Date	Title

ALLAN MYERS VA, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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



Signature

May 4, 2015

Date

President and CEO

Title

DMY Engineering Consultants Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

Contract ID#: C00106665DB82

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.

	5/12/2015	President
Signature	Date	Title

Dovetail Cultural Resource Group
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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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

May 5, 2015

Date

Senior Vice President

Title

EEE Consulting, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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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

5/19/2015
Date

CEO
Title

Froehling & Robertson, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

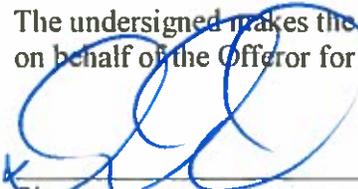
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Project No.: 0064-965-264
Contract ID#: C00106665DB82

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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	<u>5/18/2015</u> Date	<u>Principal Geotechnical Engineer</u> Title
<u>D. Mark Scholefield, P.E.</u>		

Geotechnical Environmental & Testing Solutions, Inc. dba GET Solutions, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

Contract ID#: C00106665DB82

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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.

 May 11, 2015
Signature Date

President
Title

H&B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

	May 13, 2015	President
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

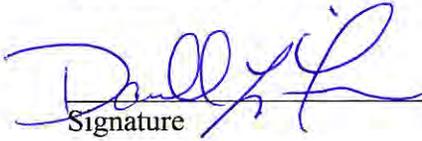
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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



Signature

05/13/15
Date

Assistant Director of Transportation/Principal
Title General Manager, Richmond Office

Rinker Design Associates, P.C.

Name of Firm

Submitted to:



APPENDIX 3.2.8

VDOT PREQUALIFICATION EVIDENCE



Virginia Department of Transportation

Date Printed: 05/20/2015

**Prequalified Vendors Sorted By Vendor Name
Includes All Qualified Levels As Of 5/20/2015**

12:00 AM

Page 22

- A -

Vendor ID: G303

Vendor Name: AMERICAN INFRASTRUCTURE-VA, INC. Notes added: see below

Prequal Exp: 01/31/2016

-- PREQ Address --

301 CONCOURSE BLVD
GLEN ALLEN, VA 23059
Phone: 804-290-8500
Fax: 610-222-3308

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
007 - MINOR STRUCTURES
013 - ROADWAY MILLING
171 - SURFACE TREATMENT

Bus. Contact: THURSTON, GINA

Email: MATT.MCDERMOTT@AMERICANINFRASTRUCTURE.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: A729

Vendor Name: AMERICAN PAVING FABRICS, INC.

Prequal Exp: 01/31/2016

-- PREQ Address --

6910 O'CONNER ROAD
HANOVER, MD 21076-0000
Phone: 410-379-2209
Fax: 410-796-0272

Work Classes (Listed But Not Limited To)

171 - SURFACE TREATMENT

Bus. Contact: MARTIN-RONAGHAN, SELINA GINA

Email: SELINA@AMERICANPAVINGFABRICS.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Allan Myers VA, Inc. submitted all associated documentation for legal name change to VDOT PreQualification Officer on 4/13/15. Subsequent follow ups with the Qualifications Office confirmed that all of the paperwork is in order. The VDOT web list update is pending the Department schedule.

We entered into contract with VDOT on May 11, 2015 under the new name, Allan Myers VA, Inc., reference VDOT Call Order No. 740 YR15 Plant Mix. The State Contract Division has confirmed that subject paperwork appears to be in order, as well.

Submitted to:



APPENDIX 3.2.9

EVIDENCE OF OBTAINING BONDING

ROSENBERG & PARKER®

SURETYBOND.COM

Philadelphia · Toronto

May 28, 2015

Commonwealth of Virginia
Virginia Department of Transportation
1401 East Broad St.
Richmond, VA 23219

Re: Allan Myers VA, Inc.
Contract ID Number: C00106665DB82; Interstate 64 Capacity Improvements, From: 1.05 Miles West of Route 199 (Humelsine Parkway) To: 0.54 Miles East of Route 238 (Yorktown Road), Newport News, York County and James City County, VA

To Whom It May Concern:

Allan Myers VA, Inc., a subsidiary of Allan Myers, Inc., is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch Insurance Company. Fidelity and Deposit Company of Maryland is rated A+ XV in the Best's Key Rating Guide, listed in the Department of the Treasury's listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Zurich American Insurance Company is rated A+ XV in the Best's Key Rating Guide, listed in the Department of the Treasury's listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Arch Insurance Company is rated A+ XV in the Best's Key Rating Guide, listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Fidelity and Deposit Company of Maryland, Zurich and Arch have expressed to them their willingness to provide bonding to support on individual projects in the amount of \$250,000,000.00 and aggregate of \$600,000,000.00. As surety for Allan Myers VA, Inc., Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch, with A.M. Best Financial Ratings as stated above, is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that Allan Myers VA, Inc. be the successful bidder and enter into a contract for this project.

In accordance with the normal practice, the willingness of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch Insurance Company to extend suretyship will be based on their underwriting of the account at the time the bonds are requested. This letter shall be valid for a period of 180 days from the date of this letter.

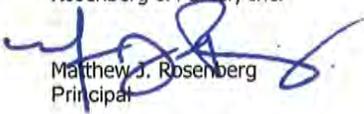
In addition, we would expect that the execution of any final bonds would be subject to a review of the contract documents by Allan Myers VA, Inc., Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch Insurance Company as well as satisfactory evidence of financing for the project.

This letter does not constitute an assumption of liability. The issuance of bonds in connection with this Project is a matter solely between the Surety and Contractor. We assume no liability to you or to any third party by the issuance of this letter.

If we can provide any further assistance, please do not hesitate to call upon us.

Sincerely,

Rosenberg & Parker, Inc.


Matthew J. Rosenberg
Principal

MJR/mgh

cc: Paul McCarthy, Fidelity and Deposit Company of Maryland and Zurich American Insurance Company and Mr. Kevin McDowell, Arch Insurance Company



455 SOUTH GULPH ROAD • SUITE 400 • KING OF PRUSSIA, PENNSYLVANIA 19406

p 610.668.9100 • p 800.394.9200 • f 610.667.5200

info@suretybond.com • suretybond.com

Submitted to:



APPENDIX 3.2.10

SCC AND SPOR REGISTRATION DOCUMENTATION

ATTACHMENT 3.2.10

State Project No. 0064-965-264, Contract ID#: C00106665DB82

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA, Inc.	0113780-1	Corporation	Active	301 Concourse Blvd, Suite 300 Glen Allen, VA 23059	Class A Contractor	270019872	12-31-2016
DMY Engineering Consultants, Inc.	0768895-5	Corporation	Active	45662 Terminal Dr., Suite 110 Dulles, VA 20166	Business Entity	0407005631	12-31-2015
Dovetail Cultural Resource Group, Inc.	0668553-1	Corporation	Active	N/A	N/A	N/A	N/A
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Road Mechanicsville, Virginia 23116	Business Entity	0407003798	12-31-2015
Froehling & Robertson, Inc.	0027211-2	Corporation	Active	3015 Dumbarton Rd Richmond, VA 23228	Business Entity	0407000098	12-31-2015
Geotechnical Environmental and Testing Solutions, Inc.	0541847-0	Corporation	Active	204-B Grayson Rd Virginia Beach, VA 23462	Business Entity	0407004018	12-31-2015
H & B Surveying and Mapping, LLC	S290560-4	Limited Liability Company	Active	612 Hull Street Suite 101B Richmond, VA 23224	Business Entity	0407005432	12-31-2015

ATTACHMENT 3.2.10

State Project No. 0064-965-264, Contract ID#: C00106665DB82

SCC and DPOR Information

KCI Technologies, Inc.	F059869-0	Foreign Stock Corporation	Active	3014 Southcross Blvd. Rock Hill, SC 29730	Business Entity Branch Office	0411000956	02-29-2016
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	1801 Pleasure House Rd, Suite 101 & 102 Virginia Beach, VA 23455	Business Entity Branch Office	0411001133	02-29-2016
				14160 Newbrook Dr. Suite 220 Chantilly, VA 20151	Business Entity	0407003733	12-31-2015
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	9385 Discovery Blvd, Suite 200 Manassas, VA 20109	Professional Corporation	0405000502	12-31-2015
					Real Estate Appraisal Business	4008001684	02-28-2017
				927 Maple Grove Dr, Suite 105 Fredericksburg, VA 22407	Professional Corporation Branch Office	0410000156	02-29-2016
					Real Estate Appraisal Business	4008001739	04-30-2016
				4301 Dominion Blvd, Suite 100 Glen Allen, VA 23060	Professional Corporation Branch Office	0410000220	02-29-2016
					Real Estate Appraisal Business	4008001801	04-30-2016

ATTACHMENT 3.2.10

State Project No. 0064-965-264, Contract ID#: C00106665DB82

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA, Inc (Key Personnel)	Thomas M. Heil (RCE)	Glen Allen, VA	318 E Mason Ave Alexandria, VA 22301	Professional Engineer	0402044111	01-31-2017
Quinn Consulting (Key Personnel)	John Kevin Vicinski (QAM)	Chantilly, VA	4609 Marble Rock Ct. Chantilly, VA 20151	Professional Engineer	0402026380	08-31-2015
Rinker Design Associates, P.C. (Key Personnel)	Darell L. Fischer (DM)	Glen Allen, VA	14101 Spring Gate Terrace Midlothian, VA 23112	Professional Engineer	0402023296	06-30-2016
Allan Myers VA, Inc. (Key Personnel)	Richard Denne Clifton (MOT)	Glen Allen, VA	10 Dorothy Drive Poquoson, VA 23662	Professional Engineer	0402033768	06-30-2015
Non APELSCIDLA – See page 4 of 4						

ATTACHMENT 3.2.10

State Project No. 0064-965-264, Contract ID#: C00106665DB82

SCC and DPOR Information

Rinker Design Associates, P.C.	Christopher S. Calamos	Fredericksburg, VA	PO Box 7907 Fredericksburg, VA 22404	Certified Residential Real Estate Appraiser	4001012863	11-30-2015
Rinker Design Associates, P.C.	Patricia Jane Nalley	Fredericksburg, VA	6805 Silverbrook Dr Spotsylvania, VA 22553	Certified Residential Real Estate Appraiser	4001016064	09-30-2016
Rinker Design Associates, P.C.	Julia Adele Reed	Glen Allen, VA	7207 Apple Orchard Road North Chesterfield, VA 23235	Certified Residential Real Estate Appraiser	4001007323	09-30-2015

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:19:20

CORP ID: 0113780 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/19/13
CORP NAME: Allan Myers VA, Inc.

DATE OF CERTIFICATE: 10/06/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143

ACCEPTED AR#: 214 15 0025 DATE: 10/16/14 HENRICO COUNTY

CURRENT AR#: 214 15 0025 DATE: 10/16/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)

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

**EXPIRES ON
12-31-2016**

**9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-6500**

**NUMBER
2701009872**

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

**ALLAN MYERS VA INC
301 CONOURSE BLVD
SUITE 300
GLEN ALLEN, VA 23059**

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**(POCKET CARD) COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR**

***CLASSIFICATIONS* H/H
NUMBER: 2701009872 EXPIRES: 12-31-2016**

**ALLAN MYERS VA INC
301 CONOURSE BLVD
SUITE 300
GLEN ALLEN, VA 23059**



Jan W. DeBoer
Jan W. DeBoer, Director

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

**15
12**



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**EXPIRES ON
01-31-2017**

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

**NUMBER
0402044111**

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

**THOMAS M HEIL
318 E MASON AVE
ALEXANDRIA, VA 22301**



Jan W. DeBoer
JAN W DEBOER Director

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COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402044111 EXPIRES: 01-31-2017**



**THOMAS M HEIL
318 E MASON AVE
ALEXANDRIA, VA 22301**

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
8960 Mayland Dr., Suite 400, Richmond, VA 23233**

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**EXPIRES ON
06-30-2015**

**NUMBER
0402033768**

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

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

**RICHARD DENNE CLIFTON
10 DOROTHY DRIVE
POQUOSON, VA 23662**



Gordon N. Dixon
Gordon N. Dixon, Director

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State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:18:16

CORP ID: 0768895 - 5 STATUS: 00 ACTIVE STATUS DATE: 10/23/14
 CORP NAME: DMY ENGINEERING CONSULTANTS INC.

DATE OF CERTIFICATE: 09/06/2013 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND: Y
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:
 SUITE 110
 CITY: DULLES STATE : VA ZIP: 20166-0000
 R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153
 ACCEPTED AR#: 214 15 1844 DATE: 10/22/14 LOUDOUN COUNTY
 CURRENT AR#: 214 15 1844 DATE: 10/22/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	130.00	13.00				10,000

(Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2015

NUMBER
0407005631

9960 Mayland Dr., 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

DMY ENGINEERING CONSULTANTS INC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166



Gordon N. Dixon
Gordon N. Dixon, Director

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State Corporation Commission

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CORPORATE DATA INQUIRY

05/19/15

16:17:47

CORP ID: 0668553 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/30/06
 CORP NAME: Dovetail Cultural Resource Group I, Inc.
 DATE OF CERTIFICATE: 11/30/2006 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CHARLES W PAYNE JR

STREET: 725 JACKSON ST STE 200

AR RTN MAIL:

CITY: FREDERICKSBURG STATE : VA ZIP: 22401-0000
 R/A STATUS: 4 ATTORNEY EFF. DATE: 11/30/06 LOC : 206
 ACCEPTED AR#: 214 14 6350 DATE: 10/08/14 FREDERICKSBURG
 CURRENT AR#: 214 14 6350 DATE: 10/08/14 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 14 100.00 1,000

 (Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:16:42

CORP ID: 0504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 08/04/04
 CORP NAME: **EEE CONSULTING, INC.**

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 700.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 214 52 6530 DATE: 05/23/14 HENRICO COUNTY
 CURRENT AR#: 214 52 6530 DATE: 05/23/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	1,700.00				1,700.00	333,000

(Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2015

NUMBER
0407003798

9960 Mayland Dr., 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

EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)
COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDL
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003798 EXPIRES: 12-31-2015
PROFESSIONS: ENG
EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116



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

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CORPORATE DATA INQUIRY

05/19/15

13:19:56

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09
 CORP NAME: FROEHLING & ROBERTSON, INCORPORATED

DATE OF CERTIFICATE: 10/11/1924 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2480.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:
 901 E CARY ST

CITY: RICHMOND STATE : VA ZIP: 23219-0000
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216
 ACCEPTED AR#: 214 13 2353 DATE: 09/08/14 RICHMOND CITY
 CURRENT AR#: 214 13 2353 DATE: 09/08/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					1,100,000

(Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2015

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

NUMBER
0407000098

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

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)
COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407000098 EXPIRES: 12-31-2015
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228



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

(FOLD)

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Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:08:01

CORP ID: 0541847 - 0 STATUS: 00 ACTIVE STATUS DATE: 08/04/04
 CORP NAME: Geotechnical Environmental and Testing Solutions,
 Inc.
 DATE OF CERTIFICATE: 06/16/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: TERENCE MURPHY
 STREET: KAUFMAN & CANOLES PC AR RTN MAIL:
 150 W MAIN ST STE 2100
 CITY: NORFOLK STATE : VA ZIP: 23510-1609
 R/A STATUS: 4 ATTORNEY EFF. DATE: 07/17/02 LOC : 212
 ACCEPTED AR#: 214 09 7448 DATE: 06/25/14 NORFOLK CITY
 CURRENT AR#: 214 09 7448 DATE: 06/25/14 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2015

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

NUMBER
0407004018

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

PROFESSIONS: ENG

**GEOTECHNICAL ENVIRONMENTAL & TESTING
SOLUTIONS INC
204-B GRAYSON ROAD
VIRGINIA BEACH, VA 23462**



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004018 EXPIRES: 12-31-2015
PROFESSIONS: ENG
GEOTECHNICAL ENVIRONMENTAL & TESTING SOLUTIONS INC
204-B GRAYSON ROAD
VIRGINIA BEACH, VA 23462**



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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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S
Cor



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05/15/15

LLCM3220

LLC DATA INQUIRY

08:22:43

LLC ID: S290560 - 4 STATUS: 00 ACTIVE STATUS DATE: 04/27/09
 LLC NAME: H & B Surveying and Mapping, LLC

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 612 HULL STREET STE 101B

CITY: RICHMOND STATE: VA ZIP: 23224-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC
6802 PARAGON PL STE 100

RTN MAIL:

CITY: HENRICO STATE: VA ZIP: 23230-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
15	50.00			

(Screen Id:/LLC_Data_Inquiry)

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COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

NUMBER
0407005432

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

PROFESSIONS: LS

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



Gordon N. Dixon
Gordon N. Dixon, Director

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S
Cor

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:20:18

CORP ID: F059869 - 0 STATUS: 00 ACTIVE STATUS DATE: 01/18/06
CORP NAME: KCI TECHNOLOGIES, INC.

DATE OF CERTIFICATE: 12/19/1988 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:
1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 214 17 7020 DATE: 12/29/14 RICHMOND CITY

CURRENT AR#: 214 17 7020 DATE: 12/29/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
02-29-2016

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

NUMBER
0411000956

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

PROFESSIONS: ENG

KCI TECHNOLOGIES INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



Nick A. Christner
Nick A. Christner, Interim Director

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:14:38

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
 ACCEPTED AR#: 214 12 5293 DATE: 08/22/14 ARLINGTON COUNT
 CURRENT AR#: 214 12 5293 DATE: 08/22/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2016

NUMBER

0411001133

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

PROFESSIONS: ENG

**QUINN CONSULTING SERVICES INC
1801 PLEASURE HOUSE RD
STE 101 & 102
VIRGINIA BEACH, VA 23455**



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**BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001133 EXPIRES: 02-29-2016
PROFESSIONS: ENG
QUINN CONSULTING SERVICE
1801 PLEASURE HOUSE RD
STE 101 & 102
VIRGINIA BEACH, VA 23455**



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

(Fold)

Jay W. DeBoer
Jay W. DeBoer, Director

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

**EXPIRES ON
12-31-2015**

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

**NUMBER
0407003733**

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

PROFESSIONS: ENG

**QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151**



Gordon N. Dixon
Gordon N. Dixon, Director

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**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2015
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151**



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EXPIRES ON
08-31-2015

NUMBER
0402026380

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

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

**JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151**



Gordon N. Dixon
Gordon N. Dixon, Director

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**COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026380 EXPIRES: 08-31-2015**

**JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151**



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

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CISM0180

CORPORATE DATA INQUIRY

05/15/15

08:15:35

CORP ID: 0227062 - 7 STATUS: 00 ACTIVE STATUS DATE: 04/22/91
 CORP NAME: Rinker Design Associates, P.C.

DATE OF CERTIFICATE: 02/24/1982 PERIOD OF DURATION: INDUSTRY CODE: 70
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN S WISIACKAS

STREET: ODIN FELDMAN & PITTLEMAN PC AR RTN MAIL:
 1775 WIEHLE AVENUE STE 400
 CITY: RESTON STATE : VA ZIP: 20190-0000
 R/A STATUS: 4 ATTORNEY EFF. DATE: 08/27/12 LOC : 129
 ACCEPTED AR#: 215 02 0271 DATE: 01/08/15 FAIRFAX COUNTY
 CURRENT AR#: 215 02 0271 DATE: 01/08/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	190.00					20,000

 (Screen Id:/Corp_Data_Inquiry)

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EXPIRES ON

12-31-2015

NUMBER

04050000502

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS, VA 20109



Gordon N. Dixon
Gordon N. Dixon, Director

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

EXPIRES ON

02-29-2016

NUMBER

0410000156

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

RINKER DESIGN ASSOCIATES PC
927 MAPLE GROVE DR STE 105
FREDERICKSBURG, VA 22407



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
02-29-2016

NUMBER
0410000220

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

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC
4301 DOMINION BOULEVARD, SUITE 100
GLEN ALLEN, VA 23060



Nick A. Christner
Nick A. Christner, Interim Director

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

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

**EXPIRES ON
02-28-2017**

**NUMBER
4008001684**

**REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION**

**RINKER DESIGN ASSOCIATES PC
9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS, VA 20109**



Jay W. DeBoer
Jay W. DeBoer, Director

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

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

EXPIRES ON
04-30-2016

NUMBER

4008001739

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

RINKER DESIGN ASSOCIATES PC
927 MAPLE GROVE DR STE 105
FREDERICKSBURG, VA 22407



Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON
04-30-2016

NUMBER
4008001801

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

RINKER DESIGN ASSOCIATES P C
4301 DOMINION BOULEVARD
SUITE 100
GLEN ALLEN, VA 23060



Nick A. Christner
Nick A. Christner, Interim Director

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

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

EXPIRES ON
06-30-2016

NUMBER

0402023296

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

**DARELL LEE FISCHER
14101 SPRING GATE TERRACE
MIDLOTHIAN, VA 23112**



Jay W. DeBoer
Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON
11-30-2015

NUMBER
4001012863

REAL ESTATE APPRAISER BOARD

CERTIFIED RESIDENTIAL REAL ESTATE APPRAISER

CHRISTOPHER S CALAMOS
PO BOX 7907
FREDERICKSBURG, VA 22404-7907



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
09-30-2016

NUMBER

4001016064

REAL ESTATE APPRAISER BOARD

CERTIFIED RESIDENTIAL REAL ESTATE APPRAISER

PATRICIA JANE NALLEY
6805 SILVERBROOK DR
SPOTSYLVANIA, VA 22553



Jay W. DeBoer
Jay W. DeBoer, Director

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

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

EXPIRES ON

09-30-2015

NUMBER

4001 007323

**REAL ESTATE APPRAISER BOARD
CERTIFIED RESIDENTIAL REAL ESTATE APPRAISER**

**JULIA ADELE REED
7207 APPLE ORCHARD ROAD
NORTH CHESTERFIELD VA 23235**



Gordon N. Dixon
Gordon N. Dixon, Director

Submitted to:



APPENDIX 3.3.1

KEY PERSONNEL RESUMES

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: EDWARD HILFERTY, VICE PRESIDENT OF CONSTRUCTION	
b. Project Assignment: DESIGN-BUILD PROJECT MANAGER (DBPM)	
c. Name of Firm with which you are now associated: ALLAN MYERS (MYERS)	
d. Employment History: With this Firm <u>18</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): ALLAN MYERS, VICE PRESIDENT OF CONSTRUCTION (2012–2015): Mr. Hilferty is responsible for the management of design and construction processes for design-build projects, quality management, and supervision/oversight of all aspects of the work. He manages large teams composed of design professionals, construction managers, and subconsultants all focused on providing an on-time within budget project. He oversees contract administration, material procurement, subcontractor management, planning and scheduling of work activities, submittals, pay estimates, and manpower/equipment resources. He collaboratively coordinates with owners/ clients (including VDOT) and other stakeholders to mitigate and resolve disputes and is responsible for building/maintaining positive customer relationships. He actively participates in public outreach meetings and ensures public concerns are promptly/appropriately addressed. He routinely oversees projects with construction values in excess of \$200M simultaneously. ALLAN MYERS, SENIOR PROJECT MANAGER (2002–2012): He was responsible for managing all aspects of his projects including planning and scheduling work activities, coordination with the owner and other stakeholders, design consultants, private utility owners, and public outreach for all phases of construction. He managed and provided supervision for large teams of construction personnel from the start of construction through final construction closeout. He oversaw the field construction activities to ensure project delivery met or exceeded all expectations of quality, safety, environment, schedule, and budget. He managed up to 10 projects for a combined value of \$125M. ALLAN MYERS, PROJECT MANAGER (1997–2002): He managed all aspects of his projects including scheduling work activities, engineering, submittals, pay estimates, coordination with owner, subs, suppliers, and stakeholders, customer satisfaction, and safety for all phases of construction. He supervised superintendents, foreman, and office construction staff including project engineers, scheduling and safety staff, and administrative personnel.	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 24 years' experience ■ Design & construction quality management 	<ul style="list-style-type: none"> ■ Four successful projects as DBPM ■ DBPM on two VDOT DB projects ■ Stakeholder coordination ■ Interstate widening/reconstruction ■ Structure / bridge construction ■ Dispute avoidance/resolution
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Drexel University, Philadelphia, PA/BS/1994/Civil Engineering	
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. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)	
I-95 EXPRESS TOLL LANES FROM I-695 TO CAMPBELL BLVD, White Marsh, MD (\$53.7M)	
<p>1. As the Project Manager, he was responsible for all aspects of construction including owner coordination; dispute resolution; public involvement; roadway, earthwork and utility construction; TMP/MOT; subcontractor management; bridge repairs; safety; and schedule. The project reconstructed and widened 1.8 miles of I-95 and included contingent repairs to the existing MD 43 bridges over I-95. The existing eight-lane divided highway was reconfigured to eight general purpose lanes and four ETLs. Four lanes of traffic were safely maintained through this congested corridor at all times. The roadway reconstruction was complicated by the phased replacement of a deteriorating major pipe culvert under the entire width of I-95. Despite the high volumes of traffic, this project was completed within budget and schedule</p> <p>2. Allan Myers</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ Interstate facility ✓ Roadway widening / capacity ✓ Structures / bridges ✓ Complex TMP/MOT ✓ Geotechnical constraints ✓ Constrained schedule <p>3. May 2008 – December 2010</p>



ROUTE 43 EXTENSION, White Marsh, MD (\$49.3M)

- | | | |
|---|--|--|
| <p>1. As the Project Manager, Mr. Hilferty was responsible for all aspects of the project including owner coordination; dispute resolution; roadway, bridges, earthwork, and utility construction; railroad bridge construction/coordination; subcontractor management; safety; and schedule. The project constructed 3.8 miles of new four-lane divided highway through environmentally sensitive wetlands and watershed adjacent to the Chesapeake Bay. The scope of work included five bridges, rehabilitation of four existing bridges, and three parallel 180' runs of 84" RCP allowing water flow from one side of the highway to the other. Extensive MOT was required for bridge work over MD Route 40 and Amtrak and MARC Facilities. The project was completed on schedule and within budget but also included construction efforts for adjacent private property owners that increased the overall Myers construction budget and extended Mr. Hilferty's involvement through September 2009.</p> <p>2. Allan Myers</p> | <p>3. September 2004 – December 2008</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ Interstate facility✓ Structures / bridges✓ Railroad coordination✓ Third party coordination✓ Complex TMP/MOT✓ Geotechnical challenges |
|---|--|--|

VDOT ROUTE 460 CORRIDOR IMPROVEMENTS DESIGN-BUILD, Petersburg to Suffolk, VA (\$1.4B)

- | | | |
|---|--|---|
| <p>1. As VP of Construction for the Myers/Ferrovia joint-venture, he was responsible for all elements of the Project including contract management; design coordination and oversight; QA/QC management; communication with VDOT, third party coordination with agencies, property owners, municipalities, and first responders; and construction operations. He led efforts to develop and implement a soil consolidation test program to assist the design team with predicting anticipated soil consolidation rates based on a placed fill. He coordinated with multiple state and federal agencies including FHWA, USFWS, USACE, VMRC, VDEQ, VPA and the VA Dept. of Historic Resources. The project scope was new construction of 55 miles of four-lane, divided, limited-access highway including 75 bridges, seven interchanges, and two termini between I-295 in Prince George County to the U.S. Route 58 bypass in the city of Suffolk.</p> <p>2. Allan Myers</p> | <p>3. December 2012 – June 2015 (project terminated)</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ VDOT Design-Build✓ Interstate facility✓ Roadway Widening / Capacity✓ Structures / bridges✓ Third party coordination✓ Geotechnical constraints |
|---|--|---|

I-695 FROM I-97 TO ROUTE 10 DESIGN-BUILD, Anne Arundel County, MD (\$9.5M)

- | | | |
|---|-------------------------------------|---|
| <p>1. As the DBPM, Mr. Hilferty was responsible for all aspects of design and construction including QA/QC, owner coordination, facilitating design and construction collaboration, construction oversight/management, subcontractor coordination, safety, and schedule. This project consisted of three miles of interstate widening along I-695 from Interstate 97 to Route 10 including geotechnical investigations, SWM, drainage, excavation, stone and pavement. Extensive MOT was required to maintain uninterrupted traffic flow on I-695. The project also required SWM upgrades for existing facilities and the construction of new SWM, including environmental issues and permitting related to Waters of the US including wetlands. This project was delivered six months ahead of schedule.</p> <p>2. Allan Myers</p> | <p>3. December 2000 – July 2001</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ Design-Build✓ Interstate facility✓ QA/QC management✓ Complex TMP/MOT✓ Permitting/environmental |
|---|-------------------------------------|---|

VDOT MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD, Newport News, VA (\$39M)

- | | | |
|---|---------------------------------|--|
| <p>1. As the DBPM, Mr. Hilferty was responsible for successful delivery of the project and provided oversight of the work performed. He worked collaboratively with VDOT and third party stakeholders to complete the project promptly and with transparency. He supplemented the work force with additional resources to facilitate timely completion and allocated additional crews to recover schedule. This project extended Middle Ground Blvd. from its termini at Route 143 (Jefferson Ave.) to Route 60 and constructed 1.2 miles of primarily new mainline four-lane divided highway, widened Jefferson Ave. and Warwick Blvd. to provide turn lanes to the new roadway, and included intersection improvements. It also included a bridge over CSXT Railroad; public and private utility relocations; ROW acquisition; and reconstruction of private and commercial entrances. Coordination was required with Newport News and HRSD to accommodate future growth in the area, including adding to the scope a force main sewer line. An alternative TMP implemented a short detour to keep two lanes of traffic open and minimize safety risks.</p> <p>2. Allan Myers</p> | <p>3. May 2014 – April 2015</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ VDOT design-build✓ QA/QC management✓ Dispute resolution✓ Roadway widening✓ Railroad coordination✓ Third party coordination✓ Geotechnical challenges |
|---|---------------------------------|--|

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

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
Mr. Hilferty is not required to be on-site full-time for the duration of construction.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: THOMAS HEIL, P.E.; DESIGN-BUILD MANAGER
b. Project Assignment: RESPONSIBLE CHARGE ENGINEER
c. Name of Firm with which you are now associated: ALLAN MYERS (MYERS)
d. Employment History: With this Firm 3 Years With Other Firms 26 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): ALLAN MYERS, DESIGN MANAGER (2012–2015 Mr. Heil leads Myers’ DB efforts from pursuits to receipt of “approved for construction” plans and transitions projects into construction. For some projects (Walney Road and Rolling Road) he serves as DBPM and will continue providing oversight and management through construction close-out. He works closely with the designer of record, construction personnel, and estimators to ensure schedule commitment and budget compliance, design consistency with the project’s contractual/technical requirements, contract administration and QA/QC management through coordination and oversight of the QAM, CM and QC construction manager. RK&K, DIRECTOR, TRANSPORTATION; 2008 - 2012: Mr. Heil managed RK&K’s Fairfax office which served the transportation needs of VDOT, NOVA counties, cities, and other local, state and federal clients. His responsibilities included client coordination, design plan development, resolving design/project challenges, stakeholder coordination/outreach and ensuring all pre-construction work products met strict client quality standards and guidelines. Of note, he served as Project Manager and primary client liaison for the VDOT L&D and Traffic Engineering and FCDOT Planning and Design On-call. He and his team completed many VDOT NOVA projects including Route 7 TCL PE design requiring coordination with FHWA, NVRPA and Loudoun County/Leesburg and Vienna Metro Access PE Study requiring coordination with Fairfax Board of Supervisor, FCDOT, WMATA and local stakeholders. RK&K, ENVIRONMENTAL ASSOCIATE; 2002 - 2008: Mr. Heil was responsible for company-wide environmental support, serving as the environmental subject matter expert and preparing/supporting NEPA documents (CE’s, EA’s and EIS’s) and environmental permitting efforts throughout the company. As an example, his team worked in support of DelDOT in the preparation/approval of the Wilmington Waterfront and Indian River Environmental Assessments, including negotiating Section 106 MOA and FHWA FONSI. POTOMAC CROSSING CONSULTANTS GEC (RK&K / PB / URS JV), ENVIRONMENTAL MANAGER; 1997 - 2002: Mr. Heil was responsible for all natural resource aspects of reconstruction of the main bridge and four interchanges. His NEPA responsibilities included supporting FHWA in preparation of a draft and final SEIS, environmental summaries, CE’s and reevaluations. Mr. Heil led efforts associated with permitting, wetland/stream mitigation, Section 4(f) / 106 treatment and worked closely federal and state regulatory agencies in acquiring the Projects Section 404/401/10 permit.
SUMMARY OF RELEVANT EXPERIENCE
<ul style="list-style-type: none">■ 29 years of experience including working with VDOT since 1997■ Design management and subconsultant oversight■ Design-build construction issue resolution■ DBPM for Walney and Rolling Road VDOT DB■ Key staff on 4 successfully complete VA DB projects■ Permitting / environmental■ Design and construction issue identification / VDOT coordination■ Quality (QA/QC) management■ Third party coordination
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park / MS / 1996 / Civil Engineering (Water Resources) University of Maine, Orono / 1986 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1994 / Professional Engineer / 044111 2015 / DBIA / (Pending)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)

WALNEY ROAD BRIDGE WIDENING AND WIDENING DB PROJECT; FAIRFAX COUNTY, VA (\$11.3M CONSTRUCTION)

1. As DBPM, Mr. Heil is the main point of contact with VDOT and is focused on contract administration, design and construction issue resolution, quality management, and stakeholder outreach/coordination including County Supervisors, traveling public, local residents and utilities. The project design was completed in Dec 2014 and VDOT issues “approved for construction” plans in February 2015 for the roadway and March 2015 for the bridge. Advanced utility relocation began in December 2014 and continues with several utilities continuing with relocation efforts. The roadway detour was successfully implemented in April 2015 with less than 10 public comments received on the detour. Bridge demolition was completed in April 2015 and foundation installation (pre-drilled driven piles) completed in May 2015. Remaining bridge construction and roadway construction north to Mariah Court will continue through September 2015, the detour will be lifted and construction will be completed in December 2015. As construction progresses, Mr. Heil continues to focus on utility relocations and contingency planning for utilities not moved by the schedule date, bridge foundation conflicts with the still present utilities, contract dispute resolution, and roadway construction efforts

- Relevance to the Project**
- ✓ DBPM on VDOT DB Project
 - ✓ RW acquisition oversight
 - ✓ Utility relocations
 - ✓ Contract management
 - ✓ Quality (QA/QC) management
 - ✓ Third party coordination

2. Allan Myers 3. March 2014 – Dec. 2015 (Anticipated)

VDOT I-81 TRUCK CLIMBING LANES DESIGN-BUILD PROJECT; ROCKBRIDGE COUNTY, VA (\$74.5M CONSTRUCTION)

1. Mr. Heil served as the design-build environmental manager working as a subconsultant to the lead design firm (AECOM), reporting to the Design Manager. As environmental issues were a schedule critical component, he developed risk mitigation strategies with both the DBPM / CM. He was responsible for all project related permitting efforts including Agency coordination through VDOT’s IACM, Section 404/401 Joint Permit Application, coordination and approval (12 months of NTP), SWPP and VSMP/ESC approval. He prepared the project’s environmental compliance plan and during construction he responded to CM information requests, completed independent compliance inspections and provided the QAM with environmental support. This project was located along I-81 NB from mile marker 195.6 to 202.5 and included addition of a 6.9 miles of truck-climbing lane, replacement of three bridges and shoulder improvements.

- Relevance to the Project**
- ✓ VDOT DB project
 - ✓ Interstate widening
 - ✓ Water quality permitting
 - ✓ Construction environmental compliance

2. RK&K; 3. March 2008 – December 2011

COMMONWEALTH CONNECTOR (US 460 PPTA IMPROVEMENTS); PETERSBURG TO SUFFOLK, VA (\$1.3B CONSTRUCTION)

1. Design-build environmental manager for the pre-construction of approx. 55 miles of new, four lane divided highway that extends from I-295 east to Route 58 and includes terminal interchanges and seven intermediate interchanges while traversing six major named swamps. Development of natural systems field data including Waters of the US (including wetlands) delineations and coordination with USACE, submission of an expedited Joint Permit Application, study and analysis of fifty inundated wetlands areas to minimize wetland impacts and determine practicality of crossing method (bridge, hydraulic connections or conventional fills) and comprehensive Compensatory Mitigation Plan to offset unavoidable impacts to wetlands.

- Relevance to the Project**
- ✓ VDOT PPTA/DB Project
 - ✓ Permitting / environmental
 - ✓ Geotechnical concerns
 - ✓ Third party coordination

2. US460MP (A Myers Joint Venture) 3. January 2013 – June 2015 (project terminated)

ROUTE 7 WB TCL PE AND DB DOCUMENT PREPARATION; LOUDOUN COUNTY, VA (\$32M CONSTRUCTION)

1. As design project manager, Mr. Heil managed the design through location approval and FI/RW plans, providing design concepts/coordination with NVRPA for the re-aligned WO&D Trail through the Rte. 9 Interchange and assisted VDOT with outreach to local HOAs/ Loudoun County / Leesburg. Following location approval, he and his team prepared the RFQ Bridging Documents in support of VDOT. The resulting DB project was bid and awarded in October 2013 for \$27.9M. The project scope included 2.57 mile Route 7 WB TCL improvements extending from the Market Street to Route 9 interchanges, including improvements/realignment of the WO&D Trail through the Route 9 interchange, interchange bridge reconstruction, frontage roads and Route 7 cross-over design and modifications and roundabout analysis and design.

- Relevance to the Project**
- ✓ VDOT NOVA DB Project
 - ✓ Prepared RFP Bridging Documents
 - ✓ Roadway widening / capacity
 - ✓ Structures / bridge
 - ✓ Complex TMP / MOT
 - ✓ Third party coordination

2. RK&K 3. May 2009 – December 2010

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: JOHN K. VICINSKI, P.E., DBIA	
b. Project Assignment: QUALITY ASSURANCE MANAGER	
c. Name of Firm with which you are now associated: QUINN CONSULTING SERVICES, INC. (QCS)	
<p>d. Employment History: With this Firm <u>6</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>QUINN CONSULTING SERVICES, INC., QUALITY ASSURANCE MANAGER (2008 - PRESENT): As Quality Assurance Manager, Mr. Vicinski has worked on VDOT and FHWA design-build projects in lead QA and QC roles. He has written, overseen, and implemented project specific QA/QC plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Control on the following DB and PPTA projects:</p> <ul style="list-style-type: none"> • VDOT Rt. 606 Widening Design-Build Project; Loudoun County, Virginia • FHWA Rt. 1 at Fort Belvoir Design-Build Project; Fairfax County, Virginia • VDOT Rt. 29 Little Rocky Run Design-Build Project; Centreville, Virginia • VDOT Design-Build Rt. 27/244 Interchange Reconstruction Project; Arlington Virginia • VDOT Design-Build Rt. 50 Widening Project; Fairfax and Loudoun Counties, Virginia • VDOT Design-Build Pacific Blvd. Extension Project; Loudoun County, Virginia • FHWA Design-Build Project Fort Lee Garrison "A" Gate Roundabout; Prince George County, Virginia • FHWA Fairfax County Improvements (Phase III) Design-Build Project; Fairfax County, Virginia • VDOT Waxpool Road and Loudoun County Parkway Interchange Improvements Design-Build Project • VDOT Design-Build I-495 HOT Lanes Project, 14 miles of the Virginia side of the Capital Beltway • VDOT Pacific Boulevard Design-Build Project; Loudoun County, Virginia • VDOT Battlefield Parkway Design-Build Project; Leesburg, Virginia • VDOT Design-Build Gilberts Corner Project at the intersection of Rt. 15 and Rt. 50; Loudoun County, VA <p>ALPHA CORPORATION, VICE PRESIDENT AND DIRECTOR OF TRANSPORTATION SERVICES (1995 - 2008): Mr. Vicinski managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients</p>	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 31 years' experience ■ Developed QA/QC plans based on VDOT DB Manual 	<ul style="list-style-type: none"> ■ 13 projects in role ■ 10 VDOT DB projects ■ High traffic volumes/minimizing public impacts
<ul style="list-style-type: none"> ■ Multi-phase construction/coordination with MOT ■ Bridge widening/keeping existing structures in service 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh, Johnston, PA / BS / 1982 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Civil Engineer / 0402 026380 Also registered as a Professional Engineer in the State of Maryland and the Commonwealth of Pennsylvania	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p>	
VDOT ROUTE 50 WIDENING DESIGN-BUILD, Loudoun and Fairfax Counties, VA (\$58M)	
<p>1. As Quality Assurance Manager (QAM), Mr. Vicinski was responsible for the oversight of the QA team that worked closely with the Contractor's QC team to assure that the project adheres to the project specific QA/QC Plan and the minimum requirements for QA and QC as set forth in the VDOT Design-Build Manual. The QA team scheduled and conducted activity preparatory meetings; performed the required QA inspection and testing; monitored the</p>	<p><i>Relevance to the Project</i></p> <ul style="list-style-type: none"> ✓ VDOT Design-Build Project ✓ QA/QC Management ✓ Roadway Widening/Capacity ✓ Complex TMP / MOT ✓ Third Party Coordination

performance and documentation of the QC team, reviewed and approved monthly pay estimates, developed project punch lists, and addressed non-conforming items with contractor QC personnel. This project involved the widening of Route 50 between Rte. 742 (Poland Road) to Rte. 28 (Sully Road) from a four-lane divided highway to a six-lane divided highway. This section of Route 50 has heavy traffic conditions and high public scrutiny.

2. Quinn Consulting Services, Inc. 3. 2011 - Present

VDOT I-495 HOT LANES DESIGN-BUILD, CAPITOL BELTWAY, VIRGINIA (\$1.5B)

1. As Area Quality Control Engineer, Mr. Vicinski was responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific Quality Assurance/Quality Control Plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. His responsibilities also included interfacing with project design engineers on RFIs, field design changes (FDCs), and non-compliance reports (NCRs) and daily coordination with QA and general engineering consultant (GEC) personnel. This project involved the widening of 14 miles of the Capital Beltway and added two-lanes in each beltway direction, replaced more than 50 bridges and overpasses, upgraded 10 interchanges, and improved bike and pedestrian access.
2. Quinn Consulting Services, Inc. 3. 2008-2010

Relevance to the Project

- ✓ VDOT Design-Build Project
- ✓ QA/QC Management
- ✓ Roadway Widening / Capacity
- ✓ Structures/ Bridges
- ✓ Complex MOT / TMP

VDOT FAIRFAX COUNTY PARKWAY (PHASE III) DESIGN-BUILD, FAIRFAX COUNTY, VA (\$22M)

1. As QAM, Mr. Vicinski oversaw QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities began, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required on the project. The project scope included the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway. Mr. Vicinski worked to deliver a VDOT DB project utilizing the VDOT Design-Build Manual in Northern VA while working closely with Federal Highway personnel who administered the project
2. Quinn Consulting Services, Inc. 3. 2010 - 2013

Relevance to the Project

- ✓ VDOT Design-Build Project
- ✓ QA/QC Management
- ✓ Structures / Bridges
- ✓ Noise Analysis / Abatement
- ✓ Complex MOT / TMP

VDOT GILBERTS CORNER ROUNDABOUTS ROUTE 15/ROUTE 50, LOUDOUN Co, VA (\$13.4M)

1. Mr. Vicinski was the QAM and was responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. In the initial stages of the project, he helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to implement the plan and track all project documentation. He reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards. The project scope included the construction of four new traffic circles near the intersection of Route 15 and Route 50. Project included public relations work in an area that was/is highly sensitive to traffic disruptions, environmental issues, and project aesthetics.
2. Quinn Consulting Services, Inc. & Alpha Corporation 3. 2007 - 2008

Relevance to the Project

- ✓ VDOT Design-Build Project
- ✓ QA/QC Management
- ✓ Complex MOT / TMP
- ✓ Permitting / Environmental
- ✓ Third Party Coordination

VDOT ROUTE 27/244 INTERCHANGE, ARLINGTON, VA (\$50M)

1. As QAM, Mr. Vicinski was responsible for overseeing all of the QA oversight and testing as well as monitoring the QC program for compliance with the project specific QA/QC plan as well as the VDOT Minimum Requirements for Quality Assurance & Quality Control on Design-Build & Public-Private Transportation Act Projects. The project included the replacement of the Washington Boulevard bridge over Columbia Pike that was built in the 1940s by the War Department as part of the Pentagon Roadway Network. The new bridge maintains many historically significant architectural and aesthetic features.
2. Quinn Consulting Services, Inc. 3. 2012 - Present

Relevance to the Project

- ✓ VDOT Design-Build project
- ✓ QA/QC management
- ✓ Structures / bridges
- ✓ Complex MOT / TMP

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
 h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Mr. Vicinski is not required to be on-site full-time for the duration of construction. At the start of I-64 Segment II, Mr. Vicinski will be serving as QAM on the VDOT Route 606 Design-Build Project (commitment of 8 hours/week)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.													
a. Name & Title: DARELL L. FISCHER, PE, DBIA, PRINCIPAL/GENERAL MANAGER (RICHMOND)													
b. Project Assignment: DESIGN MANAGER													
c. Name of Firm with which you are now associated: RINKER DESIGN ASSOCIATES, P.C. (RDA)													
d. Employment History: With this Firm 8 Years With Other Firms 21 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): RINKER DESIGN ASSOCIATES, P. C., ASSISTANT DIRECTOR OF TRANSPORTATION / PRINCIPAL, RICHMOND OFFICE (2007-PRESENT): Mr. Fischer is responsible for allocating, overseeing and managing all designs performed in the Richmond office, by another office for a project managed by the Richmond office, and all sub-consultants on those projects. Design elements managed include roadway design, hydrology/hydraulic analysis, traffic analysis and design, construction plan preparation, ROW acquisition, utility coordination/design, environmental permitting / environmental compliance, and structural design. His duties include development and implementation of the design QA/QC programs for design-build projects and coordination with clients to ensure goals are met and quality is achieved. He is responsible for staffing projects; hiring sub-consultants; negotiating contracts with clients, contractors, and sub-consultants; and project scheduling to ensure on-time/on-budget performance. From 2007 and 2011, he performed the same duties and roles for RDA's Transportation Group in the Fredericksburg office. JOHNSON, MIRMIRAN & THOMPSON, INC, VICE PRESIDENT/BRANCH MANAGER (2000-2007): Mr. Fischer was responsible for obtaining, executing, and ensuring the quality of all work produced by the Richmond office of JMT, oversight of all disciplines of work to include: roadway, drainage, structures, survey, construction inspection and environmental. He was responsible for contractual obligations with clients and subconsultants as well as project management on many key projects. Additional responsibilities of office operations included: personnel management, personnel evaluations, dispute resolution, resource allocation, manpower projections and marketing.													
SUMMARY OF RELEVANT EXPERIENCE													
<ul style="list-style-type: none"> ■ 29 years of transportation design ■ 22 years of design management ■ 7 projects in role ■ 5 VDOT DB projects ■ Interstate project experience ■ Complex TMP/MOT development ■ Management and QA/QC responsibility for multidisciplinary teams 													
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/1986/Civil Engineering													
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/Professional Engineer/Virginia #023296													
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)													
VDOT MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD , Newport News, VA (\$32.5M)													
1. As Design Manager, Mr. Fischer was responsible for the design, management and design QA/QC for the complete construction plans. He was responsible for the development of work packages so that Myers could initiate phased construction prior to final approval which provided needed schedule flexibility. The TMP design along the congested roadways presented unique challenges to ensure driver and construction personnel safety. Collaboration with Myers' construction staff for the TMP design has included specific sequencing needs in the design to address means and methods of construction. Environmental permitting was accelerated and acquired in five months to begin construction ahead of schedule. The project involved the development of roadway design on new alignment and widening of highly congested, urban roadways including 1.2 miles of new mainline four-lane divided highway and widening of existing adjacent roadways. It includes utility coordination and design; TMP; E&S and environmental permitting; oversight of bridge design; and oversight of geotechnical analysis.	<table border="0"> <tr> <td style="padding-right: 5px;"><i>Relevance to the Project</i></td> <td>✓ <i>DB Project with Myers</i></td> </tr> <tr> <td></td> <td>✓ <i>Geotechnical Constraints</i></td> </tr> <tr> <td></td> <td>✓ <i>Rail Coordination</i></td> </tr> <tr> <td></td> <td>✓ <i>Complex TMP/MOT</i></td> </tr> <tr> <td></td> <td>✓ <i>Utility Coordination</i></td> </tr> <tr> <td></td> <td>✓ <i>ROW Acquisition</i></td> </tr> </table>	<i>Relevance to the Project</i>	✓ <i>DB Project with Myers</i>		✓ <i>Geotechnical Constraints</i>		✓ <i>Rail Coordination</i>		✓ <i>Complex TMP/MOT</i>		✓ <i>Utility Coordination</i>		✓ <i>ROW Acquisition</i>
<i>Relevance to the Project</i>	✓ <i>DB Project with Myers</i>												
	✓ <i>Geotechnical Constraints</i>												
	✓ <i>Rail Coordination</i>												
	✓ <i>Complex TMP/MOT</i>												
	✓ <i>Utility Coordination</i>												
	✓ <i>ROW Acquisition</i>												

VDOT I-581/ELM AVE. INTERCHANGE IMPROVEMENTS DESIGN-BUILD, Roanoke, VA (\$20.4M)

1. As Design Manager, Mr. Fischer is responsible for design, management and QA/QC for complete roadway construction plans. His project responsibilities include the design oversight of TMP, utility coordination/design, bridge reconstruction/widening design and geotechnical analysis. He is responsible for coordinating with Myers, VDOT, the City of Roanoke, and utility companies to ensure that the design requirements of the contract are being met and the design and associated services are expedited. The project scope includes the development of roadway widening along Elm Avenue, on and off-ramps for I-581/Route 220 and shoulder improvement along I-581/Route 220 approach. The TMP requires significant integration of the roadway and bridge designers as it encompasses both bridge widening and the adjacent roadway work. In order to accommodate adequate taper lengths, the project design reconstructs medians and roadway beyond the project limits to simplify the construction sequencing.
2. Rinker Design Associates, P.C. 3. 2012-2015

Relevance to the Project

- ✓ DB Project with Myers
- ✓ Interstate Facility
- ✓ Complex TMP/MOT
- ✓ ROW Acquisition

JAMES MADISON HIGHWAY (RT 15) PPTA, Prince William County, VA (\$56.4M)

1. As QC Manager, Mr. Fischer was responsible for independent reviews of the plans and computations at each design schedule milestone. The QC reviews included plan quality, content and constructability. Project responsibilities included development of TMP/MOT for approximately five miles of roadway widening. TMP/MOT design for this project was one of the first to follow the more stringent TMP requirements and was successfully implemented. The project scope involved widening Route 15 from two to four lanes for approximately 3.5 miles for which RDA provides overall design management, roadway and drainage design, traffic engineering, utility coordination, MOT/TMP, environmental, and right of way acquisition services.
2. Rinker Design Associates, P.C. 3. 2007-2009

Relevance to the Project

- ✓ DB Project
- ✓ Complex TMP/MOT
- ✓ Utility Coordination
- ✓ ROW Acquisition

VDOT ROLLING ROAD/FRANCONIA-SPRINGFIELD PARKWAY INTERCHANGE IMPROVEMENTS DESIGN-BUILD, Fairfax County, VA (\$9.8M)

1. As Design Manager, Mr. Fischer was responsible for the design, management and QA/QC for complete roadway construction plans. He was directly responsible for the development of the interchange widening design of ramps from and to Franconia-Springfield Parkway and Fairfax County Parkway. He oversaw the development of a complex TMP/MOT plan to reconstruct the loop ramp and parkway widenings that included widening to both sides of traffic. He developed drainage strategies to minimize the need for reconstructing existing facilities in excellent shape by redirecting water to a proposed SWM that provided over-management. He also successfully implemented an approach to deal with dual HUC codes on the project to satisfy current drainage criteria. Mr. Fischer developed design alternatives that allowed the contractor efficiencies while providing VDOT a quality finished product. The project added lane capacity on Fairfax County Parkway, Rolling Road, and the ramps in the northwest quadrant of the two main roads. RDA provided all roadway and traffic engineering design services and managed structural and geotechnical services.
2. Rinker Design Associates, P.C. 3. 2014-2015

Relevance to the Project

- ✓ DB Project with Myers
- ✓ Geotechnical Constraints
- ✓ Complex TMP/MOT

VDOT ROUTE 36 IMPROVEMENTS DESIGN-BUILD, Prince George County, VA (\$8.2M)

1. As Design Manager, Mr. Fischer was responsible for design management and QA/QC for complete construction plans. He was responsible for coordinating with the contractor, VDOT and each utility company to ensure the design requirements of the contract were met and the schedule was expedited. Environmental compliance included reanalysis and testing of the potential for naturally occurring hazard materials and VOCs, reevaluation of drainage outfalls, and creative solutions to mitigate both issues. The TMP design required construction team coordination to implement an approach that worked with the means, methods and sequencing. The project involved approximately two miles of roadway widening in front of Fort Lee Military Base and included the widening and new alignment roadways, drainage design, SWM, TMP, utility coordination/design, and environmental compliance.
2. Rinker Design Associates, P.C. 3. 2008-2012

Relevance to the Project

- ✓ DB Project
- ✓ Complex TMP/MOT
- ✓ Third Party Coordination
- ✓ ROW Acquisition
- ✓ Utility Coordination

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

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

Mr. Fischer is not required to be on-site full-time for the duration of construction.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: JONATHAN HOLT, SENIOR PROJECT MANAGER	
b. Project Assignment: CONSTRUCTION MANAGER	
c. Name of Firm with which you are now associated: ALLAN MYERS (MYERS)	
d. Employment History: With this Firm <u>4</u> Years With Other Firms <u>19</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): ALLAN MYERS, SENIOR PROJECT MANAGER (2011–PRESENT): Mr. Holt manages all aspects of his projects including planning and scheduling of work; coordination with the owner, design consultants, private utility owners and other stakeholders; and participates in public outreach as needed. He oversees construction activities to ensure project delivery meets or exceeds expectations of quality, safety, schedule, and budget. Mr. Holt is adept at leading large project teams for complex heavy and highway transportation projects. For the past two years, Mr. Holt served as Project Controls Manager and Construction Manager on the U.S. Route 460 Corridor Improvements Project where he provided oversight of the procurement, schedule, and DBE/SWaM departments while also conducting pre-construction planning and coordination. During this time, Mr. Holt established a presence in the Hampton Roads area and has also provided coordination and planning for the Middle Ground Boulevard and Holland Road projects for Allan Myers, which has yielded familiarity with VDOT, local governments, utility owners, and regional business partners. SCHIAVONE CONSTRUCTION, VARIOUS POSITIONS (1992–2011): Within the last 15 years, Mr. Holt held various roles at Schiavone Construction including Senior Project Manager, General Superintendent, and Design-Build Coordinator. His assignments included large, highly complex, multi-million dollar heavy and highway transportation projects delivered by joint venture teams using traditional and design-build contracting methods. His experience included leading large project teams with multiple project managers, superintendents, technical/engineering staff, safety engineers/managers, and hundreds of craft workers on single and multi-prime sites in union and open shop environments.	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 23 years construction experience ■ Large, complex projects 	<ul style="list-style-type: none"> ■ 8 projects in role ■ 2 design-build projects ■ Urban/ restrictive environments
<ul style="list-style-type: none"> ■ Maintenance of traffic ■ Bridge construction and rehabilitation ■ Utility coordination and relocation 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Fairleigh Dickinson University, Teaneck, NJ/Bachelor of Science/1992/Construction Engineering Technology State University of New York, Delhi, NY/Associate of Applied Science/1989/Construction Technology	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2014/VDOT Erosion & Sediment Control Contractor Certification Program (ESCCC)/#2-00119 2015/Virginia DEQ RLD Certification/#RLD01585 2014/VDOT Basic Work Zone Traffic Control Training and Flagger Certification/#061114010	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)	
NEWTOWN CREEK WATER POLLUTION CONTROL PLANT UPGRADE, Greenpoint, NY (\$300M)	
1. As Senior Project Manager for the joint venture team, Mr. Holt had full oversight and accountability for the project that included leading a staff of more than 40 management employees and 400 craft workers with numerous subcontractors on this multi-prime site. The project was a key element of the transformation of New York City’s largest waste-water plant into one of the nation’s largest treatment facilities serving more than one million people with a capacity of up to 700 MGD. The scope of work included excavation and shoring, 50,000 cy of reinforced concrete, 1490 tons of structural steel, 120,000 lf of steel H-pile supported drainage and plant process piping, and specialty process equipment. Special challenges included the requirement to	Relevance to the Project <ul style="list-style-type: none"> ✓ Project Manager for \$300 ✓ Project completed on time ✓ Constrained schedule ✓ Geotechnical constraints ✓ Utility relocation/ coordination

keep the massive excavation continuously dewatered while located adjacent to Newtown Creek along with extensive environmental monitoring to conform to rigid requirements to treat all ground and storm water discharges on this brownfield site. Multi-prime coordination, numerous trade disciplines, a project schedule driven by a heavily reinforced concrete structure laden with process piping embedments and structural steel, combined with a congested site made for other challenges. Mr. Holt assembled, developed and led a large team with various backgrounds and capabilities into a highly functioning and cohesive team that successfully delivered this challenging project. With a project schedule of 44 months, five interim milestones, and damage provisions totaling over \$8M, Mr. Holt's team received a \$5M incentive for achieving early completion of all milestones.

2. Schiavone Construction

3. June 2009 – July 2011

NYCTA FAN PLANT REPLACEMENT AT 30TH ST AND 6TH AVE, NEW YORK, NY (\$65M)

1 As Project Manager, Mr. Holt had full oversight and accountability for the project. The project entailed emergency ventilation for a 30 block section along the 6th Avenue subway line, which serves four separate tracks in mid-town Manhattan. Work was undertaken in multiple shifts and required many specialized trades in a highly populated and sensitive urban environment. This project consisted of the replacement of two existing fan plants with one new, larger state-of-the-art facility. The construction, located beneath the busy intersection of 30th Street and 6th Avenue with depths of up to 55' below the surface, required the installation of an excavation support system at its perimeter. The in-house design and construction of the system also provided for the underpinning of the existing PATH subway that runs atop the 6th Avenue subway, and ensured the stability of the existing and immediately adjacent century-old brick commercial and residential buildings in order to allow the excavation of the football field-sized cavern to be constructed beneath the active intersection. Heavy vehicular and pedestrian traffic was maintained throughout the course of construction by way of a temporary steel decking system, allowing access from above during night-time limited lane closures. The project footprint was congested with utilities and required extensive relocations and support from the temporary decking system to allow excavation below to advance. The new structure sits below the water table and consists of over 4,000 CY of reinforced concrete. The final restoration of the roadway and utilities, was successfully completed in the first 28 months of the 45 month project with final completion in just 36 months – nine months ahead of the original 45 month schedule.

Relevance to the Project

- ✓ Early completion of a complex transportation project
- ✓ Full depth roadway reconstruction
- ✓ Complex TMP/MOT
- ✓ Geotechnical constraints
- ✓ Utility relocation/coordination
- ✓ Third party coordination
- ✓ Railroad coordination

2. Schiavone Construction

3. March 2007 – December 2009

NYCTA SOUTH FERRY TERMINAL STRUCTURE BOX DESIGN-BUILD, NEW YORK, NY (\$270M)

1 Mr. Holt first filled the role of Design-Build Coordinator, responsible for coordinating all aspects of design with the construction team to ensure that designs were practicable, economical, safe, and would support the aggressive project timetable and work hour constraints. Mr. Holt then assumed the role of Project Manager, with full oversight and accountability for the project. Included was the design and construction of a new South Ferry subway station and tunnel along a new 1700' alignment in lower Manhattan. The new route crosses beneath two existing subway lines and the old South Ferry Station near the Staten Island Ferry Terminal. With close proximity to the East River and active subways, complex earth retention and dewatering systems were used including slurry, secant pile, and soil mix walls, along with hand-dug underpinning pits using both internally braced and tie-back systems to support excavation depths of over 60'. Subway structures that spanned the excavations were underpinned by way of a sophisticated in-house design using mini piles and grillage beams installed from within the tunnels during weekend track outages. Cut and cover excavation techniques and a complex temporary steel decking system were employed along much of the length of the new tunnel in order to maintain traffic on the critical arteries of Broadway and State Street and allowed work to advance in multiple shifts while much of the excavation required the removal of rock by controlled blasting following the excavation of overlying archaeologically sensitive soil. The traditional structural steel bent design was replaced with a reinforced concrete box design for the new subway tunnels and allowed efficiencies to the construction schedule and project cost. All interim milestones were successfully achieved and substantial completion was attained on-time in just 27 months.

Relevance to the Project

- ✓ Project Manager for Design-Build project
- ✓ Large scale transportation project
- ✓ Full depth roadway reconstruction
- ✓ Constrained schedule
- ✓ Structures / bridges
- ✓ Geotechnical constraints
- ✓ Complex MOT/TMP
- ✓ Utility relocation / coordination
- ✓ Third party coordination
- ✓ Railroads

2. Schiavone Construction

3. May 2005 – February 2007

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

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

Mr. Holt is available for full-time assignment to the Project prior to commencement of construction.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: RICHARD CLIFTON, P.E., PTOE, DEPUTY DESIGN MANAGER	
b. Project Assignment: MOT MANAGER	
c. Name of Firm with which you are now associated: ALLAN MYERS (MYERS)	
d. Employment History: With this Firm <u> 2 </u> Years With Other Firms <u> 27 </u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): ALLAN MYERS, DEPUTY DESIGN MANAGER (2013–PRESENT): Supports preconstruction efforts by collaboratively working with the marketing department, estimating team, and design consultants for the development of design-build proposals. He focuses on optimizing the sequence of construction to provide efficient work areas that comply with MOT requirements while achieving project goals for schedule, safety, and environmental commitments. RUMMEL, KLEPPER & KAHL, PROJECT MANAGER (2010–2013): Provided construction coordination and sequencing services; developed maintenance of traffic, pavement marking, and signing plans; and prepared traffic signal designs. He also conducted traffic impact studies, prepared signal timing optimization plans, and traffic modeling. VDOT, HAMPTON ROADS DISTRICT, PROJECT MANAGEMENT OFFICE MANAGER (2006–2010): Supervised a staff of four project managers overseeing the design and preparation of preliminary, right-of-way, and final contract plans for the District’s Interstate, Primary and Urban Programs to ensure that projects were delivered on time and on budget in accordance with FHWA and VDOT standards and policies. Oversaw the procurement and management of contracts for private consultants developing construction project plans for the District. GANNET FLEMING, INC, TRANSPORTATION SECTION MANAGER (2001-2006): Responsible for managing and directing Roadway Design, Traffic Engineering, and Structural Engineering Sections. Oversaw administration of projects from inception to completion with regard to the development of plans, specifications, and contract documents.	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 29 Years’ experience – 15 in VA ■ TMP/MOT development ■ TMP Manager for I-95/Temple DB ■ 4 Years with VDOT HRD PMO ■ Traffic operations & analysis ■ MOT Manager for Lynnhaven Pkwy ■ 4 VDOT DB projects ■ TCD & ITS design ■ Gilmerton Bridge MOT design 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1986/Civil Engineering University of North Carolina, Charlotte, NC/Graduate Courses/1987-1992/Transportation Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990/Professional Engineer/ VA #0402033768 2011/Professional Traffic Operations Engineer/#3131 2011/VDOT Advanced Work Zone Traffic Control Training/#022015012 2015/VDOT Erosion & Sediment Control Contractor Certification Program (ESCCC)/#2-00162 2015/Commonwealth of Virginia Responsible Land Disturber/#RLD00539	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)	
VDOT LYNNHAVEN PARKWAY WIDENING, Virginia Beach, VA (\$18.9M)	
1. Mr. Clifton has assumed a TMP/MOT Manager role and has developed alternative MOT plans to address significant utility conflicts and grade differential on the widening portion of the project. He is modifying the SOC and recommending changes to the drainage and utility designs to safely maintain traffic during construction. He is assisting the CM and Traffic Control Supervisor with implementation of the modified MOT/SOC as needed. This project constructs a new four-lane divided roadway from Centerville Turnpike to Indian River Road and includes widening one mile of existing two-lane roadway and extending the roadway one half mile including a new bridge over a canal.	Relevance to the Project <ul style="list-style-type: none"> ✓ Road Widening / Capacity ✓ Structures / Bridges ✓ Full Depth Reconstruction ✓ Complex TMP/MOT ✓ Utility Coordination
2. Allan Myers	3. May 2014 - Present

VDOT GILMERTON BRIDGE, U.S. ROUTE 13/MILITARY HIGHWAY, Chesapeake, VA (\$134M)

1. As the Project Traffic Engineer, Mr. Clifton was responsible for developing the Sequence of Construction and the TMP/MOT plans and final signing and striping plans. The project area included limited work space due to an adjacent parallel railroad. In addition, the road closures needed to be minimized due to heavy traffic volumes and a long detour route, which included I-64. The project replaced the bascule bridge over the South Branch of the Elizabeth River with a new lift span bridge, and included the reconstruction of the approach bridges and widening of Route 13 on each side of the structure.

Relevance to the Project

- ✓ VDOT project
- ✓ Structures / bridges
- ✓ Complex TMP/MOT
- ✓ Railroad coordination
- ✓ Utility coordination
- ✓ Third party coordination

2. Gannett Fleming

3. January 2000 – December 2006

VDOT ROUTE 337 WIDENING, SUFFOLK, VA (\$18.3M)

1. Mr. Clifton served as the Project Manager and Traffic Engineer for the design of the improvements at the intersection of Nansemond Parkway (Route 337) and Shoulders Hill Road. He developed a comprehensive Transportation Management Plan to maintain traffic while replacing a large box culvert in the intersection and raising the profile of the roadway more than three feet. An anchor for guide wires for a television station antenna was a major constraint on the project. The project involved widening approximately 0.7 miles of VA Route 337 from two lanes to four lanes and included a planted median, sidewalks, and an enclosed drainage system. Intersection improvements included dual left-turn lanes on three approaches and right-turn lanes on all approaches.

Relevance to the Project

- ✓ Road widening / capacity
- ✓ Permitting / environmental
- ✓ Full depth reconstruction
- ✓ Complex TMP/MOT
- ✓ Utility coordination

2. Gannett Fleming

3. January 2001 – December 2006

VDOT ROUTE 460 CORRIDOR IMPROVEMENTS DESIGN-BUILD, Petersburg to Suffolk, VA (\$1.4B)

1. Mr. Clifton held multiple roles for multiple firms on this project. As the HR District representative for VDOT from Jan. 2007 to June 2008, he assisted the Central Office with development of the project concept plans and bridging documents and served on the Value Engineering team. Working for RK&K under a VDOT Limited Services Agreement in the summer of 2012, he performed high level traffic analyses for multiple alternatives being considered for phasing the project to reduce the initial project cost. He investigated signing concepts to check the feasibility of the alternative concepts. Since June 2013, he has served as Deputy Design Manager and QAM for US460 Mobility Partners (Myers joint venture), and was responsible for ensuring that the approved Quality Plan was properly implemented by the design team. He was also responsible for oversight of the traffic engineering consultant performing the traffic projections and analysis, including development of the IJR. The project scope was new construction of 55 miles of four-lane, divided, limited-access highway including 75 bridges and nine interchanges between I-295 in Prince George County and US 58 bypass in the city of Suffolk.

Relevance to the Project

- ✓ VDOT Design-Build project
- ✓ Third party coordination
- ✓ Interstate construction
- ✓ Road widening / capacity
- ✓ Structures / bridges
- ✓ Geotechnical constraints

2. VDOT; Rummel, Klepper & Kahl; Allan Myers

3. January 2007 – June 2015

VDOT ELIZABETH RIVER TUNNELS DESIGN-BUILD, Portsmouth, VA (\$2.1B)

1. As Design Manager on the VDOT Staff Augmentation Contract for the Project, he coordinated the reviews performed by various discipline experts for all design plans submitted by the P3 design-build team and approved all comments and made recommendations for rejection or approval of the plans. He worked closely with VDOT staff; design and construction personnel for the P3 DB team; the owner team representative (ERC); and, the discipline experts on the staff augmentation team. He was the lead Traffic Engineer for review of the Signing Plans; Pavement Marking/Marker Plans; Traffic Signal Plans; and, the MOT Plans. This PPTA project includes adding a second two-lane tube to the Midtown Tunnel; rehabilitation of the existing tubes at the Midtown Tunnel and the Downtown Tunnel; and widening / extension of the MLK Freeway including a new interchange at I-264.

Relevance to the Project

- ✓ VDOT Design-Build
- ✓ Interstate facility
- ✓ Road widening / capacity
- ✓ Full depth reconstruction
- ✓ Structures / bridges
- ✓ Railroad coordination
- ✓ Complex TMP / MOT
- ✓ Utility coordination
- ✓ Constrained schedule
- ✓ Third party coordination

2. Rummel, Klepper & Kahl

3. April 2012 – June 2013

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

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

Mr. Clifton is available for full-time assignment to the Project to develop and implement the Transportation Management Plan and to assist the design team with development of the project plans.

- I-95/Temple Avenue Interchange Design-Build, TMP/MOT Manager, January 2015 to November 2017
- Lynnhaven Parkway Widening, TMP/MOT Manager, May 2014 to September 2016

Submitted to:



APPENDIX 3.4.1

WORK HISTORY FORMS

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-276 PA Turnpike Widening Location: MONTGOMERY COUNTY, PA	Name: URBAN ENGINEERING	Name of Client / Owner.: Pennsylvania Turnpike Commission Phone: 610-313-6200 Project Manager: Bernard Bydlon, PE Phone: 610-313-6200 Email: bbydlon@paturnpike.com	11/2008	11/2008	\$158,178	\$173,164 Owner approved change orders for sinkhole treatment & restaging due to ROW. Schedule acceleration incentives.	\$173,164

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



Aerial photo of entire project

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- Even with a 9.5% increase in scope, the project was *delivered within the original contract deadline*. As a result of comprehensive scheduling, innovative construction sequencing, and successful management of unknown subsurface conditions;
- Project was awarded the *ABC Excellence in Construction Award for Heavy Construction/Infrastructure* (2009).

PROJECT DESCRIPTION

Myers was responsible for the total reconstruction and widening of 5.3 miles of the Pennsylvania Turnpike, a limited access highway, from four lanes to six, along with the reconstruction of the concrete paving into the Valley Forge interchange. The project was designed to ease congestion and enhance safety on the East-West interstate. This section of roadway is the most heavily traveled portion of the Pennsylvania Turnpike System with over 65,000 vehicles daily and a neighboring SEPTA rail line. The work was completed in four major stages, which included 13 sub stages. The schedule demands required constructing 2 stages simultaneously. Since the Turnpike was being widened without acquiring additional land, Myers created work zone and roadway as work advanced, including negotiating access agreements with neighboring entities to allow equipment and material access without affecting traffic.

The overall scope of the project included 5 bridge structures (two of which were over railroads); 3 box culvert extensions; 10 MSE walls; 16 retaining walls; 6 noise walls; 658,000 cy of excavation; 423,000 tons of bituminous paving; 360 drainage structures; and 36,500 lf of pipe. Myers provided design alternates for four bridges on this project as well as design for the soundwalls. Myers coordinated utility relocations with multiple providers, oversaw QA inspection, and was responsible for MOT for the project.

Allan Myers VA, Inc.'s affiliated company Allan Myers, LP served as the Lead Contractor for this project and will provide management and manpower support for the I-64 Segment II Project. While Allan Myers contracts under different entities in different states for accounting purposes, all entities share resources and report up to the same management team.

LESSONS LEARNED FOR THE PROJECT

- **Reducing Traffic Impacts** – Myers proposed accelerating the Valley Forge interchange reconstruction to improve traffic flow at the toll plaza prior to reconstructing the roadway. This approach relieved traffic congestion, minimized the delays encountered during construction, and shortened the duration of inconvenience to the travelling public. The Myers Team, including MOT Coordinator Scott Styfco, will consider similar innovative alternatives to reduce MOT impacts and maintain traffic flow on the I-64 Segment II Project.
- **Rail Coordination** – Myers coordinated with two railroads on this project – SEPTA and Penn Eastern – to widen bridges over existing tracks. The coordination included submittals of demolition and construction procedures for review, scheduling flagging and track outages, and construction of a bridge over the existing tracks. To minimize impacts to rail commuters, associated bridge widening work was performed during night hours when feasible. The Myers Team will bring this rail coordination experience to the I-64 Segment II project and will utilize night and/or off peak demand shifts to reduce impacts.
- **Geotechnical Constraints** – Impacts of unknown subsurface conditions on the project schedule were minimized by providing a full time crew dedicated to geotechnical remediation of subsurface soils. A stable base for the new roadway was provided by undercutting unsuitable subgrade soils, typically removing and replacing two feet of material. A similar dedicated crew approach will be considered for the I-64 Segment II project as well as newer technologies that employ the use of geotextiles to provide subgrade stabilization while reducing or eliminating the need for undercuts.

Relevance to the Project

- ✓ Roadway Widening / Capacity
- ✓ Interstate Facility
- ✓ Constrained Schedule
- ✓ Structures / Bridges
- ✓ Safety Improvements
- ✓ Geotechnical constraints
- ✓ Complex TMP/MOT
- ✓ Utility Relocations
- ✓ Third Party Coordination
- ✓ Railroad Crossings
- ✓ Permitting / Environmental
- ✓ Noise Analysis / Abatement

Myers Staff Involvement

- Scott Styfco



Setting Bridge beams over the Railroad at Night



Paving of the I-276 Turnpike Widening

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: SR 476 Reconstruction and Widening Location: MONTGOMERY COUNTY, PA	Name: AECOM	Name of Client / Owner.: Pennsylvania Department of Transportation Phone: 610-205-6680 Project Manager: George Dunheimer Phone: 610-205-6700 Email: gdunheimer@state.pa.us	10/2012	09/2013 Additional scope of work extended the completion date (see below)	\$71,728	\$85,317 See scope increase call out box (below)	\$85,317

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- *The project reached substantial completion in 27 months which was two weeks ahead of the scheduled milestone date despite encountering contaminated soils and replacing 60,000 cy of unsuitable subgrade soils;*
- *ENR's Transportation Award of Merit* for being completed on-time and within budget with minimal disruptions to the 130,000 daily motorists.

PROJECT DESCRIPTION

Located in Montgomery County near Philadelphia, PA, the SR 476 Project reconstructed approximately four miles of six-lane divided highway from the PA Turnpike (SR 276) to the Schuylkill Expressway (I-76). Major quantities of work elements included reconstruction of 12,000 LF of concrete roadway (201,000 SY); reconstruction of 6 ramps and construction of 3 additional ramp termini; rehabilitation of 6 bridges (deck and substructure); sinkhole remediation including drilling and grouting; ITS and lighting; and 17 sign structures. The overall scope included landscaping, drainage, utilities, guardrail, barrier, retaining walls, lighting and aesthetic enhancements.

Scope Increase PennDOT added scope to accommodate unforeseen regulated material (slag) on the project and unforeseen improvements needed on the Plymouth Creek Bridge. PennDOT increased the contract value and extended the schedule to account for MOT lane closures, waste support, additional staffing, and equipment moves correlated with the additional scope.

Myers reconstructed the roadway in the existing footprint and widened the inside and outside shoulders, which presented significant challenges with maintenance of traffic. MOT issues were so challenging that PennDOT included the traffic control as a design-build aspect of the contract. Myers contracted an MOT designer to coordinate eight stages of construction while maintaining six lanes of traffic throughout the total reconstruction and widening. An express-lane was utilized which retained two lanes of traffic on the roadway under construction and shifted a third lane to the opposite roadway. Providing safe access to the work zone with minimal impact to traffic flow was critical to meeting the project schedule milestones. To minimize the impacts of construction on the traveling public, Myers' crews worked day and night shifts and scheduled

critical hauling operations at night.

Allan Myers VA, Inc.'s affiliated company Allan Myers, LP served as the Lead Contractor for this project and will provide management and manpower support for the I-64 Segment II Project. While Allan Myers contracts under different entities in different states for accounting purposes, all entities share resources and report up to the same management team.

LESSONS LEARNED FOR THE PROJECT

- **Resource Adaptability** – As unknown field conditions (such as 60,000+ cubic yards of required undercut) changed the critical path of the schedule, resources were adjusted to ensure on-time delivery. Resource adjustments included adding crews and equipment to manage additional scope of work based on changing field conditions. The Myers Team brings this same adaptability to the I-64 Segment II project, which will be important to ensure the project's on-time completion.
- **Schedule Management** – Comprehensive management of the project schedule included a global P6 schedule, schedule for each stage of construction, six-week look-ahead schedule, weekly schedule, and ultimately a schedule for each shift. Myers utilized a schedule manager who ensured that changes encountered in the field were reflected in the schedule and communicated to the project team and the owner. The project reached substantial completion two weeks ahead of the scheduled milestone date through aggressive management of the shifting critical path despite encountering contaminated and unsuitable subgrade soils.
- **Reducing Impacts to Traveling Public** – Traffic was shifted to the shoulders and other side of the median in order to maintain six lanes of traffic throughout the construction. This reduced impacts to the traveling public without creating significant delays associated with lane closures or confusing drivers by altering their expectations within the work zone. Similar innovations such as the shifting of opposing travel lanes onto the opposite side of the median may also be utilized to reduce impacts to motorists while ensuring the safety of the workers on the I-64 Segment II Project.

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

Relevance to the Project

- ✓ Design-Build
- ✓ Road widening / capacity
- ✓ Interstate facility
- ✓ Constrained schedule
- ✓ Structure / bridges
- ✓ Safety improvements
- ✓ Geotechnical constraints
- ✓ Complex TMP / MOT
- ✓ Utility relocations
- ✓ Innovative drainage / SWM
- ✓ Third party coordination
- ✓ Permitting / environmental
- ✓ Noise analysis / abatement

Myers Staff Involvement

- *Scott Styfco*



Removal of existing concrete pavement



Phased construction to maintain all three lanes of traffic during construction

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Middle Ground Boulevard Extension Design-Build Project Location: NEWPORT NEWS, VA	Name: RINKER DESIGN ASSOCIATES 	Name of Client / Owner.: VDOT Phone: 757-253-5367 Project Manager: Vasilios Andreou Phone: 804-524-6073 Email: vasilios.andreou@VDOT.virginia.gov	12/2014	02/2015 See scope increase box below	\$32,653	\$39,836 See scope increase box below	\$39,836

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- There were **zero recordable safety incidents** for over 85,500 construction man-hours since August 2013;
- Quality improvements to the design that reduce future maintenance include using concrete girders in place of structural steel and changing the bridge structure from three-span to two-span;
- Traffic impacts to the public were minimized by utilizing soil stabilization for unsuitable solids in lieu of waste which would have created additional truck traffic.

PROJECT DESCRIPTION

This project, the first VDOT design-build roadway project in the Hampton Roads District, extended Middle Ground Boulevard from its previous termini at Route 143 (Jefferson Avenue) approximately 1.2 miles to Route 60. Myers was responsible for overall design and construction including 1.2 miles of primarily new mainline four-lane divided highway, widening of urban principal arterial roadways at Jefferson Avenue and Warwick Boulevard to provide turn lanes to the new roadway, and intersection improvements. Additional scope of work included a bridge over CSXT Railroad; public and private utility relocations including 2,640 LF water line relocation and 1850 LF sanitary sewer relocation; acquisition of 72 parcels including 56 relocations; improvement of intersections along the mainline as well as reconstruction of private and commercial entrances affected by construction; rehabilitation or removal and replacement of unsuitable soils; installation of four new SWM basins; and replacement of a sanitary sewer pump station. The project was predominantly on new location; however, improvements at either end involve widening of highly contested primaries (Jefferson Avenue and Warwick Boulevard). The main alignment crosses

Scope Increase for betterments including force main, gravity sewer upgrades, pump station upgrades, and signalization upgrades were completed for HRSD, Newport News Waterworks, Newport News Engineering, and VDOT. The contract completion date was not adjusted with the addition of scope.

the CSXT Railroad and required an aerial permit to be obtained in addition to a track crossing permit for accessing railroad right of way during construction. Utilities affected by the project include Dominion Virginia Power, Newport News Water Works, HRSD, Virginia Natural Gas, City lighting, Cox Communications, Level 3 Communications, and Verizon fiber optic/copper wire telephone.

Following award, the Myers Team worked with Newport News and HRSD to add a betterment to the project that provides the City of Newport News with a system that will accommodate future growth in the area. Access was maintained to private and commercial property entrances during reconstruction through continuous coordination and a strong public communication plan. The Myers Team developed an alternative TMP which implemented a short detour to keep two lanes of traffic open and eliminate the use of flagmen in three locations. This change minimized safety risks and kept traffic moving.

Allan Myers VA, Inc. served as the Lead Contractor on the Middle Ground Boulevard project and Rinker Design Associates served as the Lead Designer. Both will serve in the same roles on the I-64 Segment II Project.

LESSONS LEARNED FOR THE PROJECT

- Continuous utility coordination** – A potential utility conflict was believed to be deep enough that a field adjustment could be made to avoid the impact. When the utility was uncovered, the material composition of the line was too rigid to be manipulated in place which then required redesign of roadway features to avoid impact. Myers minimized the schedule impact by working around the utility and allocating additional resources. Identifying utility schedule concerns, performing risk assessments during pursuit, and preparing for worst case scenarios will be critical to maintaining schedule on the I-64 Segment II project..
- Thorough public outreach** – A project-specific community relations plan was developed to communicate with traveling public throughout design and construction. Myers created an organized task force from the design and construction teams, VDOT and stakeholders. The Myers Team will employ similar collaborative efforts on the I-64 Segment II Project, holding MOT kickoff meetings prior to implementing each phase of MOT.
- Directed partnering with stakeholders** – Formal partnering with VDOT, the City of Newport News, and other affected stakeholders allowed the team to quickly identify and resolve potential issues. In addition to VDOT oversight, the City inspected and granted approvals on traffic controls, the pump station, and water and sewer facilities. Partnering with all affected parties enabled Myers to provide a successful project for all stakeholders, including the City and community through the HRSD betterments. The same approach will be beneficial to keeping the I-64 Segment II project on schedule and will allow us to effectively communicate with the local stakeholders. Shannon Moody, our PR Manager, was the PR Manager on Middle Ground and will use similar tactics to keep the traveling public informed.

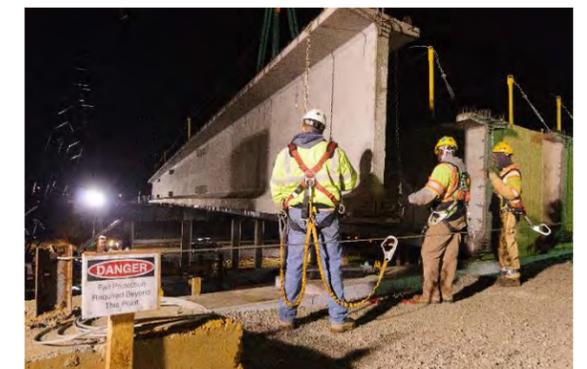
*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

“One major part of the project was the force main and sewer betterments that were added. I’m pleased that VDOT, our design-build partner (Myers), the City and Hampton Roads Sanitation District could all join together so that this work could be done during construction to provide the least amount of disruption to the residents and the businesses.” – Jim Utterback, VDOT Hampton Roads District Administrator (ribbon cutting written remarks)

- Relevance to the Project**
- ✓ VDOT Design-Build Project
 - ✓ Constrained schedule
 - ✓ Structures / bridges
 - ✓ Safety improvements
 - ✓ Complex TMP / MOT
 - ✓ Utility relocations
 - ✓ ROW acquisition
 - ✓ Third party coordination
 - ✓ Railroad crossing
- Myers Staff Involvement**
- Ed Hilferty, DBPM*
 - Jonathan Holt*
 - Richard Clifton*
 - Jessica Colbert
 - Shannon Moody
 - Brad Bushey
 - Nick Giorgio
- * Proposed Key Personnel



Newly constructed Middle Ground Boulevard



Night work setting beam for new bridge over CSXT RR Crossing

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD PROJECT Location: NEWPORT NEWS, VA	Name: ALLAN MYERS 	Name of Client: VDOT Phone: 757-253-5367 Project Manager: Vasilios Andreou Phone: 804-524-6073 Email: vasilios.andreou@VDOT.virginia.gov	12/2014	04/2015	\$32,653	\$39,836 Betterments for HRSD (\$5.8M), Signalization, Sewer, Water and Pump Station	\$39,836

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- Limited number of review comments (40 comments for Grading & Drainage, 5 follow-up comments – resolved and approved the same day)
- A completed project that the VDOT Commissioner noted as a successful design-build project at the VTCA Spring Conference

PROJECT DESCRIPTION

The project consists of a four-lane, raised median roadway on new location, Urban Typical Section with Curb & Gutter; 6,500 LF Urban Minor Arterial; Design a 2-span curved bridge with concrete, bulb-tee girders over the CSXT. The project scope included complete roadway and bridge design and construction for 1.2 miles of roadway on new location (Middle Ground Boulevard now City Center Boulevard) to include a new bridge over the CSXT Railroad. The project also included widening of US Route 60 (Warwick Boulevard) and Route 143 (Jefferson Avenue). Both of which were high congested corridors which required significant MOT/TMP input.

As the Lead Designer for the Middle Ground Boulevard Design-Build project, RDA was responsible for the following critical project elements:

- Roadway Design:** Included typical section development, horizontal and vertical geometry, traffic management plans, signage and marking, signalization plans and lighting plans
- Structural Design:** Oversight of design performed by a subconsultant, included bridge type selection, coordination with CSXT regarding bridge, and design of MSE Walls
- Right of Way Acquisition:** Responsible for right of way and easement acquisition from 17 affected parcels and coordination with CSXT.
- Utility Relocation Coordination:** Responsible for holding UFI meeting, developing easement requirements, evaluating UT-9 forms to determine cost responsibility, reviewing utility plan and estimates, and monitoring the relocation of affected utilities
- Drainage Design:** Included roadway drainage, cross drainage (culvert design), erosion/sediment control plans, and storm water management (quantitative and qualitative)
- Environmental Permitting:** Permit drawings for all wetland (permanent and temporary) impacts and stream impacts and coordination with review/approval agencies
- Geotechnical Investigations:** Managed the geotechnical subconsultant that made pile recommendations, consolidation strategies, pavement recommendations, and subgrade stabilization recommendations
- Subconsultant Management:** Included surveys, geotechnical, traffic signal design, structural design, and underground utility designation and location.

Each of the scope elements above will be required on the I-64 Segment II project and are critical to the project's success.

RDA performed the design services on this project as the Prime Designer out of their Glen Allen Office.

LESSONS LEARNED FOR THE PROJECT

- Maintenance of Traffic** – The interaction between field operations and designers was instrumental in implementing a plan that required field tweaks due to unforeseen traffic patterns and construction variations. The ability of our engineers and contractors to work together to refine both the design and how traffic should be maintained allowed for a finished roadway that met the plan requirements while allowing Myers to have flexibility with certain features which worked better with their means and methods. In order to formalize the benefits that our team realized by continuing our collaborative efforts through construction, we will hold MOT kickoff meetings (lead by our MOT Manager, Rich Clifton) prior to implementing each phase of MOT. Our engineer/designers will be present.
- Right Staff for the Job** – A good designer does not necessarily make a good design-build designer. Being the first venture with Allan Myers and the first VDOT Design-Build project in Hampton Roads, this was a lesson that our team learned quickly based on schedule constraints and unacceptable production rates. Design members that could not think outside of the box were shifted to more traditional designs and those with innovative mindsets replaced them. As a result, RDA has sent numerous integral personnel through the DBIA training to become certified. For the I-64 Segment II project, we will and have assigned those leaders within our organization that have embraced and excelled in the design-build environment, as evidenced by three DBIA certified engineers on the organization chart. The end result is a design team that is built not only for the I-64 Segment II project but also for design-build.

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

Relevance to the Project

- ✓ Design-Build
- ✓ Complex TMP/MOT
- ✓ Railroads/Railroad Crossing
- ✓ Third Party Coordination
- ✓ ROW Acquisition
- ✓ Innovative Drainage/SWM
- ✓ Geotechnical Constraints
- ✓ Utility Relocations
- ✓ Roadway Widening/Capacity
- ✓ Structures/Bridges
- ✓ Permitting/Environmental
- ✓ Noise Analysis/Abatement

RDA Staff Involvement

- Darell L. Fischer, PE, DBIA*
- Brandon Shock, PE, DBIA
- Erik Shively, PE, DBIA
- Brian Komar, PE
- Tony Dean
- James Street
- Jeremy Spittle, PE
- * Proposed Key Personnel



New Bridge/Retaining Wall at CSXT RR Crossing



Completed Middle Ground Boulevard



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: JAMES MADISON HIGHWAY (ROUTE 15) PPTA/DESIGN-BUILD Location: PRINCE WILLIAM COUNTY, VA	Name: BRANCH HIGHWAYS, INC.	Name of Client.: Prince William County Phone: 703-792-6825 Project Manager: Mr. Thomas Blaser Phone: 703-792-6825 Email: tblaser@pwcgov.org	12/2009	12/2009	\$56,430	\$56,430	\$4,119

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- Zero work zone incidents reinforced by RDA's CEI efforts to ensure that the MOT and safety were maintained
- Designed the first two work packages within 6 months for advanced construction followed by 2 more work packages 10 months later and a final work package 5 months after that.

PROJECT DESCRIPTION

RDA provided engineering design services, right of way acquisition services, environmental permitting, and construction engineering/inspection services. The project scope consisted of complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road, and 0.3 miles of Heathcote Boulevard. Project limits were from the I-66/Route 15 interchange on the south to the Route 15/Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the tributary to Catharpin Creek. The project widened Route 15 from two lanes to four lanes using an Urban Principal Arterial typical. The design of Waterfall Road was a realignment on new location, while the Heathcote Boulevard design completed the missing section of roadway to connect Heathcote to Route 15. Finally, Old Carolina Road was widening from two to four lanes with a raised median. The project TMP involved several shifts where the existing roadway meandered across the proposed roadway creating alignment, cross slope, and profile challenges. The project scope described above included 3.5 miles of roadway widening or reconstruction design. It also included approximately 4.7 miles of Construction Engineering Inspection and QC management which RDA self-performed for the project.

RDA's commitment to quality is demonstrated in their willingness to provide innovative solutions throughout the Design-Build process. Working closely with VDOT, Prince William County, the contractor, and other stakeholders, RDA facilitated conflict resolution by providing numerous engineered solutions that were acceptable to all parties involved. These solutions reduced property impacts, minimized and avoided utility impacts, and enabled the project to maintain momentum without compromising VDOT standard and requirements while meeting the project's budgetary constraints.

The complexity of the MOT plan to ensure safety and the use of phased construction to integrate drainage features will be critical elements that RDA will draw upon to perform similar services on the I-64 Segment II project.

RDA performed the design services on this project as the Prime Designer out of their Manassas Office.

LESSONS LEARNED FOR THE PROJECT

- **Utility Avoidance** – The best way to mitigate utility impacts is to avoid them. The second best way is to minimize their impacts. High tension power lines were avoided by redesigning the project from the preliminary plans provided by the County during pursuit. In the process, many other utilities were minimized and/or avoided. This same forethought will be used to minimize or avoid utility impacts on the I-64 Segment II project.
- **Engineering v. Construction** – Designing multiple solutions and constructing the most cost efficient solution results in delivering projects within budget. The value of designing multiple solutions, as discussed in our Drainage/SWM Risk, will ensure that schedule and cost are maintained for the I-64 Segment II project.
- **Stakeholder Coordination** – Working in close coordination with all review agencies including VDOT, PWC, and environmental agencies incorporated their comments into the design and avoided the additional cost of redesigns. Coordination, collaboration, and partnering will be vital to the success of the I-64 Segment II project.

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Relevance to the Project

- ✓ Design-Build
- ✓ QA / QC management
- ✓ Roadway widening / capacity
- ✓ Structures / bridges
- ✓ Safety improvements
- ✓ Geotechnical constraints
- ✓ Complex TMP/MOT
- ✓ Utility relocations
- ✓ ROW acquisition
- ✓ Third party coordination

RDA Staff Involvement

- Darell L. Fischer, PE, DBIA*
- Brandon Shock, PE, DBIA
- Erik Shively, PE, DBIA
- Tony Dean

* Proposed Key Personnel



New Lanes on Route 15 (looking south)



Completed Bridge over Little Bull Run Creek

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95 EXPRESS LANES Location: FAIRFAX AND PRINCE WILLIAM COUNTIES AND CITY OF ALEXANDRIA, VA	Name: FLUOR/LANE, LLC	Name of Client: VDOT, NOVA District Phone: 571-259-8229 Project Manager: Mr. Charlie Warraich, PE Phone: 571-259-8229 Email: charlie.warraich@vdot.virginia.org	08/2012	12/2014	\$1,400,000 (\$1.4B)	\$1,400,000 (\$1.4B)	\$2,749

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- No construction delays due to utility coordination/relocation
- Design completed as scheduled – utility coordination completed ahead of schedule to remove utilities from the critical path
- Less than 1 MOT review comment per plan sheet for more than 21 miles of MOT design to include mainline, connectors and 2 significant detours for overnight work

PROJECT DESCRIPTION

RDA designed the Transportation Management/Traffic Control Plans for 21 miles of I-95/I-395 Express Lanes improvements from Route 234 in Prince William County to the project's northern terminus near Edsall Road in Fairfax County, inside the Capital Beltway. The project entails construction of roadway improvements to upgrade existing HOV lanes to a hybrid high occupancy/tolled facility with new lane construction at the southern end and numerous access points including flyover ramps added throughout the corridor. Arterial road improvements adjacent to the I-95 corridor were also implemented. Significant project components include pavement reconstruction/resurfacing, construction of new bridges and structural widenings, barrier improvements, drainage system upgrades, ITS conduit duct banks, lighting, overhead signage, retaining walls and soundwalls. As part of completing the TMP/Traffic Control Plans, RDA participated in the coordination of design/construction issues with contractors and VDOT/GEC personnel, developing successful approaches to sequence construction operations that safely and efficiently move high traffic volumes through this heavily traveled corridor while keeping project construction on schedule. The plans also included the preparation and analysis of detour plans, both on mainline I-95/395, and utilizing arterial roadways along the project corridor.

RDA also served as the Utility Coordinator/Right of Way consultant for the entire 29 mile project corridor, which included 8 miles of new roadway starting south at the Route 610–Garrisonville interchange in Stafford County. RDA worked with over 20 different utility companies, some of which have multiple contacts since this project crosses their internal district boundaries. This project officially started in August of 2012 and was completed by December 2014. With this accelerated schedule it was critical that all potential conflicts be identified early. Utilities that could not be avoided through design were relocated in an expeditious manner to avoid delays to the tight deadlines.

With over 200 utility crossings / potential conflicts, tracking the Utility Coordination was critical. RDA developed a tracking spreadsheet and procedures specific to this effort. Working closely with the utility companies and the designers, RDA reduced the number of relocations to less than 12. These facilities have been relocated and there have been no construction schedule delays due to utility relocations. As the construction progressed, additional coordination was required to identify unknown facilities that were uncovered. To date they have all been abandoned lines that did not show up on current records or identified with conventional locating techniques. RDA worked with the utility companies and traced back through old plans to confirm the lines were abandoned.

RDA also worked with designers and multiple electric companies to coordinate the new electrical services required for the corridor. Over 30 new or upgrades service locations/drops are required to provide power for the Intelligent Transportation System (ITS) and roadway lighting. Per the contract, all of the new services had to be 480 volt 3 phase power. Extensive coordination with the power company was required to determine the most cost effective route to bring this service to the proper location.

RDA performed the services described above as a subconsultant from their Fredericksburg Office and at the project site office.

LESSONS LEARNED FOR THE PROJECT

- **Adequacy/Inadequacy of Existing Pavement** – Partial depth shoulders had to be addressed in order to maintain traffic through needed lane shifts. Based on a case by case basis, geotechnical recommendations provided either shoulder strengthening (buildup) or full depth replacement for MOT phases using the existing shoulder. A similar situation will occur on the I-64 Segment II project. The existing shoulders will be evaluated to determine if the pavement section can support traffic for the duration of the traffic shift in order to construct the median. If necessary, shoulder strengthening or replacement will occur prior to shifting traffic.
- **Utility Coordination** – With over 200 utility crossings, it was imperative that our team maintain a tracking log that provided dates of contacts, information needed, and action items to ensure that the project stayed on schedule. The I-64 Segment II project will need a similar level of attention to coordinate with utilities to avoid impacts where possible or to relocate expeditiously when avoidance is not feasible.

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Relevance to the Project

- ✓ VDOT Design-Build
- ✓ Road widening / capacity
- ✓ Interstate facility
- ✓ Constrained schedule
- ✓ Safety improvements
- ✓ Complex TMP/MOT
- ✓ Utility relocation
- ✓ ROW Acquisition
- ✓ Third party coordination

RDA Staff Involvement

- Erik Shively, PE, PTOE, DBIA
- * Proposed Key Personnel



I-95 Express Lanes construction



I-95 Utilities



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