

Submitted to:



STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

GRTC BUS RAPID TRANSIT (BRT) PROJECT

From: Broad Street near Willow Lawn Drive
To: Orleans Drive in Rocketts Landing

County of Henrico and Richmond, Virginia

Contract ID No.: C00108069DB87

Date: November 4, 2015



Submitted to:



ATTACHMENT 3.1.2

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS



ATTACHMENT 3.1.2

Project: GRTC BRT

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>i-iii</i>
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	<i>iv</i>
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: GRTC BRT

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				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2 - 4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appx 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appx 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appx 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appx 3.3.1
Key Personnel Resume – Lead Architect	Attachment 3.3.1	Section 3.3.1.5	no	Appx 3.3.1
Key Personnel Resume – System Engineer	Attachment 3.3.1	Section 3.3.1.6	no	Appx 3.3.1
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.7	no	Appx 3.3.1

ATTACHMENT 3.1.2

Project: GRTC BRT

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	2 - 4
Experience of Offeror's Team	NA	Section 3.4	yes	5 - 6
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	Appx 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	Appx 3.4.1
Lead Architect Work History Form	Attachment 3.4.1(c)	Section 3.4.1	no	Appx 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7 - 12
Understanding of the Scope of Work				
Identify and discuss Project scope of work	NA	Section 3.6.1	yes	13 - 15

Submitted to:



ATTACHMENT 2.1.0 FORM C-78-RFQ

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00XXXXXXDB87C00108069DB87
PROJECT NO.: GRTC BRT

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 – September 25, 2015
(Date)

2. Cover letter of Addendum #1- October 2, 2015
(Date)

3. Cover letter of Addendum #2- October 16, 2015
(Date)



SIGNATURE

November 4, 2015
DATE

Aaron T. Myers
PRINTED NAME

Vice President/General Manager
TITLE

Submitted to:



3.2

LETTER OF SUBMITTAL





November 4, 2015

Bryan Stevenson, P.E.
Alternative Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications:
GRTC Bus Rapid Transit (BRT) Project
From: Broad Street near Willow Lawn Drive
To: Orleans Drive in Rocketts Landing
Contract ID Number: C00108069DB87

Dear Mr. Bryan Stevenson:

Allan Myers (Myers), Vanasse Hangen Brustlin, Inc. (VHB) and Rinker Design Associates, PC (RDA), herein referred to as the Myers Team, present an integrated and experienced design-build team which is prepared to expedite construction of the GRTC BRT Project (Project) by August 16, 2017. Collectively, our Team has designed/constructed more than 30 projects in the City of Richmond in the last five years and has worked with over 40 different transit agencies along the east coast. This urban transit experience is complemented by VHB's nationally recognized traffic signals systems expertise and our Team member's experience on over 30 design-build projects. We are prepared to partner with VDOT, GRTC, DRPT, the City of Richmond, Henrico County, FTA, and other project stakeholders to successfully deliver the Project. With local and regional offices in Shockoe Bottom and Glen Allen, our Team knows the community and its stakeholders and is vested in the success of the BRT.

SUBMITTAL REQUIREMENTS

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

- 3.2.1 **Allan Myers VA, Inc.**, 301 Concourse Blvd, Suite 300, Glen Allen, VA 23059
- 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)
301 Concourse Boulevard, Suite 300 (610) 222-4348 (Fax)
Glen Allen, VA 23059 tom.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 Vanasse Hangen Brustlin, Inc. 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 \$38M 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 Myers Team's business entities and Key Personnel are included in Appendix 3.2.10.
- 3.2.11 Allan Myers is committed to achieving the 10% DBE participation goal for the Project.

Respectfully,

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

Submitted to:



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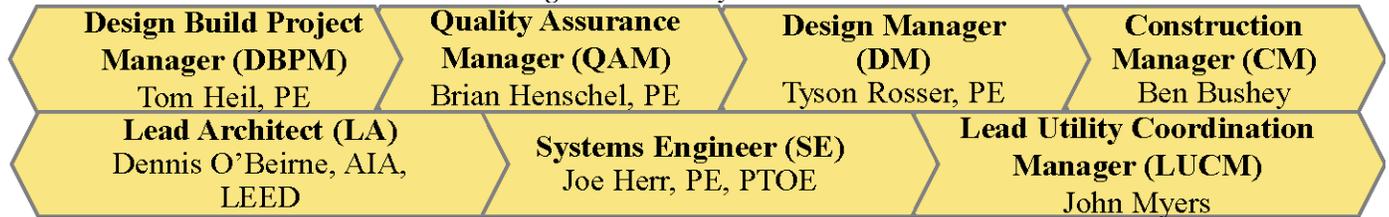
TEAM STRUCTURE



3.3.1 KEY PERSONNEL

The key personnel committed to the Project by Myers, VHB, and our team members were selected based on their recent relevant experience in their respective roles on projects with similar scope elements, complexity, and challenges. The individuals our Team has committed to the Project are shown in *Figure 3.3.1*.

Figure 3.3.1 Key Personnel



In addition to their individual experience as evidenced on their resumes, several of our key personnel have experience working together to successfully deliver VDOT DB projects. Our DBPM, CM, and Lead Utility Coordination Manager (LUCM) worked together on VDOT’s Elm Ave. and Temple Ave. DB projects. In addition, our QAM and DBPM have worked together on VDOT’s Walney Road DB project for the past two years. Our DBPM and CM have three year working relationships with WRA on VDOT DB projects.

3.3.2 ORGANIZATIONAL STRUCTURE

The organizational structure of the Myers Team, presented graphically on *page 4*, was established to provide the structure and functionality needed to expedite the project schedule. This structure supports effective communication, internally within the DB Team and with VDOT and the project stakeholders, and supports effective management of project risks, including utility coordination and maintenance of traffic.

Our approach to design-build project delivery focuses on integration, collaboration, trust, and performance. Our Team has established working relationships and a history of proven performance on VDOT DB and DBB projects. Myers, VHB, and RDA worked together on several design-build projects and pursuits, including VDOT’s Middle Ground Boulevard Extension project. Also, VHB has an extensive working relationship with RDA, having worked together on 29 DBB and DB projects.

We have supplemented our Team with the subconsultants identified in *Table 3.3.1* to fill strategic roles based on their recent relevant experience while achieving the DBE requirements set forth in the RFQ.

Table 3.3.1 Subconsultants to the Myers Team

Firm	Role	Relevant Experience
Whitman, Requardt & Associates (WRA)	Quality Assurance	<ul style="list-style-type: none"> Provides superior QAM expertise, established relationships with the City, and is working with Myers on VDOT’s Walney Rd. DB project.
IBI Group of Virginia (IBI)	Architect	<ul style="list-style-type: none"> Brings national expertise in transit facility design, with relevant experience on bus rapid transit projects. Worked with VHB on several projects including the MassDOT Route 128 Traffic Count System.
DMY*	Geotechnical Engineering	<ul style="list-style-type: none"> Proven DBE experience with VDOT and the City of Richmond, and is working with Myers on VDOT’s Temple Avenue Interchange DB Project.
T3 Design Corporation (T3)*	Signal Design	<ul style="list-style-type: none"> Experience with the City of Richmond on two roadway projects, and working with VHB for over 10 years on traffic engineering on-call contracts with VDOT.
Dulles Geotechnical (DGMTS)*	Quality Control	<ul style="list-style-type: none"> Proven geotechnical and QC expertise; providing QC for Myers on the Richmond Airport Taxiway Reconstruction.

*DBE Firm

FUNCTIONAL RELATIONSHIPS AND COMMUNICATION

VDOT – Our DBPM will serve as the primary point of contact for the Department for the Project. Open lines of communication between the QAM and VDOT will assist with monitoring quality assurance oversight. Coordination with the DB Team will include monthly progress meetings, over the shoulder reviews, comment resolution meetings, and weekly updates. Partnering between VDOT, the DB Team, and the major project stakeholders will establish communication protocols with major project stakeholders to support the project schedule and quickly resolve issues or concerns that may arise during design and construction of the Project.

The Myers Team will effectively coordinate with project stakeholders and support PR efforts using in-house resources Shannon Moody and Diane Linderman, who have specific outreach experience working with VDOT, the City of Richmond and GRTC.

DESIGN BUILD PROJECT MANAGEMENT – Our DBPM will provide a single point of contact for VDOT for all aspects of design and construction for the Project. Our DBPM will also fill the role of Responsible Charge Engineer, providing additional oversight and management for engineering decisions relating to both design and construction to ensure compliance with the technical requirements and schedule. Reporting directly to the DBPM are managers for quality assurance, stakeholder and public relations, design and construction management, utility coordination, and schedule. This reporting structure support accelerated delivery of a high quality project and ensures collaboration with project stakeholders.

QUALITY ASSURANCE – The QAM will report to our DBPM, with independent oversight by VDOT. QA Inspectors and the QA Lab will report through the QAM. Our QAM will also oversee the construction QC program to ensure all work, materials, testing, and sampling is performed in accordance with the contract requirements and approved plans and specifications. Our QAM will work with VDOT and the City to resolve any quality issues that may arise during construction of the project improvements.

DESIGN – Our DM will report to the DBPM and will work closely with the CM and LUCM to develop an efficient design that avoids/minimizes utility impacts and is consistent with construction means and methods. Design leads for the various disciplines will all report to the DM. The TMP lead will also be a part of the overall team’s task force for MOT to deliver constructible plans that maximize safety. The Design QA/QC Manager will confirm that all documents, plans, and deliverables are completed in accordance with the VDOT-approved QA/QC Plan. The Lead Architect and Systems Engineer will report to the DM to provide a quality, integrated design in accordance with the project schedule.

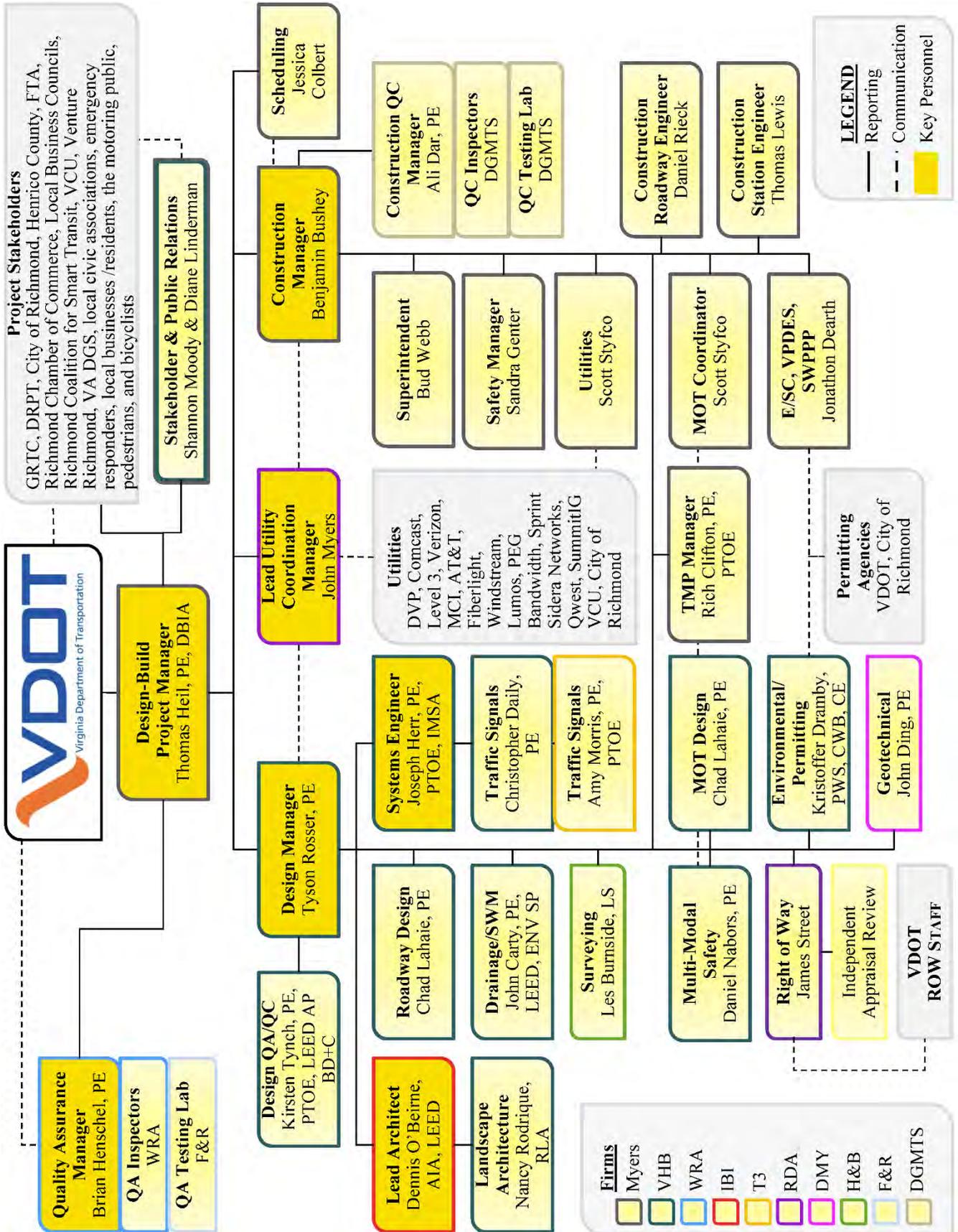
Lead Architect – The LA will report to the DM and will be responsible for developing the aesthetic project components, including structure, hardscape, and landscape elements in accordance with the commitments made to the community. Building upon the approved concept plans, the LA will incorporate quality, ADA accessibility, and functionality into the final design.

Systems Engineer – The SE will report to the DM and will be the overall lead for the development of the traffic signals and traffic control devices. The SE will be integral to the systems integration during construction to help ensure implementation works with the existing infrastructure.

CONSTRUCTION – The CM will report to the DBPM and communicate directly with the DM to ensure design constructability and compliance with the project requirements. The CM will work with the PR team to provide reliable information for advanced public outreach. Reporting to the CM are the superintendent, roadway and station engineers, safety manager, and task leads for utilities, MOT, and erosion/sediment control.

Schedule Manager Jessica Colbert, brings a construction management background that supports effective schedule acceleration and detailed construction planning.

UTILITY COORDINATION – The LUCM will manage utility coordination for the Project and will report to the DBPM. He will work hand-in-hand with the DM, CM, and MOT Manager to minimize impacts, collaboratively develop conflict resolutions, and monitor schedule progress.



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EXPERIENCE OF TEAM



RELEVANT FIRM EXPERIENCE



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. Myers has a strong resume of large, complex, and design-build projects. In the past 10 years, Virginia has entrusted Allan Myers with more than \$141M in design-build projects and our commitment to VDOT’s design-build program continues to grow. Myers’ Glen Allen office serves as the company’s Virginia headquarters and has supported the construction of 15 projects in the City of Richmond in the last 5 years. Myers successfully delivered the Richmond Airport Connector Road design-build project and the Route 60 Widening project ahead of schedule (2 months and 8 months, respectively) through the use of innovative design and construction solutions to address utility conflicts and geotechnical challenges. Myers’ transit experience includes WMATA Vienna Metro Station Improvements, MTA Marc Wedge Storage Yard at Union Station, and SEPTA Norristown High Speed Line and R3 Track Bed Repairs.

MYERS RELEVANT EXPERIENCE OVERVIEW

\$2.3B transportation projects in the last five years	7 Virginia DB projects and 15 in the Mid-Atlantic	15 projects for the City of Richmond in the last 5 years	Successful projects for 3 Urban Transit Authorities
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Founded in 1979, VHB provides transportation planning and engineering services for public and private clients including federal, state, and local governments. VHB employs more than 1,000 professionals and has 23 offices on the east coast, providing deep resources and a full range of comprehensive services in bus rapid transit system design, roadway design, traffic engineering, bike/pedestrian facility planning and design, intelligent transportation systems, transit and rail systems engineering, and urban planning. Regionally, VHB maintains four offices staffed by approximately 150 professionals, including a local office in the City of Richmond.

VHB has served as the Lead Designer on 10 recent DB projects, including three in Virginia (APM Terminals, Gilberts Corner, and I-64/I-264 Pavement Rehabilitation) and the NYSDOT’s Accelerated Bridge Program project. VHB’s local DB experience includes the Richmond City Justice Center project, which received the National Award of Merit from the Design-Build Institute of America.

VHB wrote the *Bus Priority Treatment Guidelines* for the implementation of priority bus treatments for the Metropolitan Washington Council of Governments. The book addresses questions to help state and local agencies with the use of a priority treatment along corridors and the potential impacts on traffic operations.

VHB RELEVANT EXPERIENCE OVERVIEW

Worked with 40 transit agencies on the east coast	Provided ITS services for hundreds of projects	18 streetscaping projects the City of Richmond in the last 5 years	Designed of >500 signal control systems in VA
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Rinker Design Associates, PC (RDA) will handle utility coordination and right-of-way (ROW) acquisition services. 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 more than \$1B worth of projects as an integral team member, all in Virginia. RDA holds contracts with the cities of Fairfax, Herndon, and Roanoke to provide various engineering (including utilities) and right-of-way acquisition services. Furthermore, RDA is on the team that just won the East Riverfront Transportation Improvement project in the City of Richmond.



Founded in 1915, WRA has six offices in Virginia including one in Richmond and will provide expertise in Quality Assurance on the Project. WRA has 45 construction management and inspection personnel in Virginia providing QA and QC services, and over 66 design and construction management personnel in the Richmond area. WRA’s extensive experience includes eight VDOT design-build contracts in the last four years (five in the Richmond District); 130 Richmond transportation projects in the last 10 years; and 40 Richmond utility assignments in the last three years. WRA has also worked with Henrico County, including utility relocation design and construction administration services on 15 recent projects, giving WRA an excellent understanding of both the City of Richmond and Henrico County’s personnel and construction specifications. WRA’s transit experience includes design and construction management of bus stops and facilities for the Potomac and Rappahannock Transportation Commission (PRTC) through an on-call engineering services contract and development of a Transit Development Plan that connected bus routes with the Metrorail for Arlington Transit.

APPROACH TO DESIGN-BUILD DELIVERY

The Myers Team’s approach to design-build project delivery focuses on integration, collaboration, trust, and performance. Our team structure supports efficient integration of design, construction, and stakeholder coordination. In-house design management and public relations staff will be used to efficiently manage the most challenging aspects of the Project, reduce schedule risks, and effectively plan construction activities to minimize construction impacts. Specifically, Myers and VHB will manage stakeholder/ public relations, systems integration, maintenance of traffic, and station architecture. Our trusted team member, RDA, will oversee utility coordination and ROW acquisition/easements.

WORK HISTORY FORM SUMMARY

We selected our Team’s project experience to convey our ability to successfully delivery urban, design-build, and transit-related projects. These projects feature fast-track schedules, cooperative work with multiple stakeholders, and innovative design and construction solutions. The relevance of the work history forms provided in *Appendix 3.4.1* is highlighted in *Table 3.4.1*.

Table 3.4.1 – Relevance of Work History for the Lead Contractor/Designer/Architect

Project Relevance	Vienna Metro	Route 60 Widening	I-581/ Elm Ave	RIPTA	Duval Street	Middle Ground	Mason Corridor BRT
	Myers	Myers	Myers	VHB	VHB	VHB/ Myers	IBI
Construction Value	\$19.2M	\$45.5M	\$20.7M	\$2.1M	\$2.7M	\$34M	\$80M
Roadway Improvements	✓	✓	✓	✓	✓	✓	
TSP Systems/ Traffic Control Devices		✓	✓	✓	✓	✓	
ITS /System Integration				✓	✓	✓	✓
Urban TMP/MOT	✓	✓	✓	✓	✓	✓	
Drainage & SWM	✓	✓	✓		✓	✓	
ROW Acquisition/ Easements			✓		✓	✓	
Utility Coordination	✓	✓	✓	✓	✓	✓	
Architecture/Landscaping	✓	✓	✓		✓	✓	✓
Pedestrian/Bike Facilities	✓	✓	✓	✓	✓		✓
Local Jurisdiction Coordination	✓	✓	✓		✓		
Railroad Coordination			✓		✓		
Public Involvement	✓	✓	✓	✓	✓		

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PROJECT RISK



In preparation of this SOQ, the Myers Team has reviewed VDOT's project documents, attended the public meetings, visited the project site, and visually assessed site conditions including traffic flow along the project site. After analysis of the potential project risks and impacts, the Myers Team focused on risks with the highest potential of impacting the project schedule. Specifically, we have identified public involvement and outreach, utilities, and maintenance of traffic as being critical to the success of the Project. Our Team will develop and manage effective risk management strategies through collaboration with VDOT, GRTC, DRPT, the City of Richmond, and Henrico County to complete construction by August 16, 2017.

PUBLIC INVOLVEMENT AND OUTREACH

RISK DESCRIPTION: Because the GRTC Pulse is the largest transportation project in Richmond since the construction of the interstate highway system in 1950s, the importance of public involvement and outreach will be magnified. The Project is located within a 7.6 mile corridor of highly urbanized community. Major community events take place on this segment of Broad Street, including the Christmas Parade and the Anthem Richmond Marathon. This community includes large and small businesses, residential, arts, education and corporate interests, all of whom may be impacted by construction and MOT activities. Opinions on the BRT are already varied and have been vocalized, with some organizations already in place such as the RVA Coalition for Smart Transit.

- A lack of transparency by GRTC
- Loss of parking
- Station locations
- Vehicle access to neighborhoods from Broad St.
- Pedestrian safety
- Disruption to business and the arts community

IMPACTS: The public will be impacted directly during construction along the corridor. Parking, construction noise, aesthetics, and perceived access issues will be challenges throughout construction. Public concerns about these issues may be relayed to GRTC, the City of Richmond and/or Henrico County, and to the media and elected officials, potentially impacting the short- and long-term success of the BRT. Negative perception and/or public opinion pose two potential risks: 1) a schedule disruption or delays due to belated but substantial input from stakeholders and/or the general public, and 2) a negative public perception of the Project. Considerable negative and/or deferred public input could cause delays in the project schedule and could also impact the long-term success of the BRT.

MYERS TEAM MITIGATION STRATEGIES: The GRTC has been and should continue to be the lead voice of the Project to the public, with support from the City of Richmond, Henrico County, and VDOT. An effective public outreach program presents opportunities for the GRTC and its project partners to communicate the significant benefits of the BRT while detailing impacts to the traveling public and major stakeholders. Building on the structure the GRTC already has in place, the Myers Team will partner with the GRTC to provide open and transparent communication during final design and construction by developing a public involvement plan. A proactive plan built on our PR personnel's extensive experience on similarly complex DB projects will be able to systematically and transparently reach out to project stakeholders to keep them informed of the project timeline, status, impacts, benefits, and outcomes.

To provide a roadmap to reach these important goals within before any traffic impacts or mobilization, the Myers Team will develop a Public Information and Communications Plan in conjunction with the GRTC, VDOT, the City of Richmond, and Henrico County within 90 days of NTP. This comprehensive Plan will be a continuation of the GRTC's Public Outreach Plan developed for the preliminary engineering phase of the Project. The updated Plan will address roles, protocols, guidelines, and responsibilities for handing public information and outreach. The Plan will also include such items as Project key messages, stakeholder identification and outreach plans, a crisis communications plan, and a comprehensive look at communications tools, tactics, and strategies. This Plan may also include an advertising and marketing plan

to include print, online, and TV/radio advertising, and the Myers Team is prepared to assist in the development of advertising messages and education and marketing efforts. Communications and messages will be thorough, and as transparent as possible in order to mitigate negative perceptions. Our Team will:

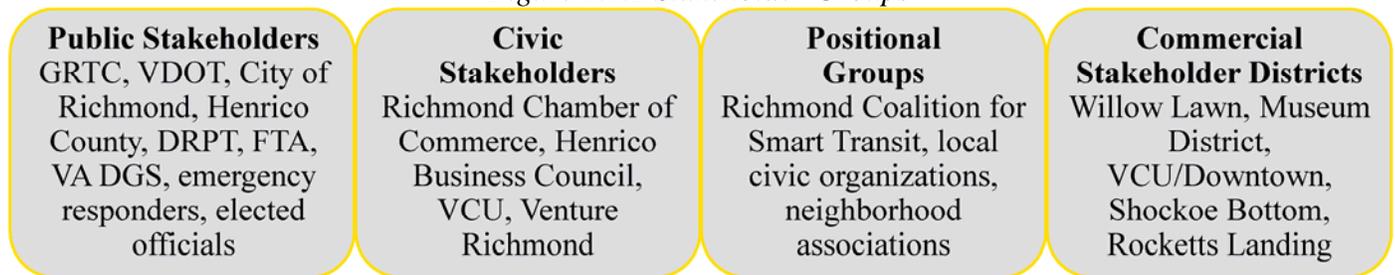
Our approach to public outreach and stakeholder coordination has proven to be successful on multiple design-build projects for VDOT, most recently the Temple Avenue Interchange Improvements DB Project in the Richmond District managed by Myers in-house PR Manager Shannon Moody and the VDOT Richmond District communications team.

1. **Proactively manage project schedule risk** by anticipating and addressing community issues that may impact the schedule including challenges such as business owner access during construction; promoting open and transparent communication protocols and practices; and providing multiple opportunities for community input and tracking input for trends and key messages.
2. **Effectively engage the community in the construction** of the Project by increasing the number of residents and local interests along Broad Street who have a greater understanding of the Project; creating a transparent and open environment of information sharing; and offering two-way communications channels.
3. **Maintaining a successful partnership and communication** between GRTC, Henrico County, Richmond City and the greater community by ensuring that stakeholders can access information regarding the Project easily and quickly; and early planning to accommodate community uses of Broad Street.

Stakeholders will be reached through meetings, mailers, web updates, social media, bi-lingual outreach materials, FAQs, and email communications. Communications will be tracked and logged for use by the GRTC and other project owners. In addition to the multiple stakeholder meetings, a formal “Pardon Our Dust” meeting will be held just prior to construction to formally kick-off the construction. A highly-effective public outreach effort will proactively anticipate and address community issues that may impact the project schedule. Outreach and coordination with the stakeholders will be critical as sidewalks, cross streets and medians are affected through construction.

The Myers Team has identified some of the key stakeholders in the project area (see *Figure 3.5.1*) in order to best address their needs for communications and outreach through all phases of the Project. Each stakeholder merits a directed outreach plan based on their concerns and needs.

Figure 3.5.1 Stakeholder Groups



ROLE OF VDOT AND OTHER AGENCIES: The GRTC, VDOT, the City of Richmond, Henrico County, and the Myers Team enjoy a shared value of public service and prioritize community engagement and transparent communication with stakeholders. We are responsive to customer needs and treat them with fairness, courtesy, and respect while working together to protect the public investment. As such, we expect the Project partners will choose to partner with the Myers Team in our outreach efforts to mitigate any challenges presented and ultimately find solutions that allow the Project to proceed safely, on budget, and on schedule. Our Team’s strong public outreach and community awareness efforts, in partnership with the GRTC, VDOT, the City of Richmond, and Henrico County, will show stakeholders that we are thinking ahead, and thinking of them, in actively planning a secure, multi-modal future for our community.

UTILITIES

RISK DESCRIPTION: Utilities are a critical risk for the Project due to aging utility infrastructure and the inability to clearly locate or identify utilities. Besides major public providers (DVP and Verizon), there are a number of other providers with facilities in the right-of-way. The potential for unexpected conditions found in the construction of the stations and the new traffic signal poles is a risk. In addition, relocation of DVP, Verizon, and Comcast infrastructure must follow the terms of their franchise agreements with the City, which determines prior rights and cost implications. It is normally a risk to new construction when coordinating with these providers but it is exacerbated by their franchise terms. This risk is magnified due to the tight urban corridor with limited space within the existing right-of-way.

Impacts: The utility issues presented by the Project could have significant impacts to cost and/or schedule. The majority of the utility impacts will be at the station locations, the communication system infrastructure, and the traffic signal improvements. Installing structures in a congested, urban environment will pose potential conflicts for the shelter structures, foundation excavation, aerial clearance, and equipment staging.

- **Overhead utility lines** in the areas of the stations could pose a clearance issue and also a constructability issue. The urban setting further complicates this issue as the areas available to relocate poles are very limited and not conducive to traditional anchor systems (i.e. guy wires). Furthermore, impacts to these facilities will affect multiple providers that are currently carried on these poles which lengthens the relocation time as they must relocate in series not in parallel.
- **Underground power facilities** are shown to be in conflict with the proposed Work. At this time, the size of these cables is unknown, but if they are the large “bulk feeder” cables that most urban areas utilize in some capacity, they will likely be classified as “home run” cables which do not allow for interim splicing or section cuts. This could lead to longer lengths of conduit being installed instead of just the portion in conflict, drastically increasing costs and relocation durations.
- **Multiple steel gas lines** in conflict with various stations pose potential cost increase as the price of steel gas line work has recently drastically increased in the market. This also poses a risk to the schedule as procurement of these materials is currently taking longer than historically known. Lastly, the industry’s shortage of qualified welders to perform the joint welds has dwindled and can often be difficult to schedule onsite quickly or for long durations.
- **Existing cast iron waterlines** that are found in conflict with the proposed work present challenges. Cast iron is no longer generally used for waterline and is very hard to procure. Replacing cast iron with ductile iron pipe poses other possible challenges as the tie-in points with the existing cast iron can often be problematic to build due to the condition of the brittle cast iron material and varying pipe thicknesses. Unforeseen problems during tie-ins can extend the schedule and the impacts to the traveling public, not to mention add costs for a solution when it is found.
- **Aging telecommunications facilities** date back to times when the standard of practice was to use Pulp or Paper cable which wraps the wires in plain white paper insulation. In contrast, modern practice uses multi-color insulated telephone cables/wires. Pulp or paper cable makes relocations excessively more labor intensive and time consuming to splice, which impacts the project schedule.
- **Communications ductbanks** within the limits and in conflict with construction are owned by the City and historically contain cables from multiple agencies and potential communications for differing school systems. This could pose coordination issues tracking down owners and responsible parties for relocations by multiple agencies and potentially multiple jurisdictions.
- **City of Richmond sewer** has many very aged sections and the integrity of these lines may be problematic during construction. Repairs for any damaged facilities during construction or inventive solutions for tie in problems can cause possible schedule and cost implications.

MYERS TEAM MITIGATION STRATEGIES: Through our design-build experience, the Myers Team has learned that partnering and communication is paramount to engaging utility owners. Coordination with each of the impacted companies will include one-on-one meetings to gain their input on problem areas of the Project and gain any institutional knowledge of their facilities to further assist with conflict analysis and mitigation strategies. Open communication with utilities throughout plan development will support a cooperative approach to meeting the project schedule needs. This approach has worked well on RDA's recent Route 29 Solutions project in Charlottesville and was met with positive response from the utility companies.

The next tactic is to accurately locate the underground utilities. In our experience the GIS information from the City Department of Public Utilities (DPU) which is responsible for water, sewer (sanitary and storm), gas, and street light systems, is often inaccurate. Ground survey will pick up the surface physical features but underground systems cannot be accurately located. A subsurface utility engineering firm will be used to locate public/private utility infrastructure in critical project areas.

Once we better understand the location of the utility infrastructure, we will use avoidance measures wherever possible to limit the effort and cost required to relocate the utility. This mitigation approach strengthens our relationships with the utility companies while instilling in them a vested interest in the Project. While complete avoidance will not likely be possible, early coordination with the City of Richmond DPU and DPW will be important to understanding the impacts of the water, gas, wastewater and street light system relocations to minimize the risk to the schedule.

We will engage multiple utility providers such as DVP, Verizon, and Comcast in a dialogue and we will work with both the City and VDOT to understand their rights and conditions for the use of the rights-of-way under existing franchise agreements. Due to the age of the infrastructure in the project area, we will request record documents for all utility providers impacted by the Project. Pole ownership and their agreements to carry other providers on their poles will need to be understood for conflicts with overhead lines.

To mitigate the schedule risk, critical path relocations will be identified early and schedule communication with utilities will be proactive. Our design team and our construction team will hold meetings with the identified utilities to further discussions on potential impacts and constructible solutions. Each location will be examined with the involved companies so that the utility information is as complete and accurate as possible, and that mitigation strategies are feasible from both a constructability and cost standpoint. We will employ a utility task force approach that will include crucial utility partners, local representatives, and design team members to work together to develop the plans and meet any challenges found on the Project.

ROLE OF VDOT AND OTHER AGENCIES: Our Team will strive to minimize VDOT's required involvement to oversight as it relates directly to the utility coordination process. Our understanding is that the City has moved forward with developing relocation plans and perhaps performing relocations. We will use this plan information and incorporate it in our analysis of the Project to ensure this early work does not go unused. Our Team will welcome VDOT at the UFI meeting and provide copies of all PS&E packages for review and comment. All direct coordination with the utility companies will be performed by our Team, relying heavily on the relationships we have built within the industry to develop successful relocations for the Project.

Figure 3.5.2 Unknown Utilities at Route 60



Construction was completed eight months ahead of schedule through operation contingency planning, despite encountering multiple unknown utilities.

MAINTENANCE OF TRAFFIC

RISK DESCRIPTION: The challenge to maintaining more than 20,000 vehicles moving through the Project is compounded by the urban nature of this corridor. With sidewalks outside of the existing curb lines and the existing right-of-way generally coinciding with the faces of buildings adjacent to the sidewalk, there is little room for typical MOT strategies like using temporary pavement to shift traffic to create reasonable construction zones. This urban environment, particularly in the vicinity of VCU, includes a high volume of pedestrian/bicycle traffic further limiting work space and heightening the need to provide for safe movements for all users of the corridor. Lastly, this tight urban corridor presents a major risk with the engagement of the local stakeholders, specifically the local businesses and their patrons. The elimination of on-street parking, temporary diversion of pedestrian traffic, and the decreased visibility of businesses all due to construction activities will place a heightened sensitivity for public acceptance.

Impacts: Maintenance of traffic for the Project will impact traffic flow (including pedestrians, cyclists and transit); public and worker safety; construction costs; and the project schedule. These impacts are associated with the narrow project corridor, high pedestrian/bicycle traffic, and access requirements.

- **Narrow Project Corridor** – With a critical portion of the proposed construction occurring in the median of Broad Street, the extent to which the proposed work area can be widened will be limited by narrowing and/or eliminating travel lanes and on-street parking. Although most of this reduction in traffic capacity will be a permanent part of the Project, the impacts during construction will not be offset by the benefits of the new BRT lanes. The reduced capacity of the travel lanes will be further impacted by the presence of existing transit operations in those lanes. This will result in traffic delays and the potential for traffic to divert onto adjacent streets. The narrow corridor also presents a concern for access into and out of the work areas and providing adequate space for safe construction activities. Limited space to stock pile materials within the active construction areas will require more frequent deliveries compounding traffic impacts and the exposure to conflicts between roadway users and work vehicles and personnel.
- **High Pedestrian/Bicycle Environment** – Typical MOT plans for roadway projects address high volumes of vehicles and a disproportionately low volume of non-motorized users. Given the high volume of pedestrian/bicycle users, construction adjacent to and through the signalized intersections will disrupt the normal patterns and behaviors of these users. The desire for these users to “go where they always go” presents a safety risk to the Project. An example where this is particularly acute is at Broad & Harrison Streets. The Siegel Center and VCU’s Broad Street Parking Deck are located in opposite quadrants at this intersection. Events at the Siegel Center will generate a high volume pedestrian movements crossing Broad Street increasing the risk to safety. This intersection and others in this area are part of a major pedestrian corridor for VCU students.
- **Decreased Business Access** – While there has been careful planning and public outreach for this Project, a project’s acceptance is truly tested during construction. Impacts once deemed acceptable are viewed through a different lens when they become real. Strong pressure from stakeholders can lead to the contractor changing planned means and methods potentially impacting schedule and cost.

MYERS TEAM MITIGATION STRATEGIES: The Myers Team will work collaboratively to develop a detailed traffic management plan (TMP) to safely and effectively mitigate the risks associated with MOT. The mitigation strategies that will be evaluated include:

Figure 3.5.2 VHB Designed Traffic Pattern at 11th and Broad Streets



- **Segmentation of the Project** into appropriate work areas to minimize traffic impacts but still provide for productive execution of the work. The Myers Team will thoroughly review the sequence of work, space needs, and the site details for each station to determine if adjacent stations should be constructed as a group or if the work should be spread across the Project.
- **Build stations off-site** through prefabrication to minimize on-site activities. This would include identifying an appropriate site for station construction, ensuring that there is a safe route for transporting the stations to each site. This also includes determining how much pre-fabrication is possible – full construction off-site or modular construction with on-site assembly. This approach allows station construction to be performed concurrently with utility relocations.
- **Design the work sites** to provide for on-site storage to minimize hauling activities and considering how corridor users can safely get around the work space. Evaluate the access options at each work area considering the personnel, equipment, and materials required. Consider the appropriateness of extending work zones between sites to minimize conflicts between construction traffic and roadway users, recognizing that long pedestrian/bicycle detours tempt the user to cut through construction zones. Provide off-site parking for construction personnel.
- **Inform the public** using the TMP which will cover strategies to properly inform motorists and non-motorists of traffic pattern changes through a detailed signage plan, coordination with participating agency public information systems, and potentially the VCU information system to broadly reach a large segment of the community.
- **Conduct alternative traffic analyses** to determine the best approach for each segment of the Project. Consider restricting movements or even full closures of intersections or other high impact strategies if safe and sufficient alternative routes are available and the duration of impacts in the area can be sufficiently reduced.
- **TMP/MOT task force** will emphasize safety and collaboratively develop a TMP/MOT plan that will provide safe and efficient work zones based on realistic construction needs, while accommodating all corridor users.
- **Improve corridor operations** through working with the City to adjust signal timings to improve throughput on the corridor and supporting GRTC to encourage new transit users.

A TMP/MOT Task Force of highly experienced MOT professionals with more than 50 years of combined experience in TMP/MOT design will include Rich Clifton, Chad Lahaie, Dan Nabors and Scott Styfco. Dan is a nationally recognized safety leader with 23 years of experience conducting road safety audits.

ROLE OF VDOT AND OTHER AGENCIES: Building on the foundation of partnership established by the participating agencies, the Myers Team will work cooperatively with each agency to minimize MOT impacts and address challenges. We anticipate that VDOT and the GRTC will assist with effective communication with stakeholders and the general public to help ensure that our Team is aware of issues and concerns at the earliest possible moment so that mitigating actions can be developed to avoid escalation of problems. GRTC, the City, and Henrico County will also be partners in this effort.

The Myers Team will request that the City assist in the development of the TMP to ensure that the plan considers/addresses the concerns and commitments communicated during the planning of the Project. Signal timings may also need to be adjusted to account for reduced capacity on the project corridor and potential alternate routes where traffic may be diverting. The City will also monitor traffic operations on the corridor and along alternate routes and work with us to make appropriate adjustments to mitigate issues.

The GRTC may need to adjust transit operations during construction, such as relocating stops, shifting and/or adding routes, and/or adjusting the headway on Route 6 and other routes near the project area.

Submitted to:



3.6

UNDERSTANDING OF THE SCOPE OF WORK



PROJECT UNDERSTANDING AND SCOPE OF WORK

The Myers Team has monitored the progression of the Broad Street GRTC BRT project since 2009, which has culminated in the issuance of an RFQ for a VDOT Design-Build contract on September 25, 2015. Due to various funding and scheduling constraints and procurement challenges, VDOT anticipates award of the DB contract on March 16, 2016 and final project completion on August 16, 2017. Within the prescribed 17-month schedule, the Design-Build Team will be required to provide a fully operational BRT system along portions of Broad Street, 14th Street, and Main Street that extends from Willow Lawn Drive to Rocketts Landing. The BRT route will require the design and construction of modifications to existing roadways, communication infrastructure, transit prioritization and traffic signal improvements along the corridor, and 14 new transit stations. Permitting will need to be performed in phases and will require the City and VDOT to buy into a schedule for VDOT (Henrico) and Work in the Street permits (Richmond).

The GRTC Pulse, as the BRT was recently branded, is a new concept for the City of Richmond and is a first step towards improved and expanded regional transit. This 7.6-mile segment was identified as a priority corridor by the Richmond Area Metropolitan Planning Organization's 2008 Regional Mass Transit Study because it has the highest existing and projected population and employment densities and the most transit supportive land use in the region. It is an important economic engine for the region with more than 33,000 residents and more than 77,000 jobs located within one-half mile of the BRT stations. The BRT will create an important economic opportunity within the City to support a holistic development plan for the corridor.

ROADWAY MODIFICATIONS – Roadway modifications will occur on West Broad Street from I-195 to Foushee Streets, where median reconstruction will accommodate exclusive bus lanes and five median stations. Construction in the median will require careful planning to minimize the impact on the throughput capacity and parking on West Broad Street. Nine curbside stations are planned with minimal associated improvements. Milling and repaving of the bus lanes is planned throughout the route.

BRT SYSTEMS – The Project incorporates a variety of technologies and systems into the BRT stations, vehicles, and traffic control system to improve user accessibility, function, and information exchange. These technologies are focused on reducing transit dwell times and delays, improving user and pedestrian safety, and providing conveniences for system users. These conveniences include an off board fare collection system, mobile phone ticketing, real-time vehicular GPS transit information, and free on-board WI-FI. On-board CCTV security cameras and an active pedestrian warning system will remind passengers to stand clear of vehicles as they maneuver into and out of stations. On-board GPS will communicate vehicle positions with the GRTC Operations Center to dynamically report bus headway, and the system will feature integration between the BRT system and buses serving other GRTC routes.

More than fifty new, modified, and/or reconstructed traffic signals along the route will support the transit signal priority communication operations. Issues such as fixed interval values, pedestrian phasing, and emergency vehicle preemption override need to be considered when the system is deployed and fine-tuned.

SYSTEM COMMUNICATIONS – The Project requires an effective, stable, robust, cost effective communications system to interconnect all elements (buses, stations, traffic signals, and GRTC Operations Center). New and existing infrastructure for multiple communications approaches will be considered during design including fiber optic, wireless, copper, leased telecommunications services, and hybrid approaches. Ideally, all communication architecture designs will include redundant data pathways so that the failure of any one link will not cause the system to fail.

STATION DESIGN AND CONSTRUCTION – The locations and designs of the stations will be finalized during the City's review process. Stations located in the median will create construction challenges to minimize the impact on the travel lanes and on-street parking in those locations as presented at the October public meetings. Utility relocations are required and will need to be completed early in the construction schedule.

APPROACH TO SUCCESSFUL DELIVERY OF THE PROJECT

As we develop the most effective and efficient means to deliver the Project, mirroring the GRTC project segmentation will support accelerated delivery and detailed project scheduling to accompany our Technical Proposal submission on January 20, 2016. This proposed segmentation is shown in *Figure 3.6.1*.

Figure 3.6.1 – Project Segmentation



In order to design and construct the Project within the prescribed 17-month schedule, the Myers Team approach requires securing phased Approved for Construction plans along each project segment concurrently. Our Team anticipates beginning field activities immediately following NTP. As Myers has done on several schedule-critical VDOT projects (including the Elm Avenue and Walney Road DB projects), construction will drive phasing and limits of design plan approvals to allow for schedule critical activities to progress concurrently with commencement of actionable construction elements.

DESIGN APPROACH – We will build on the conceptual plans provided to optimize and advance the roadway and drainage design to the FI/RW plan stage to identify right-of-way requirements; conduct proactive utility coordination and relocation design; advance the signal system/communication design; and progress station architecture concurrently. Initial field studies and investigations will be completed in an expedited fashion. We will assist with coordination of the other major stakeholders, including GRTC and the City, through an accelerated design process to complete the Project on schedule.

Our Team will focus on the following four critical design elements to meet the project schedule:

1. *Station architecture* – Finalize station canopy design to allow for fabricator shop drawings to be developed, submitted, and reviewed for the purchase of this long lead item.
2. *Roadway/MOT* – Develop a safe constructible plan that allows efficient construction.
3. *Utilities* – Assemble the best field data available and develop a design that the utility owners support in order to begin this critical path construction item.
4. *Signal systems/communications* – Design a communication system to be compatible with new and existing infrastructure, minimizing the different platforms, to help ensure successful deployment.

CONSTRUCTION APPROACH – As noted previously, the Project naturally divides into four segments, each with its own particular construction and schedule challenges. To minimize potential disruptions to traffic operations and properly inform stakeholders of construction needs, we will develop a comprehensive TMP (supported by specific-segment MOT plans). We anticipate that the TMP will include initially shifting traffic to its ultimate configuration within Segment B; however, within Segments A, C, and D, prescribed work zones with periodic lane closures are envisioned to minimize traffic impacts, pedestrian inconveniences, and stakeholder disruptions. In order to preserve the project schedule, the Myers Team anticipates the following generalized construction sequencing within each project segment:

- *Segment A:* Complete utility relocations, construct station area improvements, and implement traffic signal modifications and system integration.
- *Segment B:* Shift traffic to final configuration (including required signal modifications), complete utility relocations, construct station area improvements, perform roadway improvements, and complete traffic signal modifications and system integration.
- *Segment C:* Complete utility relocations, construct station area improvements, perform roadway improvements and final pavement markings, and implement signal modifications/systems integration.
- *Segment D:* Complete utility relocations, construct station area improvements, and implement traffic signal modifications and system integration.

SCHEDULE OVERVIEW – The Myers Team is committed to preserving the proposed project schedule and providing a fully operational BRT system by October 2017. Key to meeting this schedule will be securing phased Approved for Construction design plans that will allow work to begin within project Segments A, B, C, and D concurrently. Although a detailed project schedule is pending, our Team anticipates that the construction critical path will run through the station construction as utility relocations, geotechnical constraints, materials storage and staging requirements, and system communication installation are critical to the station construction success. Anticipated project milestones are summarized in the *Table 3.6.1*.

Table 3.6.1 – Anticipated Project Milestones

Milestone	Timeline
Award / Notice to Proceed	March 16, 2016
Field Investigation / Surveys / SUE	March – April 2016
FI/RW Plan Approval (Segments B & C)	July 2016
Station Construction Approval (Segment A & D)	July 2016
System / Signal Approval (Segments A, B, C, & D)	September 2016
Final Plan and Station Approval (Segment B & C)	October 2016
Road and Station Improvements (Segment A)	April 2017
Road and Station Improvements (Segment B)	July 2017
Road and Station Improvements (Segment C)	June 2017
Road and Station Improvements (Segment D)	May 2017
Final Completion	August 16, 2017

RESOURCING FOR AN ACCELERATED SCHEDULE

Our Team’s ability to meet the project schedule and achieve the milestones is supported by our firms’ local and extended personnel, resources, facilities, materials, and equipment, which are summarized in *Figure 3.6.2*. Myers’ materials integration and nearby Rockville Asphalt provides schedule control, supply flexibility, and increased quality.

COOPERATION AND COORDINATION WITH STAKEHOLDERS, THIRD PARTIES, AND REVIEW AGENCIES

– The Myers Team’s successful project implementation will depend on close coordination with a variety of stakeholders (including GRTC, VDOT, VDRPT, and FTA, the municipalities, communities along the route, the community at large, and potential users). Our Team will support thorough and transparent communications with all stakeholders, third parties, and review agencies through partnering. Partnering will identify the appropriate individuals to open communications, proactively identify potential challenges, and resolve issues at the lowest responsible management level. Plan reviews will be streamlined by incorporating agency reviews into the project schedule, conducting over the shoulder reviews to address concerns prior to formal submissions, and ensuring submittals are complete and accurate.

Figure 3.6.2 – Myers Team Resources

155 Local Engineering Professionals and 850 along the East Coast
340 Construction Professionals in VA supported by 2,000 throughout the region
150 Pieces of Heavy Equipment and a total of 600 Company-Wide
7 Virginia Office Facilities with 27 locations throughout the east cost
14 Asphalt Plants and 5 Quarries

Submitted to:



APPENDIX 3.2.6

AFFILIATE/SUBSIDIARY COMPANIES



ATTACHMENT 3.2.6

Project: GRTC BRT

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.	2011 Bel Air Rd, P.O. Box 278, Fallston, MD 21047
Affiliate	Allan Myers PA, 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.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Materials PA, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers DE, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Transport Co	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	American Infrastructure 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.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Materials, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Management, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Boulevard, Suffolk, VA 23435
Affiliate	Myers Aviation Company, LLC	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: GRTC BRT

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.

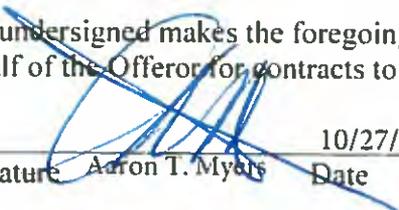
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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


Signature Aaron T. Myers

10/27/2015
Date

Vice President/General Manager
Title

ALAN MYERS VA, INC.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

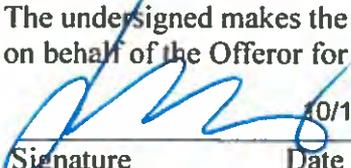
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

- 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.

	10/16/2015	President
Signature	Date	Title

DMY Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

- 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] 10/22/2015 Principal
Signature Date Title

Dulles Geotechnical & Material Testing Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

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.

Donald J. Taylor 10/29/15 President
Signature Date Title

Froehling and Robertson, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

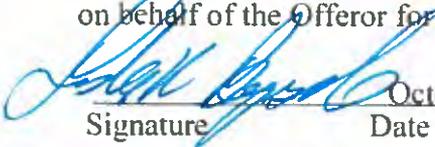
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: GRTC BRT

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

October 21, 2015
Date

Vice 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.: GRTC BRT

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.

 2015.10.19 Director
Signature Date Title

IBI Group of Virginia, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

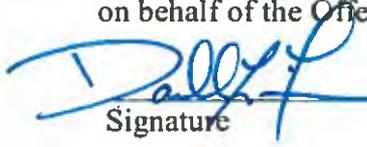
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

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

10/19/2015 _____
Date

Assistant Director of Transportation/General Manager,
Title Richmond Office

Rinker Design Associates, P.C. _____
Name of Firm

ATTACHMENT NO. 3.2.7(b)

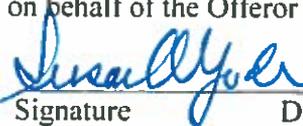
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

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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.

 _____ 10/30/2015 _____
Signature Date Title

T3 Design Corporation
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

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.

Michael Barr 10/28/15 Regional Manager
Signature Date Title

VHB, Inc
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: GRTC BRT

- 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.

	October 2015	Senior Vice President
Signature	Date	Title

Whitman, Requardt & Associates, LLP
Name of Firm

Submitted to:



APPENDIX 3.2.8

VDOT PREQUALIFICATION EVIDENCE





COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

ALLAN MYERS VA, INC.

Vendor Number: **G303**

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):

**GRADING; MAJOR STRUCTURES; ASPHALT CONCRETE PAVING;
MINOR STRUCTURES; ROADWAY MILLING; SURFACE TREATMENT**

Issue Date: May 29, 2015

Suzanne FR Lucas

Suzanne FR Lucas, State Prequalification Officer

This Rating and Classification will Expire: January 31, 2016

Don E. Silies

Don E. Silies, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

Submitted to:



APPENDIX 3.2.9

EVIDENCE OF OBTAINING BONDING





Phone (610) 640-9400
Fax (610) 640-9410

ZURICH NORTH AMERICA SURETY
2000 Market Street, Suite 1100
Philadelphia, PA 19103

October 29, 2015

Commonwealth of Virginia
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond VA 23219

Re: GRTC BUS RAPID TRANSIT (BRT) PROJECT - Contract ID Number: C00108069DB87 —
From: Broad Street near Willow Lawn Drive
To: Orleans Drive in Rocketts Landing
County of Henrico and Richmond, Virginia

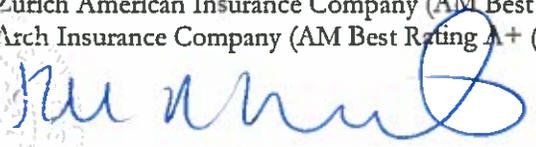
To whom it may concern:

Please be advised that Allan Myers VA, Inc. is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, and Arch Insurance Company.

As sureties for Allan Myers VA, Inc., with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Allan Myers VA, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Thirty Eight Million and No/100 (\$38,000,000.00) Dollars, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Please be advised that this authorization is subject to standard underwriting throughout the RFQ process, including a review of the contract terms, bond forms, project financing and any other pertinent underwriting information.

Fidelity and Deposit Company of Maryland (AM Best Rating A+ (XV))
Zurich American Insurance Company (AM Best Rating A+ (XV))
Arch Insurance Company (AM Best Rating A+ (XV))


Julia R. Burnet
Attorney-in-Fact

cc: Paul McCarthy, Zurich American Insurance Company
Kevin McDowell, Arch Insurance Company

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **GERALD F. HALEY, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Harry C. ROSENBERG, David C. ROSENBERG, Matthew J. ROSENBERG, Christine A. DUNN, Denise M. BRUNO, Julia R. BURNET, Michelle G. HIGGINS, Joyce M. HOUGHTON and Jonathan F. BLACK**, all of King of Prussia, Pennsylvania, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 21st day of August, A.D. 2015.

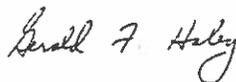
ATTEST:

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**



By: 

*Secretary
Michael McKibben*

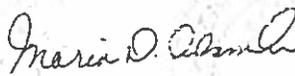


*Vice President
Gerald F. Haley*

State of Maryland
County of Baltimore

On this 21st day of August, A.D. 2015, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **GERALD F. HALEY, Vice President, and MICHAEL MCKIBBEN, Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



*Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2019*



EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 29th day of October, 20 15.



A handwritten signature in black ink, appearing to read "Michael Bond".

Michael Bond, Vice President

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON BLUE BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated. Not valid for Mortgage, Note, Loan, Letter of Credit, Bank Deposit, Currency Rate, Interest Rate or Residential Value Guarantees.

POWER OF ATTORNEY

Know All Persons By These Presents:

That the Arch Insurance Company, a corporation organized and existing under the laws of the State of Missouri, having its principal administrative office in Jersey City, New Jersey (hereinafter referred to as the "Company") does hereby appoint:

Christine A Dunn, David A. Johnson, David C. Rosenberg, Denise M. Bruno, Harry C. Rosenberg, Jonathan F. Black, Joyce M. Houghton, Julia R. Burnet, Matthew J. Rosenberg, Michelle G. Higgins and Sherri L. Feeney of King of Prussia, PA (EACH)

its true and lawful Attorney(s)-in-Fact, to make, execute, seal, and deliver from the date of issuance of this power for and on its behalf as surety, and as its act and deed:

Any and all bonds, undertakings, recognizances and other surety obligations, in the penal sum not exceeding Ninety Million Dollars (\$90,000,000.00).

This authority does not permit the same obligation to be split into two or more bonds in order to bring each such bond within the dollar limit of authority as set forth herein.

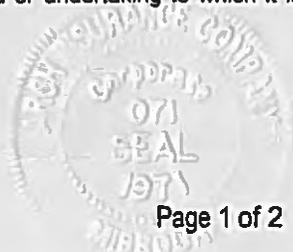
The execution of such bonds, undertakings, recognizances and other surety obligations in pursuance of these presents shall be as binding upon the said Company as fully and amply to all intents and purposes, as if the same had been duly executed and acknowledged by its regularly elected officers at its principal administrative office in Jersey City, New Jersey.

This Power of Attorney is executed by authority of resolutions adopted by unanimous consent of the Board of Directors of the Company on September 15, 2011, true and accurate copies of which are hereinafter set forth and are hereby certified to by the undersigned Secretary as being in full force and effect:

"VOTED, That the Chairman of the Board, the President, or the Executive Vice President, or any Senior Vice President, of the Surety Business Division, or their appointees designated in writing and filed with the Secretary, or the Secretary shall have the power and authority to appoint agents and attorneys-in-fact, and to authorize them subject to the limitations set forth in their respective powers of attorney, to execute on behalf of the Company, and attach the seal of the Company thereto, bonds, undertakings, recognizances and other surety obligations obligatory in the nature thereof, and any such officers of the Company may appoint agents for acceptance of process."

This Power of Attorney is signed, sealed and certified by facsimile under and by authority of the following resolution adopted by the unanimous consent of the Board of Directors of the Company on September 15, 2011:

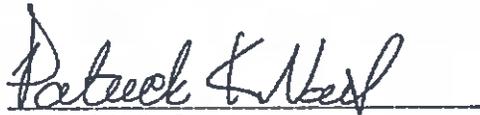
VOTED, That the signature of the Chairman of the Board, the President, or the Executive Vice President, or any Senior Vice President, of the Surety Business Division, or their appointees designated in writing and filed with the Secretary, and the signature of the Secretary, the seal of the Company, and certifications by the Secretary, may be affixed by facsimile on any power of attorney or bond executed pursuant to the resolution adopted by the Board of Directors on September 15, 2011, and any such power so executed, sealed and certified with respect to any bond or undertaking to which it is attached, shall continue to be valid and binding upon the Company.



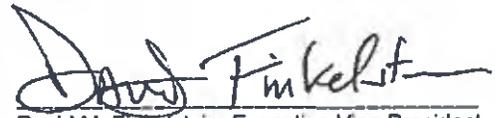
In Testimony Whereof, the Company has caused this instrument to be signed and its corporate seal to be affixed by their authorized officers, this 27th day of July, 2015.

Attested and Certified

Arch Insurance Company


Patrick K. Nails, Secretary

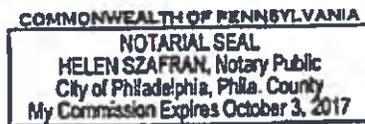


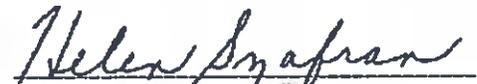

David M. Finkelstein, Executive Vice President

STATE OF PENNSYLVANIA SS

COUNTY OF PHILADELPHIA SS

I, Helen Szafran, a Notary Public, do hereby certify that Patrick K. Nails and David M. Finkelstein personally known to me to be the same persons whose names are respectively as Secretary and Executive Vice President of the Arch Insurance Company, a Corporation organized and existing under the laws of the State of Missouri, subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that they being thereunto duly authorized signed, sealed with the corporate seal and delivered the said instrument as the free and voluntary act of said corporation and as their own free and voluntary acts for the uses and purposes therein set forth.




Helen Szafran, Notary Public
My commission expires 10/03/2017

CERTIFICATION

I, Patrick K. Nails, Secretary of the Arch Insurance Company, do hereby certify that the attached Power of Attorney dated July 27, 2015 on behalf of the person(s) as listed above is a true and correct copy and that the same has been in full force and effect since the date thereof and is in full force and effect on the date of this certificate; and I do further certify that the said David M. Finkelstein, who executed the Power of Attorney as Executive Vice President, was on the date of execution of the attached Power of Attorney the duly elected Executive Vice President of the Arch Insurance Company.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the Arch Insurance Company on this 29th day of October, 2015.


Patrick K. Nails, Secretary

This Power of Attorney limits the acts of those named therein to the bonds and undertakings specifically named therein and they have no authority to bind the Company except in the manner and to the extent herein stated.

PLEASE SEND ALL CLAIM INQUIRIES RELATING TO THIS BOND TO THE FOLLOWING ADDRESS:

Arch Insurance – Surety Division
3 Parkway, Suite 1500
Philadelphia, PA 19102



Submitted to:



APPENDIX 3.2.10

SCC AND DPOR REGISTRATION DOCUMENTATION



ATTACHMENT 3.2.10

Project GRTC BRT

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	2701009872	12-31-2016
DMY Inc.	0724389-2	Corporation	Active	14241 Midlothian Tpk, Suite 230 Midlothian, VA 23113	Professional Corporation (ENG)	0405001794	12-31-2015
Dulles Geotechnical and Material Testing Services, Inc.	0758232-3	Corporation	Active	14119 Sullyfield Cir Suite H, Chantilly, VA 20151	Business Entity (ENG)	0407006236	12-31-2015
Froehling & Robertson, Inc.	0027211-2	Corporation	Active	3015 Dumbarton Rd Richmond, VA 23228	Business Entity (ENG)	0407000098	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 (LS)	0407005432	12-31-2015

ATTACHMENT 3.2.10

Project GRTC BRT

SCC and DPOR Information

IBI Group of Virginia, Inc.	0772840-5	Corporation	Active	1505 Prince St, Alexandria, VA 22314	Business Entity (ARC, CID)	0407006471	12-31-2015
Rinker Design Associates, P.C. (RDA)	0227062-7	Corporation	Active	9385 Discovery Boulevard, Suite 200 Manassas, VA 20109	Professional Corporation (ENG, LS)	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 (ENG, LS)	0410000156	02-29-2016
					Real Estate Appraisal Business	4008001739	04-30-2016
				4301 Dominion Boulevard, Suite 100 Glen Allen, VA 23060	Professional Corporation Branch Office (ENG)	0410000220	02-29-2016
					Real Estate Appraisal Business	4008001801	04-30-2016
T3 Design Corporation	0658539-2	Corporation	Active	10340 Democracy Ln, Suite 305 Fairfax, VA 22030	Professional Corporation (ENG)	0405001624	12-31-2015

ATTACHMENT 3.2.10

Project GRTC BRT

SCC and DPOR Information

Vanasse Hangen Brustlin, Inc. (VHB)	F117044-0	Corporation	Active	115 South 15 th St, Suite 200 Richmond, VA 23219	Business Entity (ENG, LS)	0407003225	12-31-2015
				351 McLaws Cir, Suite 3 Williamsburg, VA 23185	Business Entity Branch Office (ENG, LS)	0411000235	02-29-2016
				Two Columbus Center, Suite 400 Virginia Beach, VA 23462	Business Entity Branch Office (ENG,LS,LA)	0411000348	02-29-2016
				8300 Boone Blvd, Suite 700 Vienna, VA 22182	Business Entity Branch Office (ENG)	0411000427	02-29-2016
Whitman, Requardt & Associates, LLP (WRA)	K000382-4	Limited Liability Partnership	Active	801 S. Caroline St Baltimore, MD 21231	Business Entity (ARC, ENG,LS,LA)	0407001676	12-31-2015
				103 Paulette Circle, Suite C Lynchburg, VA 24502	Business Entity Branch Office (ENG)	0411000774	02-29-2016

ATTACHMENT 3.2.10
Project GRTC BRT
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
IBI Group of Virginia, Inc.	Dennis J. O'Beirne	Alexandria, VA	267 Kingsway Canton, MI 48188	Architect	0401013828	07-31-2016
Vanasse Hangen Brustlin, Inc.	Tyson N. Rosser	Virginia Beach, VA	2428 Glenmore Hunt Trail, Virginia Beach, VA 23456	Professional Engineer	0402041066	05-31-2017
Whitman, Requardt & Associate, LLP	Brian A. Henschel	Lynchburg, VA	103 Carol Ct Forest, VA 24551	Professional Engineer	0402035154	01-31-2017



Commonwealth of Virginia
State Corporation Commission

Vir

10/23/15

CISM0180

CORPORATE DATA INQUIRY

19:22:36

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#: 215 14 8299 DATE: 09/28/15 HENRICO COUNTY
 CURRENT AR#: 215 14 8299 DATE: 09/28/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	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 CONCOURSE BLVD
SUITE 300
GLEN ALLEN, VA 23059**

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

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

(DETACH HERE)

**(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 CONCOURSE 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**



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



Commonwealth of Virginia
State Corporation Commission

Vir

10/23/15

CISM0180

CORPORATE DATA INQUIRY

18:55:55

CORP ID: 0724389 - 2 STATUS: 00 ACTIVE STATUS DATE: 06/14/10
 CORP NAME: **DMY Inc.**

DATE OF CERTIFICATE: 06/14/2010 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: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN Z DING

STREET: 14241 MIDLOTHIAN TPKE, SUITE 230 AR RTN MAIL:

CITY: MIDLOTHIAN STATE : VA ZIP: 23113-0000
 R/A STATUS: 1 DIRECTOR EFF. DATE: 10/18/11 LOC : 120
 ACCEPTED AR#: 215 52 7442 DATE: 07/22/15 CHESTERFIELD CO
 CURRENT AR#: 215 52 7442 DATE: 07/22/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 100

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

NUMBER
0405001794

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 CORPORATION REGISTRATION

PROFESSIONS: ENG

DMY INC
14241 MIDLOTHIAN TNPk
SUITE 230
MIDLOTHIAN, VA 23113



Gordon N. Dixon
Gordon N. Dixon, Director

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

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



Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

10/23/15

18:53:46

CORP ID: 0758232 - 3 STATUS: 00 ACTIVE STATUS DATE: 11/26/12
 CORP NAME: **Dulles Geotechnical and Material Testing Services,
 Inc.**
 DATE OF CERTIFICATE: 11/26/2012 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: TARIQ BIN HAMID
 STREET: 42727 STRALOCH TERRACE AR RTN MAIL:
 CITY: ASHBURN STATE : VA ZIP: 20147-0000
 R/A STATUS: 1 DIRECTOR EFF. DATE: 11/26/12 LOC : 153
 ACCEPTED AR#: 214 54 3746 DATE: 09/21/14 LOUDOUN COUNTY
 CURRENT AR#: 214 54 3746 DATE: 09/21/14 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 1,000

 (Screen Id:/Corp_Data_Inquiry)

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

**EXPIRES ON
12-31-2015**

**NUMBER
0407006236**

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

**DULLES GEOTECHNICAL AND MATERIAL TESTING
SERVICES, INC
14119 SULLYFIELD CIR STE H
CHANTILLY, VA 20151**



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 APPEALS**

BUSINESS ENTITY REGISTRATION

NUMBER: 0407006236 EXPIRES: 12-31-2015

PROFESSIONS: ENG

**DULLES GEOTECHNICAL AND MATERIAL TESTING SERVICES, INC
14119 SULLYFIELD CIR STE H
CHANTILLY, VA 20151**



(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

CISM0180

CORPORATE DATA INQUIRY

10/29/15

14:46:02

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#: 215 14 1079 DATE: 09/10/15 RICHMOND CITY
 CURRENT AR#: 215 14 1079 DATE: 09/10/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	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**

**NUMBER
0407000098**

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

**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**



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

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Commonwealth of Virginia
State Corporation Commission

Vir

10/23/15

LLCM3220

LLC DATA INQUIRY

18:57:23

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)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

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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Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

10/23/15

18:59:47

CORP ID: 0772840 - 5 STATUS: 00 ACTIVE STATUS DATE: 01/20/15
 CORP NAME: IBI Group of Virginia, Inc.

DATE OF CERTIFICATE: 12/31/2013 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: CORPORATE CREATIONS NETWORK INC.

STREET: 6802 PARAGON PLACE #410

AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23230-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 08/31/15 LOC : 143
 ACCEPTED AR#: 214 55 6967 DATE: 02/23/15 HENRICO COUNTY
 CURRENT AR#: 214 55 6967 DATE: 02/23/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	130.00				130.00	10,000

 (Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2015

NUMBER
0407006471

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: ARC, CID

IBI GROUP OF VIRGINIA INC
1505 PRINCE ST
ALEXANDRIA, VA 22314



Nick A. Christner
Nick A. Christner, Interim Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407006471 EXPIRES: 12-31-2015
PROFESSIONS: ARC, CID
IBI GROUP OF VIRGINIA INC
1505 PRINCE ST
ALEXANDRIA, VA 22314



(DETACH HERE)

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

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Commonwealth of Virginia
State Corporation Commission

Vir

10/23/15

CISM0180

CORPORATE DATA INQUIRY

19:00:39

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)

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

EXPIRES ON
12-31-2015

NUMBER
0405000502

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 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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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405000502 EXPIRES: 12-31-2015
PROFESSIONS: ENG, LS
RINKER DESIGN ASSOCIATES PC
9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS, VA 20109



(DETACH HERE)

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

(FOLD)

**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

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
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

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

**EXPIRES ON
02-29-2016**

**NUMBER
0410000220**

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 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

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

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

EXPIRES ON
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



Commonwealth of Virginia
State Corporation Commission

Vir

10/23/15

CISM0180

CORPORATE DATA INQUIRY

19:02:25

CORP ID: 0658539 - 2 STATUS: 00 ACTIVE STATUS DATE: 06/18/12
 CORP NAME: **T3 Design Corporation**

DATE OF CERTIFICATE: 05/18/2006 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: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: PATRICIA TIMBROOK

STREET: 10340 DEMOCRACY LANE STE 305 AR RTN MAIL:

CITY: FAIRFAX STATE : VA ZIP: 22030-2518
 R/A STATUS: 2 OFFICER EFF. DATE: 07/30/13 LOC : 303
 ACCEPTED AR#: 215 52 0061 DATE: 05/22/15 FAIRFAX CITY (F
 CURRENT AR#: 215 52 0061 DATE: 05/22/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 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
12-31-2015

NUMBER
0405001624

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

PROFESSIONS: ENG

**T3 DESIGN CORPORATION
10340 DEMOCRACY LANE
SUITE 305
FAIRFAX, VA 22030**



Gordon N. Dixon
Gordon N. Dixon, Director

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



Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

10/23/15

19:05:03

CORP ID: F117044 - 0 STATUS: 00 ACTIVE STATUS DATE: 04/16/01
 CORP NAME: VANASSE HANGEN BRUSTLIN, INC.

DATE OF CERTIFICATE: 03/18/1994 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MA MASSACHUSETTS 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: REGISTERED AGENT SOLUTIONS INC

STREET: 7288 HANOVER GREEN DR

AR RTN MAIL:

CITY: MECHANICSVILLE STATE : VA ZIP: 23111-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/11/08 LOC : 142
 ACCEPTED AR#: 215 04 2837 DATE: 02/24/15 HANOVER COUNTY
 CURRENT AR#: 215 04 2837 DATE: 02/24/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 160.00 15,000

 (Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON

12-31-2015

NUMBER

0407003225

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, LS

**VANASSE HANGEN BRUSTLIN INC
115 SOUTH 15TH STREET
SUITE 200
RICHMOND, VA 23219**



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003225 EXPIRES: 12-31-2015
PROFESSIONS: ENG, LS
VANASSE HANGEN BRUSTLIN INC
115 SOUTH 15TH STREET
SUITE 200
RICHMOND, VA 23219**



(DETACH HERE)

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

(FOLD)

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

EXPIRES ON

02-29-2016

NUMBER

0411000235

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 BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS

VANASSE HANGEN BRUSTLIN INC
351 MCLAWS CIRCLE STE 3
WILLIAMSBURG, VA 23185-6316



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 BRANCH OFFICE REGISTRATION
NUMBER: 0411000235 EXPIRES: 02-29-2016
PROFESSIONS: ENG, LS
VANASSE HANGEN BRUSTLIN INC
351 MCLAWS CIRCLE STE 3
WILLIAMSBURG, VA 23185-6316



(DETACH HERE)

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

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10010 (7/11) 107028-3

**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
0411000348

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

VANASSE HANGEN BRUSTLIN INC
TWO COLUMBUS CENTER
SUITE 400
VIRGINIA BEACH, VA 23462



Nick A. Christner
Nick A. Christner, Interim Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDL
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000348 EXPIRES: 02-29-2016
PROFESSIONS: ENG, LS, LA
VANASSE HANGEN BRUSTLIN INC
TWO COLUMBUS CENTER
SUITE 400
VIRGINIA BEACH, VA 23462



(DETACH HERE)

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

(FOID)

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

EXPIRES ON
02-29-2016

NUMBER
0411000427

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 BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

VANASSE HANGEN BRUSTLIN INC
VHB
8300 BOONE BLVD
STE 700
VIENNA, VA 22182-2624



Nick A. Christner
Nick A. Christner, Interim Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000427 EXPIRES: 02-29-2016
PROFESSIONS: ENG
VANASSE HANGEN BRUSTLIN INC
VHB
8300 BOONE BLVD
STE 700
VIENNA, VA 22182-2624



(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

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

On August 10, 2000, a statement of registration as a foreign limited liability partnership was filed in the Clerk's Office of the Commission by Whitman, Requardt & Associates, LLP, a Maryland registered limited liability partnership.

As of the date below, this statement of registration is in effect.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:
July 15, 2015*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 10, 2000

This is to Certify that the statement of registration of

Whitman, Requardt & Associates, LLP

a limited liability partnership registered under the laws of MARYLAND; was this day admitted to record in this office and that the partnership is registered to transact business in Virginia as a foreign Registered Limited Liability Partnership, subject to all laws applicable to the partnership and its business.



State Corporation Commission

Attest:

Joel H. Beck

Clerk of the Commission



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

June 19, 2015

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

RECEIPT

RE: WHITMAN, REQUARDT & ASSOCIATES, LLP

ID: K000382 - 4

DCN: 15-06-19-0574

Dear Customer:

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

The annual continuation report was filed on June 19, 2015.

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

Sincerely,

Joel H. Peck
Clerk of the Commission

GPACCEPT
CIS0362

CT CORPORATION
A WoltersKluwer Company

07/07/2015

Sequence: 244

RE: Whitman, Requardt & Associates, LLP

Account #: 9100681700

Service: VA Foreign Representation (L.L.P.)

The enclosures are intended for the recipient for the business entity shown above.

Dan Voeltner
Whitman, Requardt & Associates, LLP
801 S Caroline St
Baltimore, MD 21231-3311

Agent Services Admin
111 Eighth Avenue
13th Floor
New York, NY 10011

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

EXPIRES ON
12-31-2015

NUMBER
0407001676

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

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
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Gordon N. Dixon
Gordon N. Dixon, Director

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WHITMAN REQUARDT AND ASSOCIATES LLP
103 PAULETTE CIRCLE
SUITE C
LYNCHBURG, VA 24502



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CANTON, MI 48188



Joy W. DeBoer
Joy W. DeBoer, Director

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**EXPIRES ON
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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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PROFESSIONAL ENGINEER LICENSE**

**TYSON NEALE ROSSER
2428 GLENMORE HUNT TRAIL
VIRGINIA BEACH, VA 23456**



Jay W. DeBoer
Jay W. DeBoer, Director

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PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402041066 EXPIRES: 05-31-2017

**TYSON NEALE ROSSER
2428 GLENMORE HUNT TRAIL
VIRGINIA BEACH, VA 23456**



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EXPIRES ON
01-31-2017

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0402035154

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

BRIAN ANDREW HENSCHTEL
103 CAROL CT
FOREST, VA 24551



Jay W. DeBor
Jay W. DeBor - Director

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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: THOMAS HEIL, P.E.; DESIGN-BUILD MANAGER	
b. Project Assignment: DESIGN-BUILD PROJECT 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> 26 </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, DESIGN-BUILD MANAGER; DECEMBER 2012 - PRESENT: Mr. Heil leads DB efforts from initiation of pursuits to construction close-out and is involved with pre-construction activities for DB and PPTA projects throughout the mid-Atlantic. He works closely with the designer of record, construction personnel, and estimators to ensure schedule commitment and budget compliance, design consistency with contractual/technical requirements, contract administration and QA/QC through coordination /oversight of the QAM, CM, and construction QC 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 client. Responsible for client coordination, design plan development, resolving design/project challenges, stakeholder coordination/outreach and ensuring all pre-construction work products met client quality standards and guidelines. He served as Project Manager and primary client liaison for the VDOT L&D and Traffic Engineering and FCDOT Planning and Design On-call. RK&K, PROJECT MANAGER/ASSOCIATE; 2002 - 2008: Mr. Heil provided 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. He provided the preparation/approval of DelDOT's 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. NEPA responsibilities included supporting FHWA in preparation of draft and final SEIS, environmental summaries, CE's and reevaluations. He led efforts associated with permitting, wetland/stream mitigation, Section 4(f) / 106 treatment and worked with federal and state regulatory agencies in acquiring the Projects Section 404/401/10 permit.	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 28 years of experience ■ Design Management and QA Verifications ■ DBPM on 2 VDOT Projects ■ Multi-modal design oversight ■ Third party agency coordination ■ Utility coordination and relocation ■ Accelerated design and construction schedule management 	
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 #: Professional Engineer / 1994 / 044111 DBIA (In Progress) / 2015 / 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.)	
I-66 – VIENNA/FAIRFAX-GMU METRORAIL ACCESSIBILITY IMPROVEMENTS, FAIRFAX COUNTY, VA (\$46.5M)	
1. Project Highlights: A new flyover ramp from the I-66 high occupancy vehicle (HOV) lane to Vaden Drive providing direct access for mass transit buses to and from the HOV lanes and the Vienna Metrorail station. The ramp improved peak-hour mass transit accessibility and enhanced ridership. Role: Project Manager providing oversight, management, client interaction, public outreach, and quality assurance for the concept development and IJR preparation to provide direct Bus Only access from I-66 to and from the Vienna/Fairfax - GMU Metrorail station. Developed four alternative alignments to improve bus access to the	Relevance to the Project <ul style="list-style-type: none"> ✓ <i>Complex MOT in urban environment</i> ✓ <i>Dedicated and comingled Multi-modal improvements</i> ✓ <i>Public outreach</i> ✓ <i>Design Build bridging plans</i>

- existing station. Working closely with VDOT / FCDOT staff, the IJR updated the traffic operations analysis; performed a Crash Safety Assessment; developed a signing concept plan, and worked with HNTB Preliminary Engineering Design Team to identify design waivers and exceptions for the revised IJR submittal.
Impact on the Project: Working closely with FHWA, VDOT, Fairfax County DOT, local HOA's, and stakeholders, he conveyed multi-modal design concepts, transit connectivity, traffic modeling, and complex engineering principles in a manner that helped VDOT and FC Board of Supervisors select the preferred multi-modal solution.
Client PM: Eric Teitelman, Division Chief, Fairfax Co. DOT, (703)877-5751, Eric.Teitelman@fairfaxcounty.gov
- RK&K
- June 2009 – December 2012

WALNEY ROAD AND BRIDGE WIDENING DB PROJECT, FAIRFAX COUNTY, VA (13.6M)

- Project Highlights:** Widening of 1.4 miles of Walney Road from two to four lanes, providing bicycle and pedestrian facilities, and replacing and widening the functionally obsolete, 85-foot-long Walney Rd. bridge over Flatlick Branch in Fairfax Co. The road carries more than 21,000 vehicles per day.

Role: As DBPM, he is the main POC to 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. He oversaw completion of the design, issuance of AFC plans, utility relocations, and roadway and bridge construction. Due to his focus on quality assurance, conflict resolution, utility relocations and contingency planning for utilities, the project is on track for completion 4 weeks ahead of schedule and on-budget despite utility relocation delays.

Impact on the Project: Partnered with VDOT and utility owners to overcome challenging 2015 winter conditions, utility design and relocation challenges to meet project requirements. This effort included assisting the utility contractor with C&G, E/SC, and traffic management, bridge design modifications to construction foundations around active utility lines, revising AFC plans to avoid utility conflicts, and phasing construction around relocations.

VDOT PM: Arif Rahman, VDOT Project Manager, MD.Rahman@VDOT.Virginia.gov, (703) 259-1940
- Allan Myers
- March 2014 – November 2015

Relevance to the Project

- ✓ DBPM on VDOT Design Build
- ✓ Accelerated schedule
- ✓ Utility relocations
- ✓ Signal modifications
- ✓ Quality (QA/QC) management
- ✓ Third party coordination

ROUTE 9 TRAFFIC CALMING AND PEDESTRIAN ENHANCEMENTS, HILLSBORO, VA (\$24M)

- Project Highlights:** Multi-modal and safety improvements through a 2 mile portion of downtown Hillsboro including roadway widening, traffic calming, pedestrian walkways, transit accommodations, streetscapes, and roundabouts within the setting of a Town settled in 1752.

Role: Design Manager facilitating development of the context sensitive solution from the initial planning through the preliminary engineering phase. Led monthly coordination meetings with Town, VDOT CO, and VDOT NOVA District to develop traffic forecasting/operational analysis of the two roundabouts, traffic calming to improve walkability and safety, and ultimately developed PFI plans reflecting the preferences of the group. Oversaw development of UFI and Public hearing plan development.

Impact on Project: Implemented a context sensitive design approach respecting the Town's historic character and proposed balanced roadway/pedestrian enhancements within cost constraints. His direct involvement with VDOT, County and Town officials and other stakeholders led to the approval of design concept and preliminary plans.

VDOT PM: James Zeller, Program Manager, (703) 259-3220, James.Zeller@VDOT.virginia.gov
- RK&K
- January 2009 – December 2012

Relevance to the Project

- ✓ VDOT
- ✓ Context sensitive design
- ✓ Multi-modal accommodations
- ✓ Utility relocation coordination / design
- ✓ Stakeholders outreach
- ✓ Cultural resources

ROUTE 7 WB TCL DB BRIDGING DOCUMENT; LOUDOUN COUNTY, VIRGINIA (\$36.4M)

- Project Highlights:** 2.57 mile Rte. 7 WB TCL improvements from Market St. to Rte. 9 interchanges, including improvements/realignment of the WO&D Trail, interchange bridge reconstruction, frontage roads and Rte. 7 cross-over design and modifications and roundabout analysis and design.

Role: Design Project Manager – managed the design through location approval and FIRW plans, provided 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. Prepared the RFQ Bridging Documents.

Impact on the Project: Prepared the RFQ Bridging Documents in support of VDOT that resulted in an initial 10% project cost savings when the resulting DB project was awarded. His direct management and relationships with VDOT helped to facilitate local/County project support.

VDOT PM: Mark Gibney, Program Manager, 800-367-7623, Mark.Gibney@VDOT.Virginia.gov
- RK&K
- January 2010 – October 2012

Relevance to the Project

- ✓ VDOT DB
- ✓ Roadway / roundabout improvements
- ✓ Safety enhancements
- ✓ Public outreach
- ✓ Third party stakeholders

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. Heil is available and committed to supervising and controlling the work and filling the role of RCE to meet the Project commitments.*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: BRIAN HENSCHEL, PE, CCM, PMP; VICE PRESIDENT – CM SERVICES
b. Project Assignment: QUALITY ASSURANCE MANAGER
c. Name of Firm with which you are now associated: WHITMAN, REQUARDT & ASSOCIATES (WRA)
d. Employment History: With this Firm <u>5</u> Years With Other Firms <u>15</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): WHITMAN, REQUARDT & ASSOCIATES, VICE PRESIDENT; AUGUST 2010 – PRESENT: Mr. Henschel serves as QAM, QC Manager, Project Manager, Responsible Engineer, and Engineering Support on multi-modal transportation & utility contracts in VA. As QAM, he writes and implements QA/QC Plans on design-build and PPTA projects in accordance with VDOT's Minimum Guidelines; and he manages QA inspection / engineering staff assigned to VDOT & municipality/locality design-build, design-bid-build and related construction management contracts, providing QA inspection and monitoring Contractor's QC program. He issues non-compliance reports and oversees corrective measures; provides scheduling, constructability and specification interpretation support to clients; manages and supports construction projects to ensure compliance with contract requirements including materials testing and sampling; facilitates progress meetings; and performs regular site visits to monitor progress and recommends field changes, resolves disputes, performs cost and schedule analysis for work orders and changes. He provides pay application/estimate review and certification, makes staffing decisions, and inspects work for plan compliance. VIRGINIA DEPARTMENT OF TRANSPORTATION – LYNCHBURGH DISTRICT, DESIGN-BUILD PROJECT MANAGER / AREA CONSTRUCTION ENGINEER / PROJECT CONTROLS ENGINEER; APRIL 2004 – AUGUST 2010: As DBPM, he managed all phases of five VDOT Design-Build contracts; assisted in writing technical specifications for RFP; led the QA/QC Plan review; administered the contract and specs; assigned and managed processes and testing frequencies of IA/IV program; and oversaw reporting and sampling. He reviewed and approved pay applications, and reviewed/ signed-off on completed plans. As ACE, he completed over 90 projects worth >\$200 million, each \$35M - \$40M in value. He exceeded on-time, on-budget and CQIP goals; ensured compliance with plans and specs; ensured QA testing and inspection met quality requirements; monitored contractor's QC program; and coordinated with IA/IV testing and sampling. He analyzed/ approved work orders; responded to NOI's and claims; and coordinated with stakeholders. As Project Controls Engineer, he performed constructability and bidability reviews, developed CEI budgets, and performed CTDRs and CPM schedules for over 100 projects. MCDONOUGH BOLYARD PECK, SENIOR ENG. / PROJECT INSPECTOR; MAY 1994 – APRIL 2004: Working for VDOT and other public clients, he performed project documentation, analyzed work orders, coordinated with FHWA, led partnering meetings, and reviewed/approved schedules. He performed/managed QA testing and reporting; performed constructability reviews, analyzed NOI's/claims, prepared reports for negotiations/litigation.
SUMMARY OF RELEVANT EXPERIENCE
<ul style="list-style-type: none">■ 20 years' experience including■ QAM for 2 VDOT DB Projects■ 12 DB Projects (9 VDOT)■ 16 VDOT Quality Management■ RCE experience■ QA/QC Plan development
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Virginia/M.S./2007/Civil Engineering Virginia Polytechnic Institute and State University, Virginia/B.S./1997/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / Virginia / 2001 / #035154; Certified Construction Manager (CCM) / 2010
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. Note your role, responsibility, and specific job duties for each project, not those of the firm.2. Note whether experience is with current firm or with other firm.3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation. (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)
Route 636 Relocation PPTA; Augusta County, VA (\$13M Construction)



<p>1. Project Highlights: Relocation of Route 636, signalized intersection under traffic, and a bridge over the CSX/Buckingham Branch Railroad; VDOT oversight under VDOT Design-Build requirements for Augusta Co. Role: QAM responsible for ensuring project quality in accordance with VDOT Design-Build/PPTA Guidelines. Provided all construction QA functions, including writing and implementing the QA/QC Plan, inspection/testing, non-conformance reports, and the Materials Book. Impact on the Project: Coordinated work with multiple stakeholders to achieve on time and on budget completion. Ensured the project was built according to plans, specifications, and all VDOT requirements. VDOT PM: Michael Fulcher, P.E., (540) 332-2243, Michael.Fulcher@VDOT.Virginia.gov</p> <p>2. WRA 3. January 2013 – March 2015</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ QA Manager ✓ VDOT standards/specifications ✓ VDOT oversight; local government administered ✓ CSX Railroad coordination ✓ Utility relocation
George Mason University Cross Campus Connector Design-Build; Fairfax, VA (\$14M Construction)	
<p>1. Project Highlights: Construction of Route 123 bridge over Campus Drive under traffic and signalized intersection at Braddock Road in highly urban environment. Major duct bank relocation with multiple utility owners. Role: QAM responsible for all construction, including writing/implementing the QA/QC Plan per VDOT; QA inspection/ monitoring; material testing, non-compliance; Materials Book; and project close-out. Impact on the Project: Mitigated delays of major 3rd party utility impact. Ensured project was built in accordance with the plans and specifications and all VDOT requirements. VDOT PM: John Flemming, (703) 259-2387, John.Flemming@vdot.virginia.gov</p> <p>2. WRA 3. April 2013 – October 2015</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ QAM for DB project ✓ VDOT specifications ✓ MOT with multiple phases ✓ Utility coordination ✓ Multiple stakeholder/ jurisdiction coordination
VDOT Walney Road Widening & Bridge Replacement Design-Build; Fairfax County, VA (\$11.3M Construction)	
<p>1. Project Highlights: Widening Walney Rd from two to four-lanes, replacing and raising existing bridge, & providing bicycle lane and shared use path. Role: QCM responsible for overseeing quality control functions for construction, developing the QC Plan for the QA/QC Manual, material sampling/testing, documentation/reporting, QC inspections, and non-compliance reports. Coordinated with QA and VDOT's IA/IV. Impact on the Project: Ensured required testing and inspection frequencies according to Design-Build requirements and resolved all VDOT IA/IV concerns for opening roadway to traffic under tight deadline following utility delays. VDOT PM: Arif Rahman, MD.Rahman@VDOT.Virginia.gov, (703) 259-1940</p> <p>2. WRA 3. March 2014 – December 2015 (Anticipated)</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ VDOT DB project ✓ DB experience with Myers ✓ Utility coordination ✓ Fast track roadway improv.
Virginia Rail Express Parking Lot and Site Access Improvements; Spotsylvania County, VA (\$7M Construction)	
<p>1. Project Highlights: Federally-funded LAP project to tie-in a 1,500 spot parking lot to VRE railway station, with bus platforms and parking, roadway improvements, utility relocation, and coordination with three jurisdictions. Role: PM for CCM Team. Oversaw QA team including RCE, CM and inspectors. Responsible for inspection and testing, overseeing QC inspection/testing, VDOT compliance, coordinating with VRE and Railways. Impact on the Project: Ensured compliance with VDOT, Spotsylvania County, and VRE standards and specs. Ensured full federal funding reimbursement. Coordinated between multiple jurisdictions to complete on-time/budget. VDOT PM: Robert Ridgell, PE, (540) 654-1969, Robert.Ridgell@vdot.virginia.gov</p> <p>2. WRA 3. September 2014 – December 2015 (Anticipated)</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ Railroad coordination ✓ Bus/Rail station/boarding ✓ Roadway/intersections ✓ Fast tracked schedule ✓ Multiple jurisdiction coordination
Northern Interchange Route 29 Madison Heights Bypass; Madison Heights, VA (\$35M Construction)	
<p>1. Project Highlights: Relocation 1.5 mi of Norfolk Southern Railway, with 2 railroad bridges. Included multi-phase traffic control, coordination with VDOT, Amherst County, the College, utilities, and other stakeholders. Role: VDOT Area Construction Engineer and lead Claims Analyst. Oversaw testing and inspection program in accordance with VDOT specs. Impact on the Project: Ensured compliance with VDOT plans and specifications. Ensured full federal funding reimbursement and best value for VDOT on over 20 Work Orders. Coordinated with Railroad to minimize time delays for multiple submittals and approvals, and enforced Railroad requirements. VDOT PM: Larry Nash, (434) 946-0548, Larry.Nash@VDOT.Virginia.gov</p> <p>2. Virginia Department of Transportation 3. April 2000 – August 2010</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ Railroad coordination ✓ Similar size project ✓ Responsible charge role under full VDOT specifications
<p>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. <i>Mr. Henschel is available and committed to ensuring quality design and construction of the Project. His current assignments are as follows:</i></p> <ul style="list-style-type: none"> • VDOT Greenview Drive D-B, Quality Assurance Manager, December 2016 • VDOT Lynchburg District Wide Guardrail Maintenance, ACE, June 2017 • City of Bristol Route 11 Widening, LAP Coordinator/Responsible Engineer, June 2016 	



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: TYSON ROSSER, PE	
b. Project Assignment: DESIGN MANAGER	
c. Name of Firm with which you are now associated: FIRM (FIRM ABBREVIATION)	
d. Employment History: With this Firm <u>21</u> Years With Other Firms <u>7</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): VHB, INC., SENIOR PROJECT MANAGER/PRINCIPAL (2001-PRESENT): Serving as a senior project manager, Mr. Rosser leads multi-disciplinary design teams to successfully deliver transportation design projects for VHB's clients. Mr. Rosser's general management and design responsibilities include project scoping, contract management, design schedule implementation, design development of roadways, signals, and transportation management plans, stakeholder engagement, cost estimating, and quality assurance/quality control. Modjeski and Masters, Project Engineer (1994-2001): Serving as a project engineer, Tyson was responsible for the design of all aspects of bridges including spread footing and pile supported foundations, steel and reinforced concrete design of bridge structures, retaining walls, roadway barriers, and signal/sign structures.	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 21 Years in Transportation ■ 11 Years of DB experience ■ Effective Communicator ■ City of Richmond Design ■ VDOT experience ■ Experience managing similar risks 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Bucknell University/Lewisburg, PA/BS/1994/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2005/Professional Engineer/#41066 2005/VDOT Advanced Work Zone Traffic Control Training/#051613041 2005/OSHA Construction Safety and Health Certificate (10-Hour)	
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.) * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
DUVAL STREET ROADWAY IMPROVEMENTS, RICHMOND, VA (2007-2011) (\$380K DESIGN)	
1. Project Highlights: VHB developed alternatives for the outdated and complex interchange at I-95 and 7 th St. and the adjacent intersection of 7th and Duval Streets in downtown Richmond. VHB completed and received approval of an Interchange Modification Report in order to modify an I-95 on-ramp; designed the selected alternative, which included a signalized intersection design, urban roundabout, traffic management plans, innovative signing and pavement marking plans, and modifications to an interstate on-ramp; and facilitated meetings between city and state agencies. Role: Design Manager responsible for design components including detailed maintenance of a traffic plans that minimized disruption to traffic flow in the space-restricted urban project site. Coordinated with the City of Richmond, VDOT, FHWA, J. Sargeant Reynolds, and Phillip Morris USA to satisfy all stakeholders. Impact on the Project: The intersection improvements successfully addressed the increased traffic volume while improving vehicle and pedestrian safety. Mr. Rosser's lead in innovative design solutions produced a high quality project for all stakeholders involved. Client PM: Manbhupinder Khara, 804-646-5413, m.khara@richmondgov.com	Relevance to the Project <ul style="list-style-type: none"> ✓ <i>Urban design experience in City of Richmond</i> ✓ <i>Robust stakeholder engagement</i> ✓ <i>Signalized intersection design, traffic management plans, innovative signing and marking plan</i> ✓ <i>Improved safety for motorists and pedestrians</i>
2. VHB	3. February 2007 – August 2011



VDOT MIDDLE GROUND BOULEVARD EXT., NEWPORT NEWS, VA (\$34M DESIGN-BUILD)

1. **Project Highlights:** 1.2 mile extension of Middle Ground Blvd including a new bridge over and new utilities under the CSX Railroad. VHB was a subconsultant to RDA, the lead designer of the Allan Myers D-B team.

Role: Signal and Utility Design Manager responsible for the development of signal designs for four intersections, infrastructure for communications for these signals, force main design to Hampton Roads Sanitation District design standards, pump station design in accordance with the City of Newport News.

Impact on the Project: Led VHB's design team in seamlessly working with RDA and Myers in the development of the traffic signal designs as it related to the maintenance of traffic phases and as it related the pedestrian access design. His collaborative design approach successfully helped integrate design elements amongst multiple design partners.

Client PM: Darell Fischer, 804-612-0665, dfischer@rdacivil.com

2. VHB

3. June 2010 – January 2015

Relevance to the Project

- ✓ Myers/RDA-led design-build
- ✓ CSX coordination
- ✓ Signal designs and communications infrastructure for four intersections
- ✓ ADA compliance

VDOT DB SERVICES FOR ROUTE 50 IMPROVEMENTS, LOUDOUN COUNTY, VA (\$3.4M DESIGN, \$30M TOTAL)

1. **Project Highlights:** 1.2 miles of improvements that incorporated four roundabouts into the heavily traveled Routes 50 and 15 in Gilberts Corner, Loudoun County. The project focused traffic and pedestrian safety, context sensitive design, rural traffic calming, scenic and historic preservation and involved extensive public participation. VHB served as the design lead.

Role: Deputy Design Manager, mitigated the effects of increased traffic and the associated impacts of roadway corridor development. He developed preliminary engineering and final design plans and coordinated with multiple disciplines including the roadway, rights of way, utility relocation, drainage, traffic analysis/design, structural, and geotechnical investigation.

Impact on the Project: Mr. Rosser led the development of an inventive construction staging plan for this fast-paced design-build project that effectively influenced the final design, introduced drivers to roundabouts, and provided operational and safety enhancements.

VDOT PM: Ken Connors, PE, 540-829-7510, Ken.Connors@VDOT.Virginia.gov

2. VHB

3. November 2006 – November 2009

Relevance to the Project

- ✓ Schedule-driven design-build featuring an innovative construction staging plan
- ✓ Close coordination of multiple disciplines, including ROW acquisition, geotechnical investigations, and utility relocations

VDOT I-64 AND I-264 PAVEMENT REHABILITATION DESIGN-BUILD, NORFOLK, VA (\$711K DESIGN, \$31M TOTAL)

1. **Project Highlights:** Rehabilitation of 10 miles of existing I-64 and I-264 pavement through concrete patching and structural asphalt overlay. Raising the profile of this interstate roadway required geometric analysis and adjustments to maintain drainage and clearances for existing infrastructure. Design modifications included concrete barrier modifications and drainage structure modifications with an emphasis on constructability given the limited work zone windows available during the night time hours of operations.

Role: Design Manager responsible for analysis of existing pavement cross slopes and development of median barrier, guardrail, and drainage structure retrofit details to accommodate the proposed 3.5" structural overlay of the interstate. Led the development of and the gaining City of Norfolk approval for temporary detours through City streets that provided for an accelerated construction schedule. Coordinated the many design disciplines needed for the project.

Impact on the Project: Mr. Rosser led the development of the detailed traffic management plan to accommodate the night time construction activities on this multi-lane interstate facility.

VDOT PM: Vasilios A. Andreou, PE, 757-925-2500, Vasilios.Andreou@VDOT.Virginia.gov

2. VHB

3. November 2013 – Ongoing

Relevance to the Project

- ✓ Fast track schedule
- ✓ Roadway rehabilitation
- ✓ Design Manager
- ✓ Temporary detour design

VDOT APM TERMINAL ROAD IMPROVEMENT DESIGN-BUILD, PORTSMOUTH, VA (\$3.2M DESIGN, \$22M TOTAL)

1. **Project Highlights:** Design of a new interchange and ancillary roadways to support the construction of the new APM Terminal facility in the City of Portsmouth. This project was VDOT's first D-B project.

Role: As Design Manager, Mr. Rosser coordinated multiple disciplines including roadway, traffic analysis/design, drainage, structural, and geotechnical to meet the needs of this fast paced design-build project.

Impact on the Project: Led the development of a detailed MOT plan that used the newly constructed on off ramps as temp. thru lanes to minimize traffic delays while Route 164 was raised for a new overpass. Under his leadership, design for this fast track project was initiated in December 2004 and construction began in September 2005.

VDOT PM: Robert (Bud) Morgan, PE, 757-925-2500, Robert.Morgan@VDOT.Virginia.gov

2. VHB

3. September 2004 – December 2006

Relevance to the Project

- ✓ Design Manager
- ✓ Fast track schedule
- ✓ Multidisciplinary coordination
- ✓ Innovative MOT Plan to maintain all thru lanes

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. Rosser is available and committed to the Project and will provide periodic onsite presence as necessary to support construction activities.*



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: BENJAMIN BUSHEY, CONSTRUCTION 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> 8 </u> Years With Other Firms <u> 0 </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, PROJECT MANAGER (2013 – PRESENT): Manages all aspects of his projects including planning and scheduling work activities; coordination with owners & other stakeholders, design consultants, and utility owners; and public outreach for all phases of construction. Oversees construction engineering; submittals; pay estimates; coordination with subcontractors and suppliers; and safety for all phases of construction. He monitors the construction schedule to ensure project milestones are achieved, production goals are met, and additional resources are provided when necessary. He oversees construction QC and ensures all material used and work performed meets or exceeds contract requirements and AFC plans and specs. He manages multiple Project Engineers and Superintendents to ensure project delivery meets or exceeds all expectations of quality, safety, schedule, and budget. ALLAN MYERS, PROJECT ENGINEER (2007 – 2012): Responsible for detailed operation planning, material procurement, schedule management, and subcontractor oversight. He managed project cost reporting, quantity and material tracking, and project management documentation. In addition, Ben was responsible for inspection of erosion and sediment control measures, maintenance of traffic operations, and quality control. His experience includes projects ranging from \$12M to \$173M.	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 8 years construction management experience ■ 4 VDOT DB projects ■ VDOT contracted projects with City coordination ■ Quality management ■ Design coordination ■ MOT planning /execution ■ Transit coordination 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, State College, PA/Bachelor of Science/2007/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2015/Responsible Land Disturber/#RLD02781 ESCCC certification will be obtained prior to commencement of construction	
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 I-581/ELM AVENUE INTERCHANGE DESIGN-BUILD, ROANOKE, VA (\$20.4M)	
<p>1. Project Highlights: This project improved traffic flow along I-581 and Elm Avenue by reducing congestion at the interchange. Improvements added a lane to both off-ramps, extended turning lanes, widened/replaced two bridges, and reconstructed all four ramps. Role: Construction Manager responsible for schedule management, contract administration, quality control, safety performance, and stakeholder coordination including the City of Roanoke and NSRR. Impact on the Project: Mr. Bushey's leadership has resulted in schedule improvements and productivity gains through adjustment of MOT sequencing and changes/additions to resources allocated to the project. He worked collaboratively with VDOT and the City to minimize construction impacts for vehicular and pedestrian traffic without compromising schedule. He value-engineered an alternative to micro-tunneling and proposed a tunnel boring operation. VDOT PM: Robert Phlegar, 504-378-5038, r.phlegar@vdot.virginia.gov</p> <p>2. Allan Myers</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ VDOT design-build project ✓ Urban roadway improvements ✓ Multi-modal MOT ✓ Cooperative work with the City and NSRR ✓ Innovative construction solutions
3. April 2013 – August 2015 (Substantial) and Dec 2015 (Final)	

RICHMOND AIRPORT CONNECTOR ROAD DESIGN-BUILD, RICHMOND, VA (\$39.4M)

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| <p>1. Project Highlights: Approximately 1.6 miles of new four-lane roadway that provides motorists with direct access to the Richmond International Airport from Route 895. Myers worked together with key stakeholders to provide innovative value engineering solutions including adjusting the roadway alignment to reduce overall excavation, altering the storm water management design for ease of constructability, and shortening the length of the bridges to reduce future maintenance costs.</p> <p>Role: Project Engineer responsible for all aspects of bridge and MSE wall construction (valued at approximately \$10M) including QA/QC, owner and engineer communications, construction oversight, schedule, and safety. Completed detailed operation planning and managed multiple crews and subcontractors.</p> <p>Impact on the Project: The bridges were on critical path for the project schedule. Mr. Bushey's detailed operation planning and innovative construction solutions supported delivery of the Project two months ahead of schedule. He oversaw settlement monitoring and developed an innovative construction approach to constructing a rectangular shaped MSE wall which stockpiled backfill materials within the wall, reduced settlement durations, and removed equipment from the top of the wall with cranes once construction was complete.</p> <p>Client PM: Transurban, Richard Prezioso, 804-822-3460, rprezioso@transurban.com</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ Design-build project✓ Roadway construction✓ TMP/MOT development✓ Fast-track schedule✓ Cooperative work with multiple stakeholders✓ Innovative construction solutions |
| <p>2. Allan Myers</p> | <p>3. February 2009 – September 2010</p> |

VDOT ROUTE 1 BRIDGE REPLACEMENT OVER CSX RR, CHESTERFIELD COUNTY, VA (\$10.8)

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| <p>1. Project Highlights: The project includes reconstruction and widening of one mile of Route 1. Project includes 16" waterline relocation, 80,000 cy of fill placement, drainage enhancements, complete reconstruction of a 180' bridge over two CSX tracks, demolition of the existing bridge, 2 large MSE walls, a large concrete retaining wall, and new roadway lighting, signage and signals. Myers coordinated with the County for the waterline relocation work, which included two jack and operations bores and approximately 1500 feet of 8" waterline. Extensive coordination with CSX includes submission and approval of work plans for all operations in close proximity to the tracks. The scope of work includes signal modifications and new lighting along Route 1. Drainage work includes roadway crossings which were open cut across Route 1 using night-operations.</p> <p>Role: Construction Manager responsible for all aspects of construction including schedule, management, contract administration, quality control, safety performance, and stakeholder coordination including the County and CSX.</p> <p>Impact on the Project: Mr. Bushey's leadership has built a strong working relationship with CSX representatives and is anticipated to provide completion of the project five months ahead of schedule.</p> <p>VDOT PM: Eric Thornton (804)674-2347, Eric.Thornton@VDOT.Virginia.gov</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ Roadway rehabilitation and improvements✓ Cooperative work with stakeholders including CSX and Chesterfield County✓ Utility coordination✓ Accelerated schedule |
| <p>2. Allan Myers</p> | <p>3. September 2014 – December 2016 (Anticipated)</p> |

I-276 PA TURNPIKE WIDENING, KING OF PRUSSIA, PA (\$173M)

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| <p>1. Project Highlights: Designed to ease congestion and enhance safety on the interstate, the project reconstructed and widened 5.3 miles of the PA Turnpike from four lanes to six and reconstructed the Valley Forge interchange. Accelerating reconstruction at the Valley Forge interchange improved traffic flow at the toll plaza prior to reconstructing the roadway. Coordination with two railroads (SEPTA and Penn Eastern) was crucial to widening bridges over existing tracks.</p> <p>Role: Field Engineer responsible for procurement of permanent bridgework materials, development of detailed work plans for crews, supervision of crews and multiple subcontractors, and incorporating safety planning into operations.</p> <p>Impact on the Project: He supported eight concrete crews to achieve production, quality and safety goals for the project. As the project progressed, he took a leadership role to complete construction and close out the contract.</p> <p>Client PM: Pennsylvania Turnpike Commission, Bernard Bydlon, 610-313-6200, bbydlon@paturndpike.com</p> | <p>Relevance to the Project</p> <ul style="list-style-type: none">✓ Roadway rehabilitation and improvements✓ Fast-track schedule✓ Innovative construction solutions✓ Coordination with multiple stakeholders✓ Similar project highlight |
| <p>2. Allan Myers</p> | <p>3. June 2007 – February 2009</p> |

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. Bushey will be on-site full time for the duration of construction to support the successful delivery of the Project. His current assignments are as follows:

- I-581/Elm Ave Interchange, Construction Manager, December 2015
- Route 1 Bridge Replacement, Construction Manager, March 2016
- I-95/Temple Avenue Interchange Improvements, Assistant CM, November 2016

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: DENNIS O’BEIRNE, AIA, LEED	
b. Project Assignment: LEAD ARCHITECT	
c. Name of Firm with which you are now associated: IBI GROUP OF VIRGINIA (IBI GROUP)	
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>36</u> Years	
<p>IBI GROUP, MANAGER OF ARCHITECTURE / ASSOCIATE (2008-PRESENT): As Manager of Architecture, Mr. O’Beirne is responsible for Architectural Design and Development including organizing and maintaining administrative controls from inception to completion of the programs. He is also responsible for staffing and implementation of continuing education in the architectural discipline.</p> <p>GIFFELS, INC., OPERATIONS ARCHITECT (1979 – 2008): Mr. O’Beirne handled all architectural design work including experience with project specifications, green and sustainable design, construction scheduling, cost estimating programming, code compliance reviews, and contract negotiations.</p>	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ▪ 36 years of architectural design experience 	<ul style="list-style-type: none"> ▪ Light rail station design ▪ Bus terminal design
	<ul style="list-style-type: none"> ▪ Design-build project delivery ▪ Design implementation oversight
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	
<p>University of Detroit / Detroit, MI / MBA / 1986</p> <p>Lawrence Institute of Technology / Southfield, MI / BA, Magna Cum Laude / 1980 / Architecture</p> <p>Lawrence Institute of Technology / Southfield, MI / BS, Magna Cum Laude / 1977 / Architecture</p>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
1991 / Architect / VA Registration # 5501	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<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> 	
(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)	
TRANSIT CITY EGLINTON CROSSTOWN LIGHT RAIL, TORONTO, ONTARIO, CANADA (\$4.6B)	
<p>1. Project Highlights: The Eglinton Crosstown Light Rail is a \$4.6B, 33 km line that will link Toronto Pearson International Airport in the west with Kennedy Station in the east. IBI Group developed site location criteria and produced conceptual drawings and site layouts for 13 stations, 28 stops, two bus terminals, six emergency exit buildings, and 17 traction power substations.</p> <p>Role and Impact on the Project: Mr. O’Beirne provided QC oversight to developing Construction Documents and provided sustainability direction for the design.</p> <p>Client PM: Slavek Strzemieczny (416) 981-1148, slavek.strzemieczny@ttc.ca</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ <i>Light rail station design</i> ✓ <i>Construction document experience</i> ✓ <i>Bus terminal design</i>
2. IBI Group	3. 2010 – Ongoing



AMTRAK MID ATLANTIC SECURITY ENHANCEMENT DESIGN-BUILD, DC, MD, PA, DE, NJ (\$11M)

1. Project Highlights:

IBI Group provided architecture, structural, civil, electrical and mechanical engineering services on the Mid Atlantic Security Enhancement Project. IBI worked with the Commercial Contracting Corporation in a design-build delivery method at 10 Amtrak sites located in Delaware, New Jersey, Pennsylvania, Maryland and in Washington DC.

Relevance to the Project

- ✓ Design-Build delivery
- ✓ Transportation facility design

Role and Impact on the Project:

Mr. O'Beirne served as the Architecture of Record and sign-sealed the documents.

He designed the maintenance buildings, new stair accesses and building repair construction documents for several east coast railroad maintenance sites including: Philadelphia, PA, Wilmington, DE, Perryville, MD, Baltimore, MD, Odenton, MD, Lancaster, PA, New Brunswick, NJ, and Washington, DC.

Client PM: Anish Kumar (212) 349-2107, anish.kumar@cccnetwork.com

2. IBI Group

3. 2009-2010

UNITED STATES POSTAL SERVICE DESIGN SERVICES, ASHEVILLE, NC (\$1.2M)

1. Project Highlights:

This project was carried out under our firm's open-ended contract with the United States Postal Service for design services. It involved replacing the existing deteriorated 90,000 sf modified bituminous roof with a new modified bituminous roofing system covering a USPS processing and distribution center. An aerial infrared photographic study was made, from which it was determined that large areas of the existing roof insulation were saturated. Because of the wet insulation and the fact that the existing roofing membrane was badly deteriorated, the existing roofing was stripped to the deck and new insulation and roofing was applied. Several large skylights on the building had been removed previously, but their concrete curbs remained in place. These curbs were impeding the flow of water around them and the roofing project included removing the curbs, filling the openings and roofing over them. All copings, flashings and other trim metal were replaced.

Relevance to the Project

- ✓ Designed Building Amenities and Shelters
- ✓ Lighting Design

Role and Impact on the Project:

Mr. O'Beirne led the design for the building forensics and architectural construction documents to fix the leaking 50,000 sf parking deck that served as the roof of the mail sorting facility. The designs incorporated deck waterproofing, wall repairs and new storm drainage systems were introduced for long term repair of the deck.

Client PM: George Schwarz, (828) 257-4175, george.schwarz@usps.gov

2. IBI Group

3. 2008-2009

FEDEX PROCESSING AND DISTRIBUTION CENTER, GREENSBORO, NC (\$4M)

1. Project Highlights:

As part of a team, IBI Group provided architectural and engineering services for the Federal Express Ground Spin-Off Hub Facility in Greensboro, North Carolina. The facility is an approximately 400,000 sq ft highly automated mail sorting facility with several dozen dock spaces. The site development was in excess of 80 acres and the following ancillary buildings were also included and designed and detailed for this site: Vehicle Maintenance Garage, Automatic Truck Wash Facility, Gateway Building and Site Guardhouse. The main Hub Building included Administrative Offices, Hub Operation Offices, Lunch Room and Computer and Control Rooms. Scope of services included structural engineering, architectural development, mechanical engineering, fire protection engineering, building and site electrical and instrumentation and controls engineering for the prototype facility.

Relevance to the Project

- ✓ Architectural design
- ✓ Involvement with design through construction

Role and Impact:

Mr. O'Beirne provided project management and project services also including construction follow up administration and visits to the site to ensure that the intent of the design was being implemented by the Construction Manager of the project.

Client PM: Gary Sabo (336) 665-2873, gary.sabo@fedex.com

2. IBI Group

3. 2008-2010

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.

Although not required to be on-site full time, Mr. O'Beirne is available and committed to the successful delivery of the Project.



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: JOSEPH HERR, PE, PTOE, IMSA III	
b. Project Assignment: SYSTEMS ENGINEER	
c. Name of Firm with which you are now associated: VHB, INC.	
d. Employment History: With this Firm <u>25</u> Years With Other Firms <u>15</u> Years	
<p>VHB, SENIOR TRANSPORTATION ENGINEER, (1990 – PRESENT): Having extensive experience in planning, design, application, and operations, Mr. Herr serves as VHB’s corporate-wide Technical/Senior Transportation Lead. In this capacity, he provides planning, design and operations services involving a wide range of transportation technology projects. His work has included Advanced Transportation Technology Systems (ATMS), traffic count stations, lane control systems, rail/grade crossings, wrong way ramp detection systems and bridge control warning systems. In addition to traditional design and planning services, Mr. Herr also provides as needed on-call services for several local and state transportation agencies including inspectional tasks of system hardware and firmware elements as well as field services in identifying and troubleshooting existing operation problems with system control elements and developing solutions to mitigate the issues encountered. For signal systems, these services may include developing and fine tuning system program settings, identifying deficiencies in communication networks or providing electrical testing of vehicle detection systems, wireless or hardware interconnect.</p>	
SUMMARY OF RELEVANT EXPERIENCE	
<ul style="list-style-type: none"> ■ 40 years of experience ■ 3 design-build projects ■ Systems Engineering and Communications expert ■ Traffic, TSP, ITS experience ■ Urban MOT design expertise 	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Northeastern University, Boston, MA/BS/1977/Electrical Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2005/Professional Engineer/MA#46435; 2006/ Professional Traffic Operations Engineer/#1936	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<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> 	
(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)	
RHODE ISLAND PUBLIC TRANSIT AUTHORITY (RIPTA) R-LINE TRANSIT SIGNAL PRIORITY PROJECT, PROVIDENCE AND PAWTUCKET, RI (\$621K DESIGN)	
<p>1. Project Highlights: Development of RIPTA’s first Rapid Bus Corridor. RIPTA identified the Broad Street/North Main Street corridor—the two busiest bus routes in the entire state, running from the Cranston/Providence border, through Downtown Providence, and into Downtown Pawtucket, as a priority corridor for introducing Rapid Bus service.</p> <p>Role: Project Engineer for the initial phase of the project that involved field evaluation of existing traffic signal control facilities and development of the preliminary determination of the compatibility level of existing field hardware/firmware to support a future TSP deployment at 66 signalized intersections. He provided technical support to the initial design effort and was lead engineer for the bench testing, field implementation, and fine tuning phase of the project. Impact on the Project: The project was the first TSP implementation in Rhode Island and one of the first deployments in the United States for the new TSP equipment. Since installation, transit travel times reduced by 18%. This efficiency has also translated to operating cost savings of 8% due to lower fuel consumption rates, as well as increased ridership. The project has improved the frequency and speed of buses traveling along the corridors to better connect Cranston and Pawtucket to Downtown Providence.</p> <p>Client PM: Greg Nordin, (401) 784-9500 x 237, gnordin@ripta.com</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ <i>9-mile corridor with 66 signalized intersections</i> ✓ <i>TSP system design, construction plans, construction support, and equipment specs</i> ✓ <i>Bench test of new traffic signal controller firmware, inspection and fine-tuning of system post-installation</i>
2. VHB	
3. January 2011 – June 2015	
CITY OF SPRINGFIELD TRANSIT PRIORITY SYSTEM, SOUTH MAIN STREET, SPRINGFIELD, MA (\$323K DESIGN)	
Project Highlights: South Main Street provides the downtown access from the south to the core City. It is a mixed-use area with a high concentration of residential and commercial use. It also runs parallel to the Interstate I-91.	



<p>1. Role: Project Engineer for this project involving a complete corridor redesign and upgrade of six signalized intersections on South Main Street. Impact on the Project: Led the integration of the system with the existing State Street system that adjoins the corridor. Was involved in the production of design plans and technical specifications, system testing, inspection, and field fine tuning services. Client PM: Al Chwalek, (413) 582-0547, achwalek@springfieldcityhall.com</p> <p>2. VHB</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ Downtown project ✓ Install and design of new control equipment, including control cabinets, posts, displays, and ADA-compliant pedestrian push buttons
<p>3. November 2008-November 2011</p>	
<p>CITY OF SPRINGFIELD STATE ST PLANNING AND DESIGN SERVICES, SPRINGFIELD, MA (\$987K DESIGN)</p>	
<p>1. Project Highlights: Transportation planning and design for a 3.2-mile four-lane arterial corridor of State Street, home to the new federal courthouse and the new MassMutual Center, a premier arena and convention center. Role: Signal Engineer for the signal design and development of the technical specifications. This project included a four subsystem, closed loop system completed with emergency vehicle preemption and transit signal priority. Responsible for the pre-installation testing and post-construction integration services. Pedestrian and bicycle amenities were paramount concerns to address the student foot traffic and bus transit systems within the limits. Impact on the Project: Mr. Herr conducted the bench testing of the traffic signal control cabinet assemblies to ensure that each cabinet and various control devices was constructed and programmed to meet the project requirements prior to their installation at the intersection. Client PM: Al Chwalek, (413) 582-0547, achwalek@springfieldcityhall.com</p> <p>2. VHB</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ 3.2-mile, four-lane arterial ✓ Schedule-driven ✓ TSP system design, equipment specs, and system integration ✓ Robust stakeholder outreach and involvement ✓ 195 property acquisitions in 6-month time frame
<p>3. March 2005-October 2010</p>	
<p>MASSDOT TRANSIT PRIORITY SYSTEM, ROUTE 9, NORTHAMPTON TO AMHERST, MA (\$217K DESIGN)</p>	
<p>1. Project Highlights: Design and integration of a new transit priority system for a heavily travelled corridor of Route 9 between three prestigious colleges: Smith College, Amherst College, and UMass at Amherst. The project involved 24 signalized intersections and included development of TSP parameters for both the field controllers and IR detector phase selectors. Role: Project Engineer involved with field implementation and adjustment of various system elements based of traffic operation. The existing signal system contained a combination of stand-alone locations and coordinated systems. A vehicle-based emergency vehicle system was also part of the existing signal operations. Site specific operation parameters needed to be developed based on various field conditions including signal phasing, sight distances, and bus stop locations. Impact on the Project: Mr. Herr's knowledge and experience proved to be pivotal in the success of this project. Mr. Herr worked closely with MassDOT, Pioneer Valley Transit Authority, the equipment supplier, and electrical contractor to ensure that the system was installed properly and worked appropriately upon completion. Client PM: Boa Lang, (413) 582-0547, boa.lang@dot.state.ma.us</p> <p>2. VHB</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ One of the first deployments of TSP systems for MassDOT ✓ 24 signalized intersections ✓ Heavily travelled corridor
<p>3. June 2010 - Ongoing</p>	
<p>CITY OF SPRINGFIELD TRANSIT SIGNAL PRIORITY SYSTEM, SUMNER AVENUE, SPRINGFIELD, MA)</p>	
<p>1. Project Highlights: Bus priority system along the Sumner Avenue corridor, the city's first transit signal priority system and one of the first modern vehicle-based transit signal priority projects in MA. Efforts involved the modification of nine existing signalized intersection and engineering support for the Transit Signal Priority System under an on-call contract. Role: Technical Lead responsible for providing planning, design, and integration of a field evaluation of all existing traffic signal control equipment which included determination of optimal locations for light-based receivers to be located on existing traffic signal support structures. Upgraded to include emergency vehicle preemption and transit priority within the same control cabinet. Performed fine tuning and inspection of the system as part of post-design services. Impact on the Project: Led the development of advanced transportation management system providing preferential green times for approaching Pioneer Valley Transit Authority (PVTA) transit vehicles while retaining system coordination. System included support for emergency vehicle control when required as part of an incident response. Integration of a TSP system with existing traffic signal control infrastructure. Client PM: Al Chwalek, (413) 582-0547, achwalek@springfieldcityhall.com</p> <p>2. VHB</p>	<p>Relevance to the Project</p> <ul style="list-style-type: none"> ✓ TSP system ✓ Emergency vehicle control of the system when required for incident response ✓ System integration
<p>3. April 2003-September 2007</p>	
<p>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. <i>Mr. Herr is available and committed to the Project and will provide periodic onsite presence as necessary to support construction activities.</i></p>	



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: JOHN A. MYERS, UTILITY COORDINATOR
b. Project Assignment: LEAD UTILITY COORDINATION MANAGER
c. Name of Firm with which you are now associated: RINKER DESIGN ASSOCIATES, P.C. (RDA)
d. Employment History: With this Firm <u> 3 </u> Years With Other Firms <u> 13 </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): RDA, UTILITY COORDINATOR (2013 – PRESENT): Responsible for the complete utility coordination process of all design-build projects at RDA as well as many VDOT and locality design projects that include utility coordination in the scope of work. Reviews initial project areas and acquires associated utility records. Works with the roadway design team to develop a design that accounts for and/or mitigates any major utility issues. Develops underground utility investigation plans and analyzes the results. Develops preliminary relocation alignments to assist the utility companies to meet project schedules. Develops preliminary easements. Performs conflict analysis of all utility companies on the project as well as relocation cost calculations using VDOT form UT-9. Conducts Utility Field Inspection meetings per the VDOT Utility Manual to facilitate utility relocations. Coordinates final easements shown on the plans with the utility companies and determines the proper easement nomenclature based on prior rights of the impacted utility companies. Reviews utility P&E packages per the VDOT Utility Manual and ensures the designed relocation is clear of conflicts with project improvements. Submits P&E's to VDOT and recommends them for authorization. The years of experience at VDOT in various utility relocation roles (roadway in-plan, field relocations and relocation design) allow Mr. Myers to identify conflicts and construction issues early on and provide mitigation or avoidance options before they escalate into major issues. VDOT, REGIONAL UTILITY COORDINATOR (2007 – 2013): As Regional Utility Coordinator for the Northern Virginia Region of VDOT R/W & Utilities section, Mr. Myers was responsible for all aspects of the entire utility relocation coordination process as specified by the VDOT Utilities Manual for projects throughout the region. Specialized in projects with highly complex or congested utility relocation corridors utilizing 3D mapping with CAD to help coordinate the multiple utility relocations and conflicts with the proposed roadway features. VDOT, UTILITY CONSTRUCTION MANAGER (2005 – 2007): Construction Manager for the Utility Inspection section for VDOT's NOVA District working under the then named C.U.R.E. section. Managed multiple utility inspectors covering multiple projects throughout the District. Responsible for reviewing and approving the daily utility inspection reports (UT-7) as per the VDOT Utility Manual, creation of the digital as-builts for all relocation projects and problem solving issues that arise during construction of utility relocation construction. Acted as liaison with public relations, traffic sections or other needed areas to coordinate project needs during relocations. While in this position was nominated for a Governor's Award for Excellence for creating the digital as-built system through the use of CAD to accurately record relocated utility locations for use during roadway construction projects. VDOT, CONSTRUCTION/UTILITY INSPECTOR (2000 – 2005): As Field Inspector for VDOT's NOVA District, Mr. Myers ensured that daily activities of roadway contractors and utility companies met State plans and standards. Exposed to the full gambit of roadway construction activities as well as all utility relocation methods and practices.
SUMMARY OF RELEVANT EXPERIENCE
<ul style="list-style-type: none">■ 15 yrs. transportation experience■ 13 yrs. field/coordination experience■ Strong relationships with affected utilities■ Relocations per the VDOT Utility Manual■ LUCM on 2 Active DB Projects
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Shepherd University, Shepherdstown, WV/No Degree Received/Engineering Coursework
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Not Applicable
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 ROUTE 29 AT GALLOWS ROAD, FALLS CHURCH (\$17M IN UTILITY RELOCATIONS)

1. **Project Highlights:** Large scale intersection improvement for one of the most traveled intersections in Northern Virginia in the urban environmental of Falls Church. Coordination with 14 different communications companies, multiple water companies, sewer, gas and power.

Role and Impact on the Project: Utility Coordinator. Coordinated a joint use ductbank relocation, multiple private development plans, aerial relocations, gas relocation and multiple water authorities with the roadway plans and utility relocations work. Considered to be one of the most complicated and congested utility relocations projects ever performed by VDOT. Developed and coordinated a joint ductbank system containing 13 communications companies due space restrictions in the highly congested urban intersection. Construction of the ductbank by a single contractor allowed concurrent relocations and fast-tracked the schedule.

VDOT PM: Arif Rahman 703-259-1940, md.rahman@vdot.virginia.gov

Relevance to the Project

- ✓ Urban location
- ✓ Verify conflicts
- ✓ Review relocation designs
- ✓ Determine cost responsibility

2. VDOT

3. January 2007 – December 2012 (Relocations Complete)

VDOT STRINGFELLOW ROAD WIDENING, FAIRFAX, VA (\$23M IN UTILITY RELOCATIONS)

1. **Project Highlights:** Two Miles of roadway widening along a major utility corridor including major copper phone facilities and two pipeline fuel lines.

Role and Impact on the Project: Utility Coordinator. Extensive coordination with gas companies was needed to ensure they were out of conflict with the proposed project. Mitigated long stretches of pipeline relocation through protection methods and managed calculated risk that construction would not pose problems.

VDOT PM: Zamir Mirza, 703-259-1794, zamir.mirza@vdot.virginia.gov

Relevance to the Project

- ✓ Plan & estimate review
- ✓ Modify designs based on field conditions
- ✓ Roadway widening

2. VDOT

3. July 2010 – February 2013 (Relocations Complete)

VDOT ELDEN STREET WIDENING, HERNDON, VA (\$3.9M R/W & UTILITIES)

1. **Project Highlights:** Utility undergrounding and urban streetscape project in a very heavily traveled urban area with congested existing utilities.

Role and Impact on the Project: Utility Construction Manager. Oversaw field staff ensuring utilities were installed per plan and out of conflict with proposed features. Developed a digital as-built system to show the relocated utilities against the proposed features that is still used today in VDOT Utility Construction practices.

VDOT PM: Lee Ann Hall, 703-259-2746, LeeAnn.Hall@VDOT.Virginia.gov

Relevance to the Project

- ✓ Ensure inspections of utility relocations
- ✓ Modify designs based on field conditions

2. VDOT

3. November 2004 – June 2006 (Relocations Complete)

GEORGE MASON UNIVERSITY, CAMPUS DRIVE DESIGN-BUILD, FAIRFAX, VA \$700K PRO-RATED RELOCATIONS)

1. **Project Highlights:** Design-Build project for the upgrade and grade separation of campus roads. Also included constructing several athletic facilities as well as maintenance shops.

Role and Impact on the Project: Utility Coordinator. Challenges including asbestos in a planned ductbank caused the project to fall behind. As the Coordinator, Mr. Myers stepped negotiated a plan in which RDA designed the ductbank and the contractor installed the conduits. This approach limited the delay and controlled costs of the relocation. Mr. Myers promoted cooperation between the design build contractor and utility company and made all parties show flexibility in the solution to get the relocation completed.

VDOT PM: Mark Comer (703) 259-2982, Mark.Comer@VDOT.Virginia.gov

Relevance to the Project

- ✓ Design-Build project
- ✓ Review of plans and estimates
- ✓ Coordination of utility relocation work with on-going field construction activities

2. Rinker Design Associates, P.C.

3. January 2013 – March 2014 (Relocations Complete)

ROUTE 29 SOLUTIONS – CHARLOTTESVILLE, VA (\$1M IN PRO-RATED UTILITIES)

1. **Project Highlights:** Highly sensitive design build project including an urban grade separated interchange, a widening, and a roadway on new alignment.

Role and Impacts on the Project: Utility Manager. Developed a joint ductbank for power, CATV and several communications companies to avoid project features. Extensive coordination and analysis to avoid adjusting pole alignments. In depth coordination of water relocation with construction sequencing to utilize MOT from roadway project phasing to get the fastest, most unobtrusive alignments. .

VDOT PM: Matt Reynolds (804) 786-2984, Matt.Reynolds@VDOT.Virginia.gov

Relevance to the Project

- ✓ Design-Build Project
- ✓ Review of Plans and Estimates
- ✓ Coordination of utility relocation work with ongoing field construction activities

2. Rinker Design Associates, P.C.

3. January 2013 – March 2014 (Relocations Complete)

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. Myers will be responsible for all utility relocations and will be available to verify and modify designs based on field conditions, if necessary.*



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: SAINTSBURY DRIVE AND VIENNA METRO IMPROVEMENTS Location: Fairfax County, Virginia	Name: Wendel Duchscherer Architects and Engineers	Name of Client.: Pulte Homes Corporation Phone: 703-359-7495 Project Manager: Jeffery Oetjen, PE Phone: 703-801-5848 Email: joetjen@comcast.net	11/2012	02/2013 Change due to design change orders for critical path items	\$15,933	\$19,200 Additional scope of work requested by the owner	\$19,200

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 traffic incidents within the work zone.
- Construction was completed within budget and on schedule including the additional scope of work added by the owner.
- Myers was rated as outstanding for communication, safety, and quality of construction on the customer project completion survey.

Relevance to the Project

- ✓ Capacity increase / safety improvements
- ✓ Roadway widening
- ✓ Intricate MOT phasing including pedestrians
- ✓ Utility coordination
- ✓ Third party coordination

PROJECT DESCRIPTION

Reconstruction of the Vienna Metro Station for the Washington Metropolitan Area Transit Authority (WMATA) and 0.8 miles of Sainsbury Drive. An agreement between Pulte Homes/Clark Realty and WMATA was made to construct a state of the art metro station which included installation of the canopy concept, stainless steel bus shelters, car and WMATA buses accessibility, and an information kiosk. The project provides a passenger-friendly station which is safer for pedestrians, buses and cars.

The scope of work included constructing 11 transit shelters; 10,300 LF of utility installation and relocation; 24,000 SY of heavy duty concrete; 20,255 SY of asphalt paving; two retaining walls; two roundabouts; 30,500 SY of demolition; and 259,000 CY of mass excavation. Construction activities included demolition of existing roadway and utilities, earthwork, E&S control, installation of new utilities, curb & gutter, sidewalks, roadway widening, paving, signage, striping, and erecting a canopy.

The project complexities included many MOT changes, an aggressive one-year construction schedule, and extensive coordination with the metro station and numerous subcontractors. The planned 11 phases of construction were revised through collaboration between Myers and WMATA to 33 phases of construction to maintain traffic and accommodate the daily continuous flow of pedestrian and vehicular traffic to one of the busiest metro stations in the Washington Area. The revised phasing accommodated additional volumes of traffic during holidays including Independence Day, Thanksgiving, Christmas, and New Years.

New utility installation and existing infrastructure modifications were completed using night-work to minimize public impacts and accelerate the construction schedule. Utilities included sanitary sewer, storm sewer, water line, and electrical duct banks. The existing duct banks were removed and new duct banks installed for the roadway and metro station.

LESSONS LEARNED FOR THE PROJECT

- **Public Safety** – A MOT plan that reflects construction means and methods is important. Myers redesigned the MOT plan to completely isolate each work zone from pedestrian and vehicular traffic by utilizing a 6 foot tall barrier comprised of jersey barrier walls with fencing on top.
- **Public Awareness** – Informing the public before any shift in the MOT was key to having zero recordable traffic incidents within the work zone. Myers put out message boards three days prior to any shift in the MOT and had flaggers out the first day of the shift.
- **Phased Construction** – The roundabouts were each constructed in six different phases during non-peak traffic times to minimize disruptions for the public.
- **Stakeholder Coordination** – Daily coordination with the engineer, designer, owner, and WMATA allowed for quick resolution of any issue that arose and helped progress the project schedule without delay. Myers also coordinated with VDOT and the local home owners association.



Completed Metro Station



Roundabout to the west of the metro station

“Throughout the project the [Myers] Team worked flawlessly and seamlessly with me and my team, were professional, patient, considerate and efficient. The entire [Myers] Team took the time, in the beginning and throughout, to understand my constraints and requirements, and were always mindful of them, allowing them to be a primary consideration in the way the project progressed.” – Jeff Edelman, Pulte Homes

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: ROUTE 60 AND GERMAN SCHOOL ROAD WIDENING Location: Richmond, Virginia	Name: AECOM	Name of Client.: Virginia Department of Transportation Phone: 804-524-6433 Project Manager: Shane Mann Phone: 804-524-6433 Email: shane.mann@vdot.virignia.gov	08/2013	12/2012 Completed early through schedule acceleration.	\$35,412	\$45,584 Increase due to extensive design changes, utility conflicts, and quantity overruns.	\$45,584

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

- Completed eight months ahead of schedule with additional scope of work.
- Minimized the effects of extensive design changes by evaluating each redesign for cost effectiveness.
- Rated 100% on VDOT's Contractor Employee Safety rating.
- Scored 95% or better on all VDOT Contractor Performance Evaluations.

PROJECT DESCRIPTION

Roadway reconstruction and widening of 4.5 miles on Midlothian Turnpike (six-lane divided highway) and German School Road. The road improvements included curb and gutter; concrete flatwork; paving; lighting; landscaping; and improvements to gas, water, sanitary sewer, and storm sewer. Major contract items included 6,561 meters of water main; 2,302 meters of sanitary sewer; 4,849 meters of gas main; 9,975 meters of storm drain; 380 storm drain structures; 200 meters of box culvert; and 68,072 metric tons of asphalt.

A major error was found in the design survey on Route 60 and this required significant redesign and collaborative solutions from VDOT's design engineer and Myers' construction team. An outside survey company was utilized to resurvey the entire job to locate grade issues throughout the project. -To correct this problem, Myers, VDOT, and AECOM spent weeks using the information gathered to formulate the final solution of profile milling to even out the grades on Route 60 and ensure the drainage already installed would work properly when the final pavement was placed. The significant redesign is evidenced by the 120 RFI's and 60 change orders issued to resolve the error.

LESSONS LEARNED FOR THE PROJECT

- **Safety and Public Impacts** – To safely perform the work in accordance with the MOT Plan, crews had to complete the majority of work on Route 60 during the night time hours. However, the work on German School Road had to be performed during the daytime hours due to a large number of residential homes. This dual-shift approach minimized disruption to the traffic on Route 60 during the day, minimized safety risks to Myers crews and the public, and avoided impacting local residents on German School Road with night-time construction.
- **Utility Coordination** – Utility conflicts were identified proactively before they became critical to the schedule. By identifying issues in the planning stages, construction progress was not halted by conflicts. In addition, the project team had alternative work operations planned and prepared. When unexpected conflicts were encountered, Myers crews moved quickly to another work operation without delaying the schedule or jeopardizing safety. Utility conflicts with overhead and underground Verizon, Virginia Dominion Power, and AT&T were resolved through construction plan revisions or field relocations.
- **Stakeholder Coordination** – Formal partnering with VDOT and Myers' construction team developed and maintained a good working relationship which placed the success of the project above personal agendas. Coordination with GRTC accommodated buses along the project route with designated pull over areas. Myers coordinated with the City for regular progress meetings, design changes, and urban landscaping elements of the project.
- **Maintenance of Traffic** – Myers was responsible for MOT on the project with a focus on keeping pedestrians safe in the work zone. Myers utilized directive signage, as well as ramps, and cones with delineator rods to funnel pedestrian traffic away from the work. This provided safe and continuous access for residents, businesses, and pedestrian traffic during construction.
- **Stormwater Management** – The project design eliminated the drainage swales along the roadway and median and installed sidewalk and curb and gutter. Myers worked with the design engineer to resolve drainage issues from offsite drainage areas and resolve design survey errors in the most cost effective way.

"[Allan Myers] proved to be an excellent partner working with the agency through a host of issues on the Route 60/German School project in the City of Richmond and delivered the job ahead of the scheduled completion date." - Harold Dyson, VDOT, January 2013

- Relevance to the Project**
- ✓ VDOT Transportation Project
 - ✓ Intersection modifications
 - ✓ Challenging MOT / phasing
 - ✓ Maintenance of access for businesses/residents
 - ✓ Heavy pedestrian traffic
 - ✓ Utility coordination/relocation
 - ✓ Coordination with the City
 - ✓ Accelerated construction schedule
- Myers Staff Involvement**
- Jessica Colbert



Completed Median Improvements on Route 60



MOT to install pipe in the median of Route 60

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-581/ELM AVENUE INTERCHANGE IMPROVEMENTS Location: City of Roanoke, Virginia	Name: Rinker Design Associates	Name of Client.: Virginia Department of Transportation Phone: 504-378-5038 Project Manager: Robert Phlegar Phone: 504-378-5038 Email: r.phlegar@vdot.virignia.gov	06/2015	08/2015* Substantial Completion 12/2015 Final Completion Anticipated	\$20,369	\$20,772	\$20,772

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

- Construction reached substantial completion on schedule and will be delivered within budget.
- There have been zero incidents or injuries for over 772 days and 65,250 construction man-hours.
- Myers provided a \$100K cost savings to VDOT for value-engineering which changed the proposed micro-tunneling under I-581 to a tunnel boring operation.

PROJECT DESCRIPTION

This project reduced traffic congestion, increased bridge clearances over I-581 and NSRR, restored and widened two bridges, and modernized downtown Roanoke. The scope of work included complete roadway and bridge design and construction for 0.3 miles of widening and reconstruction on Elm Avenue and replacement of two bridges (one over I-581 and the other over the Norfolk Southern Railroad). Reconstruction of all four ramps of this urban interchange to provide additional capacity and improve traffic flow, replacement of guardrail along I-581 to current standards, and replacement of a 60-inch pipe crossing under I-581 with an 84-inch pipe.

***Contract extension** to incorporate additional work including milling & overlay, median landscaping, and repair work requested by VDOT. Right of Way and easement acquisition was required for five affected parcels to construct the improvements. Utility coordination included UFI meetings, development of easement requirements, and monitoring the utility relocations including Norfolk Southern's signal line. Modifications to three signals on Elm Ave were coordinated with the City for locations and permits. Urban landscaping was installed in medians along I-581 and architectural finishes and staining were utilized on three RW-3 retaining walls. Pedestrian traffic was safely maintained during phased replacement of the bridges by narrowing lane widths slightly, through coordination with VDOT and the City. This approach saved 4-5 weeks of schedule for removal of a temporary bridge.

LESSONS LEARNED FOR THE PROJECT

- **Stakeholder Coordination** – Communication early and often with the City minimized construction impacts for local events and provided construction progress updates during critical operations including a local detour. Coordination with FHWA included plan reviews and change orders approvals.
- **Maintenance of Traffic** – Myers, VDOT, and the City worked collaboratively to maintain traffic flow throughout construction. To maintain daily traffic both downtown and through the City with minimal disruptions, construction was completed in three stages for Elm Avenue and two stages for I-581. Pavement markings were proactively refreshed to provide clear direction for traffic flow.
- **Utility Coordination** – Coordination was required with several utilities, including the Western Virginia Water Authority (public water and sanitary sewer), Roanoke Gas, and Appalachian Power Company. Installation of new lighting and signals was complicated since the location of the existing utility lines was not documented correctly. The Myers Team coordinated with the City to maintain existing signals and lighting for pedestrians while installing the new utility lines. Coordination efforts included Myers, VDOT, the City, and Myers' electrical subcontractor performing the work.
- **Railroad Coordination** – Successful coordination with Norfolk Southern Railroad's Southwest Region to modify the bridge over the railroad was achieved through early and continuous communication. Timely submissions and inclusion in project planning built positive working relationships, resulting in timely review of submittals and positive coordination.
- **Tight Work Areas and Limited Staging** – Staging areas for structures work on Elm Avenue were very limited due to adjacent intersections and limited space between the two bridges. Myers utilized a project yard for construction materials and equipment and used night-time lane closures to stage materials and equipment in the work area.

"The [Myers] approach to project management has served the Department well... Project scheduling is done on site and involves input from superintendents which improves the efficiency of planning construction in an urban setting where many smaller but detailed work activities have to be performed in a particular sequence using multiple stages." - Robert Phlegar, VDOT DB Project Manager, January 2015

- Relevance to the Project**
- ✓ VDOT Design-Build Project
 - ✓ Roadway rehabilitation/improvements
 - ✓ Signal installation/modification
 - ✓ Multi-modal MOT
 - ✓ Signing, striping, pavement marking
 - ✓ Drainage & SWM facilities
 - ✓ ROW acquisition/easements
 - ✓ Utility coordination/relocation
 - ✓ Urban landscaping
 - ✓ Coordination with the City
 - ✓ NSRR railroad coordination
 - ✓ Public involvement
- Myers Staff Involvement**
- Ben Bushey*
 - Jessica Colbert
 - Sandra Genter
- *Indicates Key Personnel



Post Construction Elm Avenue over I-581



Aerial view of the Project Location

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)
					Original Contract Value	Final or Estimated Contract Value	
Name: RIPTA R-LINE TRANSIT SIGNAL PRIORITY PROJECT Location: Providence and Pawtucket, Rhode Island	Name: Rossi Electric	Name of Client.: Rhode Island Public Transit Authority (RIPTA) Phone: 401-784-9500 Project Manager: Greg Nordin Phone: 401-784-9500 ext. 237 Email: gnordin@ripta.com	01/2011	06/2015 Construction completed; ongoing services	\$1,705	\$2,112 Estimated	\$611

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

- Positive post construction transit travel performance metrics including 18% reduction in transit travel times and 8% reduction in operating costs.
- Required involvement for all phases of the project including responsibility for initial planning, modeling, design, inspection, and final system field fine tuning.
- Positive feedback from client (RIPTA) as well as RIDOT.

Relevance to the Project

- ✓ Improved transit operations
- ✓ Schedule adherence
- ✓ Reduced transit travel times
- ✓ Utility coordination
- ✓ Multi agency coordination

VHB Staff Involvement

- Joe Herr*
- *Indicates Key Personnel

PROJECT DESCRIPTION

VHB provided transportation planning and engineering services to the Rhode Island Public Transit Authority (RIPTA) for the development of RIPTA's first Rapid Bus Corridor. RIPTA identified the Broad Street/North Main Street corridor, **the two busiest bus routes in the entire state**, running from the Cranston/Providence border, through Downtown Providence, and along North Main Street into Downtown Pawtucket, as a priority corridor for introducing Rapid Bus service. The project has improved the frequency and speed of buses traveling along the corridors to better connect Cranston and Pawtucket to Downtown Providence.

Over the **9-mile corridor with its 60 signalized intersections**, VHB was responsible for:

- Inventorying all traffic signal equipment
- Reviewing pedestrian and bicycle accommodations and parking, and recommended geometric and striping improvements, including queue bypass and bus only lanes
- Preparing a Transit Signal Priority (TSP) system design for intersections and the bus fleet
- Developing construction plans and equipment specifications
- Assisting with construction support and field deployment of TSP
- Conducting bench testing of newly released traffic signal controller firmware to support TSP
- Completing post installation inspections and fine tuning to optimize bus and vehicle progression

The project was the first TSP implementation in Rhode Island and one of the first deployments in the United States for the new TSP equipment. **Since installation, transit travel times reduced by 18%. This efficiency has also translated to operating cost savings of 8% due to lower fuel consumption rates, as well as increased ridership.**

VHB Role: Prime Consultant / Office Location: Providence, RI

LESSONS LEARNED FOR THE PROJECT

- **Understanding of all Elements of TSP Technology**– As various TSP technology elements are intergated, it is critical to maintain a complete understanding of the capabilities and functionalities of the devices so that as challenges arise during the course of construction and implementation due to firmware updates to equipment or hardware changes, problems can be clearly identified and solutions can be developed.
- **Construction Coordination** – Understand the potential impacts that may occur to the many construction projects occurring along the TSP routes. Maintain contact with both RIPTA and RIDOT to keep them aware of the impacts and develop strategies that may be required to minimize their impacts.
- **Stakeholder Coordination** – Maintaining constant communications with not only the client (RIPTA), but also with each of the three different public agencies (RIDOT, City of Providence, City of Pawtucket) having jurisdictional control over the roadways contained in the TSP route. As-needed coordination with the engineer, designer, owner, and RIPTA allowing for quick resolution of any issue that arose and helped progress the project schedule without delay.



R-Line Ribbon Cutting Ceremony on June 27, 2014

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)
					Original Contract Value	Final or Estimated Contract Value	
Name: DUVAL STREET IMPROVEMENTS Location: Richmond, Virginia	Name: Richard L. Crowder Construction Inc.	Name of Client.: City of Richmond Phone: 804-646-5413 Project Manager: Manbhupinder Khara, Capital Projects Administrator Phone: 804-646-5413 Email: m.khara@richmondgov.com	02/2007	08/2011	\$2,600	\$2,600	\$380

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

- Timely approval from FHWA of Interchange Modification Report.
- MOT design resulted in no traffic delays during construction.
- Designed stormwater system to avoid costly utility impacts.

PROJECT DESCRIPTION

The portions of Interstate 95 and Interstate 64 that pass through downtown Richmond were designed and built in the 1950s-1970s to accommodate traffic volumes experienced at that time. The continued growth of the Richmond area and new developments in roadway design have caused the intersection of I-95 and 7th Street to become substandard by modern specifications.

VHB developed alternatives for this complex interchange and the adjacent intersection of 7th and Duval Streets. The interchange is critical to managing traffic in downtown Richmond and serves the campuses of the Virginia Bio-Technology Research Park and Virginia Commonwealth University. Based on the selected alternative, VHB completed and received approval of an Interchange Modification Report in order to modify an I-95 on-ramp. VHB designed the selected alternative, which included a **signalized intersection design, urban roundabout, drainage design, traffic management plans, innovative signing and pavement marking plans, and modifications to an interstate on-ramp.** The intersection improvements designed by VHB address increased traffic volumes while improving vehicle and pedestrian safety.

The complex project required close coordination with the City of Richmond, the Virginia Department of Transportation, Federal Highway Administration, Virginia Commonwealth University, J. Sargeant Reynolds Community College, and Phillip Morris USA to satisfy all stakeholders. At every stage in the design process, **VHB kept the stakeholders involved in the development of the roadway plans by facilitating meetings between city and state agencies.** Comments and suggestions from these officials were incorporated into many of the intersection's design plans. Afterwards, VHB presented this project on behalf of the City to the Urban Design Committee and the Planning Commission.

VHB Role: Prime Designer / Office Locations: Richmond and Virginia Beach, VA

LESSONS LEARNED FOR THE PROJECT

- **Innovative Design** – Tight urban environments often present challenges to implementation of standard design practices. VHB replaced a conventional urban street intersection with a roundabout and improved the signalized operations at 7th and Duval Streets to accommodate offset intersection legs, a one way street, and interstate ramp access at this urban intersection. Similarly, VHB developed innovative roadway signing to aid users in the use of the roundabout and provide for advanced lane assignments for turning movements at the signalized intersection.
- **Future Planning** – Impacts to private properties are often controversial. Working with the City and local property owners, VHB designed the roadway improvements so that an undeveloped parcel between Duval Street and I-95 was created for the future use by J. Sargeant Reynolds Community College who had negotiated with the City 'air rights' over Duval Street.

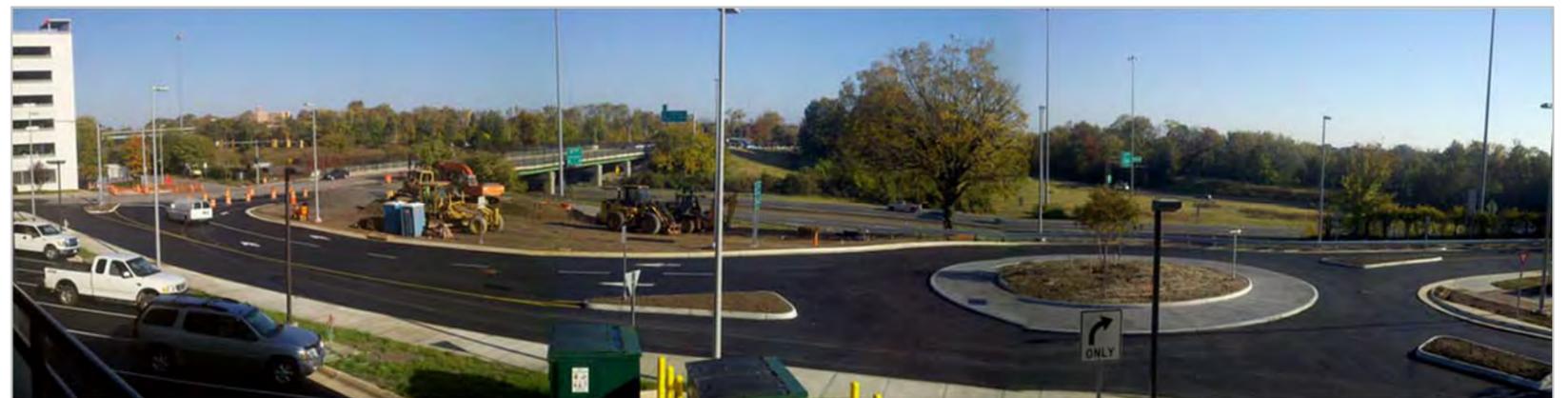
Relevance to the Project

- ✓ City of Richmond project
- ✓ Signal design
- ✓ Safety and capacity improvements
- ✓ Intricate MOT phasing including pedestrians
- ✓ Third party coordination
- ✓ Construction Administration

VHB Staff Involvement

- Tyson Rosser*
- Diane Linderman
- Chad Lahaie
- John Carty

*Indicates Key Personnel



Signalized Intersection at 7th and Duval (left) and Roundabout at 8th and Duval (right)

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)
					Original Contract Value	Final or Estimated Contract Value	
Name: MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD Location: Newport News, Virginia	Name: Allan Myers 	Name of Client.: Rinker Design Associates, PC Phone: 540-548-4470 Project Manager: Darell Fischer, PE, DBIA Phone: 540-548-4470 Email: dfischer@rdacivil.com	06/2010	02/2015	\$32,653	\$34,235	\$738

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

- Seamless integration of traffic signals into local network.
- Environmental permits secured in short time frame to allow for timely construction.
- Quality improvements to the design to reduce future maintenance included using concrete girders in lieu of structural steel.
- Traffic impacts to the public were minimized by utilizing soil stabilization for unsuitable soils in lieu of waste which would have created additional truck traffic.

Relevance to the Project

- ✓ Traffic signal design for local municipal network (third party coordination)
- ✓ MOT phasing to minimize temporary signals
- ✓ Fast track permitting

VHB Staff Involvement

- Tyson Rosser*
- Chad Lahaie
- Kris Dramby
- Nancy Rodrique

*Indicates Key Personnel

PROJECT DESCRIPTION

VHB served as a subconsultant to Rinker Design Associates (RDA), the lead designer of the Allan Myers D-B team for the Middle Ground Boulevard Extension D-B project. Located in Newport News, the project extended the Boulevard approximately 1.2 miles on mostly new alignment and included a new bridge over the CSXT Railroad. VHB's responsibilities in support of this roadway project included the development of signal designs for four intersections, infrastructure for communications of these signals, the design of a 36" diameter sewer force main in accordance with the Hampton Roads Sanitation District design standards, the design of a sanitary pump station in accordance with the City of Newport News design standards, the topographic and rights-of-way survey, development of plats used in the right-of-way acquisition process, hazardous material assessment and abatement monitoring, wetland delineation, and environmental permitting process for this VDOT design-build project.

VHB's design team worked seamlessly with RDA specifically on the development of the traffic signal designs as it related to the maintenance of traffic phases and as it related the pedestrian access design. Mast arm lengths and signal pole locations were selected to minimize the need for costly temporary signals and to allow for early operations of the signals in their final locations. In addition, pedestrian ramps and pedestrian push button signal locations were coordinated to ensure ADA compliance.

VHB Role: Subconsultant Designer / Office Locations: Virginia Beach and Williamsburg, VA

LESSONS LEARNED FOR THE PROJECT

- **Bicycle and Pedestrian Access** – Signalized intersections are as critical to bicyclists/pedestrians as they are to motorized vehicles. VHB incorporated safety design practices for pedestrians and bicyclists in early design development of the signalized intersections to ensure final configurations accommodated all users.
- **Minimizing Temporary Signals and Utility Relocations** – Final signal pole locations can impact the need for temporary signals and for costly utility relocations. VHB carefully selected the final signal pole locations to minimize the need for temporary signals and eliminated impacts to utilities to provide a cost effective design that allowed for the early construction of the final signal infrastructure.
- **Emphasis of Critical Path Items** – Often the schedule of discreet design and/or construction tasks can get lost in the overall critical path for a design-build project. Working closely with the Allan Myers team, VHB's environmental staff conducted early field reviews with regulatory agencies and proactively vetted 'design alternatives' to avoid impacting wetlands with the team to ensure the proposed construction/impacts were approved and the critical path construction items were not hindered.



Completed Middle Ground Boulevard Extension

ATTACHMENT 3.4.1(c)

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 Architect for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: MASON CORRIDOR BRT FINAL DESIGN Location: Fort Collins, CO	Name: Michael Baker Jr. Inc.	Name of Client.: City of Fort Collins Transit Project Manager: Erika Keeton, Special Projects Engineer Phone: 970-221-6521 Email: ekeeton@fcgov.com	7/2012	5/2014	\$80,000	\$80,000	\$1,100

h. Narrative describing the Work Performed by the Firm identified as the Lead Architect 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

- Winner of the Best Project Award, Airports/Transit, Engineering News Record Mountain States magazine, 2014.
- Winner of the Large Innovative Transportation Solution Award, Women's Transportation Seminar (WTS) Colorado, 2014.
- The project was completed on time and \$2M under budget due to diligence of the management team.

PROJECT DESCRIPTION

Located in northern Colorado along the Colorado Front Range, Fort Collins is a thriving city that is increasingly experiencing traffic congestion along Colorado State University's (CSU) College Avenue, the City's busiest street. Mason Corridor Bus Rapid Transit (BRT) system was integrated into the City's master plan to improve overall access, mobility and circulation for automobile users, pedestrians, and bicyclists who travel along the busy corridor. The Mason Corridor BRT is a 5-mile system that operates in mixed traffic for approximately two miles in the downtown core of Fort Collins. For the remaining three miles, the BRT operates in a dedicated guideway located between South Mason Street and the BNSF rail ROW. The guideway runs through the University campus where three new stations were located.

- Relevance to the Project**
- ✓ Station architecture and area planning
 - ✓ Signage design
 - ✓ Placemaking with recognizable identity
 - ✓ City Master Plan and bike/pedestrian integration
 - ✓ ITS/Systems integration
 - ✓ Paratransit/ADA-Compliant design

As part of a team, IBI Group provided a wide range of services including final design for BRT station area planning, station architecture of shelters and signage, transit operations, fare collection, feasibility studies, and BRT major investment study plans. The station design includes a center island platform with passenger amenities. The shelter design provides a unique and easily recognizable identity for the BRT system. Local bus operator Transfort provides fixed route service and complementary paratransit service throughout the City of Fort Collins and with connectivity to the City of Loveland and parts of Larimer County. For the ITS of the BRT, IBI Group designed operations, stations, communications, and the fare collection system for the Mason Corridor BRT service. The fare collection system preliminary design focused on comparing alternatives for offboard vs. onboard fare collection, as well as for incorporating smart card payment including the capability to accept the smart card already used for ID/payment by CSU students.

IBI Role: Lead Station Architectural Design, Station Planning, Transit Operations, Fare Collection, and Feasibility Studies / Office Location: Denver, Colorado

LESSONS LEARNED FOR THE PROJECT

- **Flexibility** – Plan for flexibility in fare collection equipment and other equipment in shelter design. The integration of fare collection equipment in the shelter design allowed for a range of options.
- **Engage Public Involvement for Station Design** – IBI Group collected meaning full and helpful input from stakeholders and community groups and integrated ideas into station designs for a very positive impact.
- **Branding and Wayfinding** – Develop brand elements that can be integrated into all elements of the BRT System. The Max Logo was incorporated successfully into Shelter Icon lighting element and on to BRT vehicles.



Prospect Station



University Station

“This is a game-changer for Fort Collins. This is not just a bus corridor. That is a legacy project for generations of residents.” – Darin Atteberry, Fort Collins, City



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