



# Statement of Qualifications

## A DESIGN-BUILD PROJECT

### **Military Highway Continuous Flow Intersection**

From: 0.023 Miles South of Lowery Rd.

To: 0.230 Miles North of Interstate 64

*Norfolk, Virginia*

State Project No.: 0165-122-V04

Federal Project No.: STP-5403

Contract ID Number: C00001765DB81

Date: January 29, 2015



**Attachment 3.1.2  
SOQ Checklist  
and Contents**



**ATTACHMENT 3.1.2**

**Project: 0165-122-V04**

**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.

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

**ATTACHMENT 3.1.2**

**Project: 0165-122-V04**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non- APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 1
<b>Offeror's Team Structure</b>				Pages 2-6
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Pages 2-3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1

**ATTACHMENT 3.1.2**

**Project: 0165-122-V04**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Key Personnel Resume – Traffic Operations Designer and Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix 3.3.1
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.7	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	Page 4
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 5-6
<b>Experience of Offeror’s Team</b>				Pages 7-9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 10-15

**Attachment 2.10  
Form C-78-RFQ**





**3.2**  
**Letter of Submittal**





**"BETTER, FASTER, SAFE"**

301 Concourse Boulevard, Suite 300  
Glen Allen, VA 23059  
Phone: 804-290-8500 Fax: 804-418-7935  
www.americaninfrastructure.com

January 29, 2015

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

Letter of Submittal/Statement of Qualifications:  
**Military Highway Continuous Flow Intersection**  
State Project No.: 0165-122-V04  
Federal Project No.: STP-5403  
Contract ID Number: C00001765DB81

Dear Mr. Stevenson:

American Infrastructure (AI) and Kimley-Horn and Associates (KH) / Rinker Design Associates (RDA) (the AI Team) present the Virginia Department of Transportation (VDOT) with a qualified and integrated team for the Military Highway Continuous Flow Intersection (CFI) DB Project (the Project). Our firms have worked together on 20 Design-Build (DB) projects and pursuits for VDOT over the past 5 years. We offer integrated experience designing / constructing innovative DB intersection projects with complex MOT and utility relocations. The AI Team presents the following information required by Section 3.2 of the RFQ:

- 3.2.1 The full legal name and address of American Infrastructure – VA, Inc. (AI-VA) is:  
**American Infrastructure – VA, Inc.**, 301 Concourse Boulevard, Suite 300, Glen Allen, VA 2305
- 3.2.2 Ed Hilferty will serve as our Design-Build Project Manager and primary point of contact with VDOT.  
**Ed Hilferty, Design-Build Project Manager** 610-587- 2160 (Telephone)  
301 Concourse Boulevard, Suite 300 610-222-3321 (Fax)  
Glen Allen, VA 2305 ed.hilferty@americaninfrastructure.com
- 3.2.3 Aaron Myers will serve as the Principal Officer for AI-VA:  
**Aaron Myers, Vice President/General Manager** 804-290-8500 (Telephone)  
301 Concourse Boulevard, Suite 300 804-418-7935 (Fax)  
Glen Allen, VA 2305 aaron.myers@americaninfrastructure.com
- 3.2.4 AI-VA is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.
- 3.2.5 American Infrastructure – VA, Inc. will be the Lead Contractor and Kimley-Horn and Associates, 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 AI-VA is active, in good standing, and prequalified to bid on the Project. AI-VA’s prequalification number is G303 and evidence of prequalification is included in Appendix 3.2.8.
- 3.2.9 AI-VA has the capability to obtain a performance and payment bond for the \$60M 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 AI Team business entities and Key Personnel are included in Appendix 3.2.10.
- 3.2.11 AI-VA will achieve the 12% DBE participation goal for the Project. AI consistently meets DBE goals and has met the DBE goal on each of our completed DB projects in Virginia.

Respectfully,

Aaron T. Myers, Vice President/General Manager  
American Infrastructure – VA, Inc.



### 3.3 Team Structure



### 3.3.1 KEY PERSONNEL

The key personnel identified for the Project were selected based on their performance of similar tasks on previous similar projects in combination with their expertise to successfully manage the project risks. The scope of work and challenges these individuals are currently managing on VDOT DB projects (Elm Avenue, Middle Ground Boulevard, and US 460) and VDOT DBB projects (B26 Hampton Boulevard and Lynn Haven Parkway) are very similar to the risks this team will face on the Project: roadway widening under traffic; intricate TMP/MOT phasing; complex utility coordination/relocation/betterments; challenging SWM BMPs; and an aggressive schedule. The following overviews highlight their individual strengths with respect to the Project and Figure 3.3.1 provides an overview of their relevant qualifications.

**3.3.1.1 DESIGN-BUILD PROJECT MANAGER (DBPM):** AI has committed *Edward Hilferty* as DBPM for the Project and the primary point of contact for VDOT. He is responsible for the execution and quality of all work performed under the contract including corresponding with third parties and project stakeholders, coordinating design activities, overseeing construction quality, and managing the project schedule to ensure timely completion. Mr. Hilferty's experience includes the successful management and completion of three recent projects working side-by-side with our CM Jeff Snow. *As the DBPM/CM team, Mr. Hilferty and Mr. Snow bring the required working relationship and leadership needed to manage the Project and mitigate the risks associated with maintenance of traffic (MOT) during construction, implementing an innovative design concept, and utility coordination/relocation.* Mr. Hilferty will work closely with PR Manager (PRM), Shannon Moody, and VDOT to schedule/conduct outreach efforts and personally discuss project challenges and solutions with the general public and business community throughout the duration of the Project. His current local VDOT experience includes serving as the PM for the B26 Hampton Boulevard and C86 Lynnhaven Parkway projects and DBPM for the Middle Ground Boulevard project.

**3.3.1.2 QUALITY ASSURANCE MANAGER (QAM):** Quinn Consulting Services' *Thomas Druhot, P.E., CCM, DBIA* will serve as the QAM for the Project. He has over 30 years of engineering experience with specific emphasis on transportation systems, structures, utilities, and construction methods. He will report directly to the DBPM and will have direct, independent access to VDOT. Currently, *Mr. Druhot is the QAM on two DB projects, including the I-564 Intermodal Connector DB project in Norfolk, which provides him the communication and technical skills to successfully perform as the QAM on this project.* He was a VDOT Area Construction Engineer for Hampton Roads (HR) District for over 10 years and managed a staff of up to 50 inspectors/engineers on more than 20 simultaneous contracts. As VDOT's "Engineer in Responsible Charge," Mr. Druhot worked closely with federal, state, and local government agencies including the City of Norfolk. During his tenure at VDOT, he consistently met or exceeded project goals with respect to safety, schedule, budget, environmental compliance, and CQIP scores. He is knowledgeable of VDOT's Construction Program, Road and Bridge Specification and Standards, and the Virginia Work Area Protection Manual.

**3.3.1.3 DESIGN MANAGER (DM):** As DM for the Project, Kimley-Horn's *William Mackey, P.E.* will be responsible for providing a quality product, meeting all design milestones and interfaces, and overseeing the Design QA/QC program. *With nearly 30 years of experience, Mr. Mackey has served as DM on several large, complex projects within VDOT's HR District, focusing on the management and design of urban and rural interstates, roadways, interchanges, and intersections.* His notable projects include the I-64 Battlefield Boulevard interchange, I-264/ Witchduck Road Interchange and Ramp Extension (C-D Road) improvements, and Princess Anne Road/ Kempsville Road Intersection and Witchduck Road Phase 1 projects. He will work closely with his Design QA/QC Manager to ensure that all design documents adhere to the LD-436 checklists, the Project's QA/QC manual, and VDOT's technical requirements to facilitate issuance of VDOT's Notice to Commence Construction (NtCC). Mr. Mackey's extensive VDOT interchange experience in HR District, coupled with his current position resolving design / construction challenges on the US 460 DB project (working alongside VDOT and across the table from AI), provide him a unique management perspective in managing the Project's design and coordinating multiple design disciplines.

**3.3.1.4 CONSTRUCTION MANAGER (CM):** AI’s CM *Jeffrey Snow* will be on-site full-time for the duration of construction of the Project. He has 14 years of progressive construction management experience and will be responsible for managing the construction process and ensuring the materials used/work performed meet all contract/permit requirements. Throughout his 12-year career with AI, he has served as the CM on two DB projects and one Interstate DBB project, all under the direction of Mr. Hilferty (DBPM). *Mr. Snow’s current local VDOT experience includes serving as the CM for the active C86 Lynnhaven Parkway and the recently awarded F70 Holland Road projects.* This valuable VDOT experience, coupled with his DB experience positions him to serve as CM and address local construction issues on the Project. Mr. Snow holds Virginia DEQ RLD Certification and will hold VDOT ESCC Certification prior to the commencement of construction.

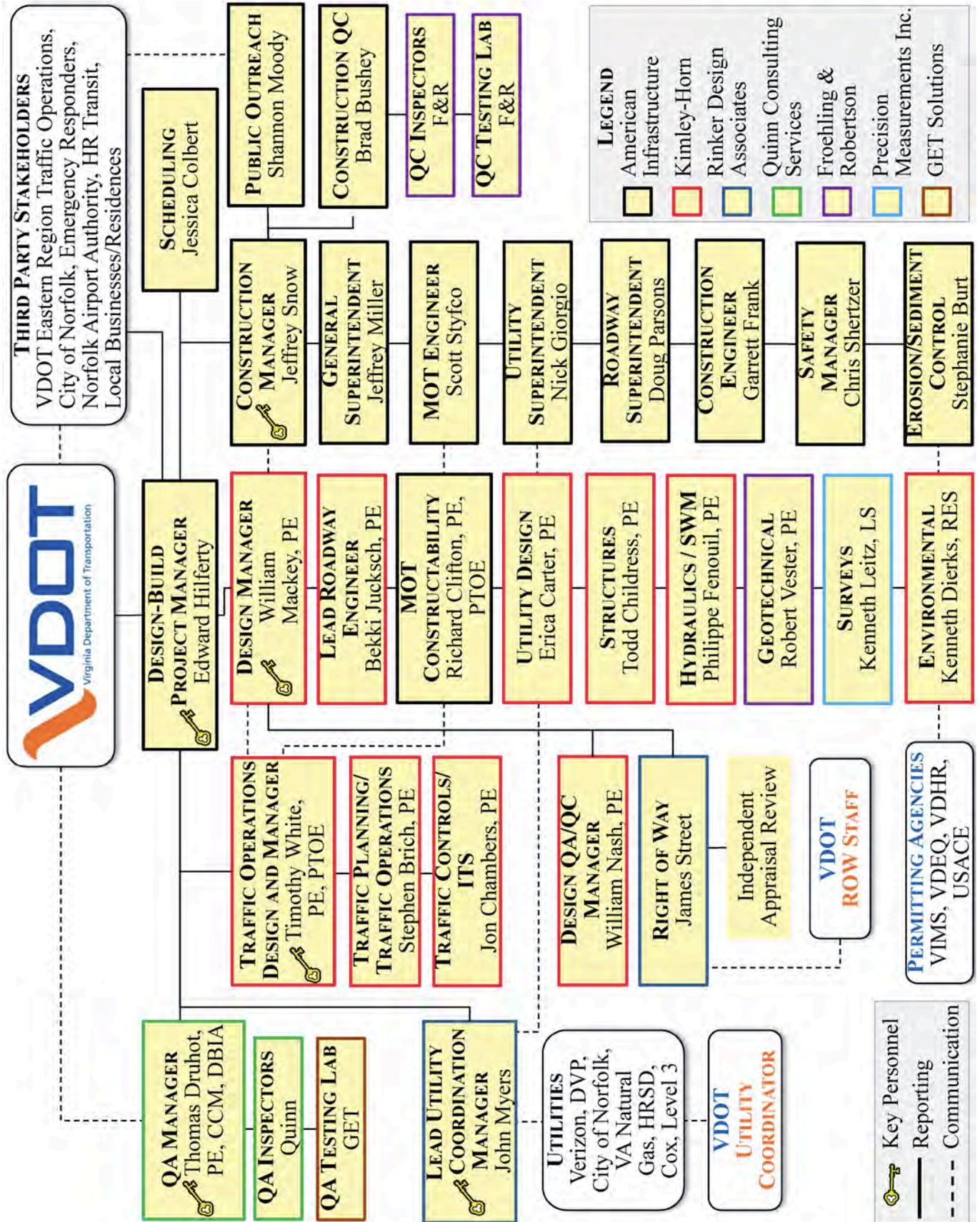
**3.3.1.5 TRAFFIC OPERATIONS DESIGN AND MANAGER (TODM):** Kimley-Horn’s *Timothy White, P.E., PTOE* has 24 years of experience in the areas of traffic engineering and transportation planning and will oversee traffic operations design for the Project. Throughout his career, he has been the Lead Traffic Engineer on numerous complex interchange and intersection improvement projects. For these types of projects, *Mr. White has been responsible for traffic analysis, traffic signal design, traffic signal timing, and MOT plan development.* He has conducted quality control reviews of multiple work zone traffic control layouts for roadway widening projects, including I-81 at Exit 14, Jamestown Corridor Improvements PPTA, and Wilton Parkway. Mr. White worked at VDOT for 7 years while managing the Highway Safety Improvement Program (HSIP) with over 125 safety projects in VDOT Six-Year Improvement Program located throughout the state. In 2003, he was the primary author of the DDOT Work Area Traffic Control Manual based on the 2003 changes to the Manual on Uniform Traffic Control Devices (MUTCD). Since joining KH and in conjunction with VDOT, Mr. White has conducted intersection safety assessments at locations throughout the HR District, including projects in Newport News and York, Accomack, Northampton, and James City Counties.

**3.3.1.6 LEAD UTILITY COORDINATION MANAGER (LUCM):** RDA’s *John Myers* will serve as the Lead Utility Coordination Manager for the Project and will report directly to the DBPM. *Mr. Myers has 15 years of experience in the coordination of utilities to include 13 years with VDOT in various facets of this role with the last eight (2 with RDA, 6 with VDOT) in this identical role.* He will coordinate all utility relocations from NTP to construction completion. Mr. White will verify/determine where conflicts are unavoidable; assess cost responsibilities; conduct utility field inspections; coordinate utility relocation designs; review and recommend approval of utility relocation plans and estimates; ensure inspection of utility relocation construction; and perform other duties as required.

*Figure 3.3.1 Key Personnel Strengths for the Project*

<p><b>DBPM, Edward Hilferty</b></p> <ul style="list-style-type: none"> <li>▪ 24 Years’ Experience</li> <li>▪ 4 Successful DB Projects</li> <li>▪ DBPM on 2 VDOT DB Projects</li> <li>▪ Design Oversight</li> <li>▪ Complex MOT/Utilities</li> <li>▪ Public Interaction/Coordination</li> </ul>	<p><b>QAM, Thomas Druhot, P.E., CCM, DBIA</b></p> <ul style="list-style-type: none"> <li>▪ 30 Years’ VDOT Quality Experience</li> <li>▪ Experience with HR District</li> <li>▪ QAM on two DB Projects</li> <li>▪ Active Virginia PE, CCM, DBIA and VDOT Certifications</li> </ul>	<p><b>DM, William Mackey, P.E.</b></p> <ul style="list-style-type: none"> <li>▪ 28 Years’ Highway Design</li> <li>▪ Design-Build Experience</li> <li>▪ Routinely Manages Multi-Disciplinary Teams</li> <li>▪ Quality Management</li> <li>▪ Complex TMP/MOT Oversight</li> </ul>
<p><b>CM, Jeffrey Snow</b></p> <ul style="list-style-type: none"> <li>▪ 14 Years’ Experience</li> <li>▪ Design-Build Experience</li> <li>▪ 2 VDOT HR District Projects</li> <li>▪ Construction QC oversight</li> <li>▪ Complex MOT/Utility Relocation</li> </ul>	<p><b>TODM, Timothy White, P.E., PTOE</b></p> <ul style="list-style-type: none"> <li>▪ 24 Years’ Traffic Experience</li> <li>▪ Integrated Signalization/Communications</li> <li>▪ Regional Traffic Signal Network Optimization</li> <li>▪ Active Virginia PE/PTOE</li> </ul>	<p><b>LUCM, John Myers</b></p> <ul style="list-style-type: none"> <li>▪ 13 Years’ Utility Experience</li> <li>▪ LUCM on 2 VDOT DB Projects</li> <li>▪ Proven Coordination with Wet/Dry Utilities</li> <li>▪ Utility Constructability/ UT-9 Expertise</li> </ul>

**3.3.2 ORGANIZATIONAL STRUCTURE**



The AI Team is an integrated organization comprised of seven firms with previous work history and local experience. Our organizational chart shows reporting relationships, line of communications, and pertinent disciplines/major functions to be performed. This structure is similar to the successful model being used by AI on VDOT’s I-581/Elm Avenue Interchange Improvements DB project and support effective communication and management of the risks associated with the Project, specifically with respect to MOT, utility coordination, and schedule.

**TEAM MEMBERS** – AI and KH/RDA will perform all major design and construction activities for the Project, including utility coordination and ROW acquisition and will be supported by the subconsultants identified in Table 3.3.1.

*Table 3.3.1 Subconsultants to the AI Team*

<b>Firm</b>	<b>Role</b>	<b>Relevant Experience</b>
Quinn Consulting Services (Quinn) *DBE	Quality Assurance	▪ Assisted AI on 4 VDOT DB pursuits and has a local presence in Hampton Roads.
Froehling & Robertson (F&R)	Geotechnical Design/ QC Testing	▪ Provided the same services for AI on 3 VDOT DB projects and has a local office 5 miles from the Project.
Precision Measurements Inc. (PMI) *DBE	Surveying/ ROW Platting	▪ Assisted AI on the I-64 Segment I DB pursuit and has a local presence in Hampton Roads.
GET Solutions (GET)	QA Laboratory	▪ Assisted AI on the Middle Ground Blvd DB Project and a Hampton Roads testing firm.

**FUNCTIONAL RELATIONSHIPS AND COMMUNICATION**

**VDOT** – The Department will coordinate directly with our DBPM as the primary contact for all aspects of design and construction oversight of 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. We anticipate VDOT’s oversight and support in our coordination efforts with project stakeholders.

**Design-Build Project Management** – Our DBPM will serve as VDOT’s single point of contact for the Project. Reporting to the DBPM are six primary reports: the QAM, DM, CM, LUCM, TODM, and Schedule Manager. This structure will ensure the DBPM’s control over the work including design, construction, quality management, schedule, safety, and contract administration. The Schedule Manager has been added to our Team and will report directly to the DBPM as a schedule mitigation strategy as schedule has been identified as one of the three major risks on the Project. The DBPM, with support from the PRM, CM, and DM, will also coordinate public outreach and public meetings.

**Quality Assurance** –The QAM will report to our DBPM, with independent oversight by VDOT. QA Inspectors (Quinn personnel) and the QA Laboratory (GET) will report through the QAM and will be contracted directly with AI. Our QAM will also observe and verify the construction QC program to ensure all work and materials, testing, and sampling is performed in accordance with the contract requirements and the NtCC plans and specifications.

**Design** – Our DM will report to the DBPM and coordinate with the CM to develop an efficient and constructible design. He will work with the CM during construction to confirm field conditions meet design assumptions and reevaluate these assumptions if necessary. RDA (ROW and utilities), F&R (geotechnical), and PMI (survey) will all be contracted directly to KH for their respective design services while individual discipline leads will report to the DM. This structure will ensure effective and efficient design development and quality control. Integration of ROW acquisition with the design team avoids potential issues between the final design and ROW, and ensures submissions to VDOT are accurate. The TODM will report to the DBPM and work directly with the DM, MOT Constructability Engineer (MOTCE) in design, and MOT Engineer (MOTE) in construction. The linking of the DM, MOTCE and MOTE will provide continuity of the design

**Roadway Design Lead**  
**Bekki Jucksch, P.E.** has 20 years of HR District roadway design experience and will coordinate all inter-disciplinary engineering design aspects of the VDOT plan development process, similar to her work on the Laskin Road Widening for VDOT and Boush Street Improvements for Norfolk.

**MOT Constructability**  
**MOTCE, Rich Clifton, P.E.**, **PTOE** worked hand-in-hand with CM Jeffrey Snow and MOTE Scott Styfco on VDOT's Lynnhaven Parkway project to modify the SOC and MOT plans to resolve utility relocation conflicts within the SOC and MOT phasing and maintain traffic flow in this highly developed residential area of Virginia Beach.

**Traffic Design Support**  
Timothy White, PE, PTOE will be supported by **Stephen Brich, P.E.** and **Jon Chambers, P.E.**, both of whom have substantial HR experience with VDOT, Norfolk and local municipalities. While at VDOT, Mr. Brich was instrumental in converting the conventional Military Highway/Northampton intersection to a CFI. Mr. Chambers has been working with the City of Norfolk for the past 6 years to develop fiber optic cable routing designs, updating ITS and video wall to physically implement ethernet upgrades in the downtown Norfolk corridor.

throughout construction including travel patterns, safety, and public outreach. Design QA/QC Manager, Bill Nash, P.E. will manage the design quality process. Mr. Nash's oversight will confirm that all documents, plans, and deliverables are completed in accordance with the VDOT approved QA/QC Plan and the NtCC plans are complete and accurate.

**Construction** – The CM will report to the DBPM and communicate directly with the DM to ensure the design is constructible and the construction is completed in accordance with the NtCC plans and all project requirements. Our CM will be on-site for the duration of construction operations, overseeing the entire construction process, including the General, Utility, and Roadway Superintendents; the MOTE and Construction Engineer (CE); the Safety Manager; and the Erosion and Sediment Control Inspector. Under the direction of the CM and General Superintendent, the MOTE and CE will work collaboratively to ensure the design is constructible, effective, and safe to the traveling public and with the PRM to ensure that advanced outreach is completed with the business, local and resident communities and the traveling public. AI's QC Manager (QCM) will report directly to the CM and oversee all construction for compliance with the NtCC plans, and VDOT specifications and technical requirements. The QCM will work closely with F&R inspection, testing, and laboratory personnel who will be contracted directly to AI.

**Transportation Management and MOT** – The TODM will be supported by Traffic Planning/Traffic Operations and Traffic Controls/ITS experts. This team approach to transportation management will provide a detailed assessment of how best to use the TMS that is in place during construction and will provide a strong comprehensive solution post construction. In addition, AI's MOTCE will work collaboratively with the TODM and his team during the design phase to provide MOT phasing that is consistent with construction means and methods. Through coordination with AI's MOTE, he will support field implementation of the well-developed MOT plan.

**Utility Coordination** – Our LUCM will manage utility coordination for the Project and will report to the DBPM. He will work hand-in-hand with the Utility Designer and Utility Superintendent to minimize impacts, collaboratively develop conflict resolutions, and monitor schedule progress. The LUCM will lead the efforts in contacting all utility companies to confirm potential impacts and develop a coordination plan. As utility impacts are refined and utility plans, specs and estimates are submitted, the LUCM will review costs with our DM and DBPM to confirm their validity, and finalize their approval to submit to VDOT for utility relocation authorization.

# 3.4 Experience of Team





**American Infrastructure (AI)** is a heavy civil contractor that has provided quality construction services in the Mid-Atlantic region since 1939 and in the Commonwealth of Virginia since 1967. Currently ranked #1 Transportation Contractor in the Mid-Atlantic by *Engineering News-Record*, AI has a Virginia workforce of over 300 employees and 250 pieces of heavy equipment. AI's transportation experience includes construction of 23 large projects in the last 5 years for a combined value of over \$2B, including nine projects in Virginia. In addition to experience widening urban arterial roadways and major interstates, AI has constructed complex intersection improvements and reconfigurations. AI is currently completing the VDOT B26 Hampton Boulevard Grade Separation project in Norfolk, is currently constructing the VDOT C86 Lynnhaven Parkway Widening, and will begin the VDOT F70 Holland Road project, both in Virginia Beach. Through this local experience, AI has established positive working relationships with VDOT's HR District, the City of Norfolk, and other local municipalities.



**Kimley-Horn and Associates, Inc. (KH)** is a 2,300-person, full-service engineering firm offering roadway and bridge design, corridor/location studies, traffic engineering, transportation planning, specialized planning studies, and streetscape and landscape design. KH's innovative design experience includes the development of signalization plans for the 34<sup>th</sup> Avenue at TH 494 DDI in Minnesota, which has several similar operational needs and analysis requirements as the proposed Military Highway CFI. For over 30 years, KH has been providing comprehensive roadway solutions in the Hampton Roads area. KH possesses a significant range and volume of experience with traffic signal design, interconnect and advanced traffic systems within the City of Norfolk, the Hampton Roads District, and across the country.



**Rinker Design Associates, PC (RDA)** will lead the utility coordination and ROW acquisition efforts for the Project. RDA is a mid-sized firm of over 100 employees and a Virginia-Certified Small Business with locations in Manassas, Fredericksburg, and Glen Allen. RDA has been providing professional services throughout Virginia for over 30 years including transportation engineering, right-of-way acquisition, utility design and coordination, and permitting services. RDA has worked with AI on 5 VDOT DB projects, including the Middle Ground Boulevard project in Hampton Roads District, and served as the Lead Designer on 12 Design-Build/PPTA projects. RDA is currently working with AI on the VDOT I-581 Elm Avenue DB project which is scheduled for completion in June 2015 and will initiate work on the I-95 / Temple Avenue DB project, both with time complex MOT, ROW acquisition and utility relocation issues.

**DESIGN-BUILD EXPERIENCE**

AI has served as the lead DB Contractor on 14 DB projects in the Mid-Atlantic region, including over \$500M for VDOT in the past 5 years. AI's DB experience is summarized in Table 3.4.1.

*Table 3.4.1 AI Design-Build Projects*

Awarded DB Projects	Completed DB Projects
Middle Ground Boulevard Extension	Route 29 Bridge over Tye River
I-581 Elm Avenue Interchange Improvements	Route 895 Richmond Airport Connector Road
Route 460 Corridor Improvements	I-95 at Contee Road Interchange
Walney Road Bridge Replacement and Widening	I-476 Roadway Widening and Reconstruction
Rolling Rd/Franconia-Springfield Pkwy Interchange	US 40 Interchange at MD 715
I-95 at Temple Avenue Interchange	I-695 from I-97 to MD-10
US 113 Dualization Phase 3	Octoraro Creek Bridge

KH/RDA's collective DB experience includes 60 projects in the last 10 years. KH has served as the owner's representative throughout the construction and start-up phases and as part of the contractor's team on numerous DB projects. KH has worked on more than 50 DB projects that have involved widening roadways, bridge replacements, interchanges, intelligent transportation systems, and multi-lane access controlled freeways. RDA has provided design services on 10 DB/PPTA projects which includes 4 completed DB projects in Virginia. Select KH/RDA DB experience is highlighted in Table 3.4.2.



*Table 3.4.2 KH/RDA Design-Build Projects*

Design-Build Projects	
Middle Ground Boulevard Extension	SR 400 at Abernathy Road
I-581 Elm Avenue Interchange Improvements	McFarland Road Extension
Pacific Boulevard Widening	ITS for Triangle Expressway
Route 460 Corridor Improvements	Express Design-Build Division 5B
I-75 Segment A-B	Route 36 Roadway Improvements
Rolling Rd/Franconia-Springfield Pkwy Interchange	Sudley Manor Drive PPTA
James Madison Highway (Route 15)	Prince William Parkway
GMU Campus Drive	Heritage Center Parkway
I-95 at Temple Avenue Interchange	Stafford County PPTA

**DESIGN-BUILD APPROACH** – The AI Team’s approach to DB delivery is based upon successful VDOT DB projects focused on integration, cooperation, trust, collaboration, and performance. Our approach mimics VDOT’s in minimizing construction impacts for local businesses/residents, safely accommodating roadway users, and delivering a quality product that meets the project’s technical requirements, schedule constraints, and cost parameters. Some of the components employed by our integrated teams include:

- Selecting teaming partners and subcontractors we have worked successfully with on other similar Projects.
- Committing key personnel with specific experience in assessing and managing all Project risks.
- Partnering with VDOT and project stakeholders to achieve project objectives and coordinate effectively.
- Continuously analyzing, minimizing, and mitigating risks throughout design, and construction.
- Conducting thorough constructability reviews that include experienced personnel at each design stage to ensure safe and effective construction practices, minimize construction durations and potential impacts, and confirm schedule and cost adherence.
- Utilizing innovative designs to minimize impacts to traffic, utilities, ROW, and the environment.
- Ensuring quality programs and practices to ensure all construction practices and performance are performed in accordance with the contract requirements, NtCC documents, and VDOT’s quality standards.

**TEAM INTEGRATION**

Through working together on 20 DB projects and pursuits, the AI Team has developed an integrated team for the Project. Our recent teaming experience on VDOT projects is highlighted in *Table 3.4.3*.

*Table 3.4.3 – AI Team Experience Working Together on VDOT DB Projects and Pursuits*

VDOT Projects and Pursuits	AI	KH	RDA	Quinn	F&R
Route 460 Corridor Improvements DB	✓	✓	✓		
Route 35 Nottoway River Bridge DB Pursuit	✓		✓	✓	✓
Middle Ground Blvd. Extension DB	✓		✓		✓
B26 Hampton Blvd. Grade Separation	✓	✓			
I-581/Elm Ave. Interchange Improvements DB	✓		✓		✓
Route 29 Charlottesville Bypass DB Pursuit	✓	✓	✓		✓
Route 3 Widening DB Pursuit	✓		✓	✓	
City of Portsmouth WST Assessment		✓		✓	
Route 29 NBL Bridge over Tye River DB	✓		✓		✓
I-95/Temple Ave. Interchange Improvements DB	✓		✓		
I-66/Route 15 Interchange DB			✓	✓	
Sycolin Road Overpass DB Pursuit	✓		✓	✓	

**WORK HISTORY FORMS (APPENDIX 3.4.1)**

AI and KH have highlighted the relevance of the projects that best demonstrate our individual qualifications for the Project in Table 3.4.3, and expanded on their relevance on the Work History Forms.

Table 3.4.3 Relevance of Past Performance

Criteria	Middle Ground Blvd. Extension	I-581/Elm Avenue Inter-change	Route 60/ German School Rd. Widening	I-64/ Battlefield Blvd. Inter-change	Hampton Blvd. Grade Separation	PA/ Kemp Intersection & Witch-duck Rd.
Construction Value	\$39M	\$20M	\$45M	\$103M	\$53M	\$45M
VDOT District	HR	Salem	Richmond	HR	HR	HR
Design-Build	✓	✓				
Intersection Modifications	✓	✓	✓	✓	✓	✓
Structures/ Bridges	✓	✓		✓	✓	✓
Urban Principal Arterial	✓	✓	✓	✓	✓	✓
Interchange		✓		✓		✓
Signalization	✓	✓	✓	✓	✓	✓
RR Coordination	✓	✓		✓	✓	
Challenging MOT		✓	✓	✓	✓	✓
Utility Relocations	✓	✓	✓	✓	✓	✓
ROW Acquisition	✓	✓				
Local Gov't Coordination	✓	✓	✓	✓	✓	✓

**ADDITIONAL RELEVANT WORK EXPERIENCE**

To provide VDOT a more complete understanding of our relevant qualifications for the Project, an overview of other recent and relevant work history of our team members has been provided in the following narrative.

*Walney Road Bridge Replacement and Road Widening DB:* In coordination with VDOT and the Utility Companies, AI utilized an **advanced utility coordination**, identification, design, and relocation processes to advance time sensitive utility relocations in a concurrent manner to preserve the project schedule

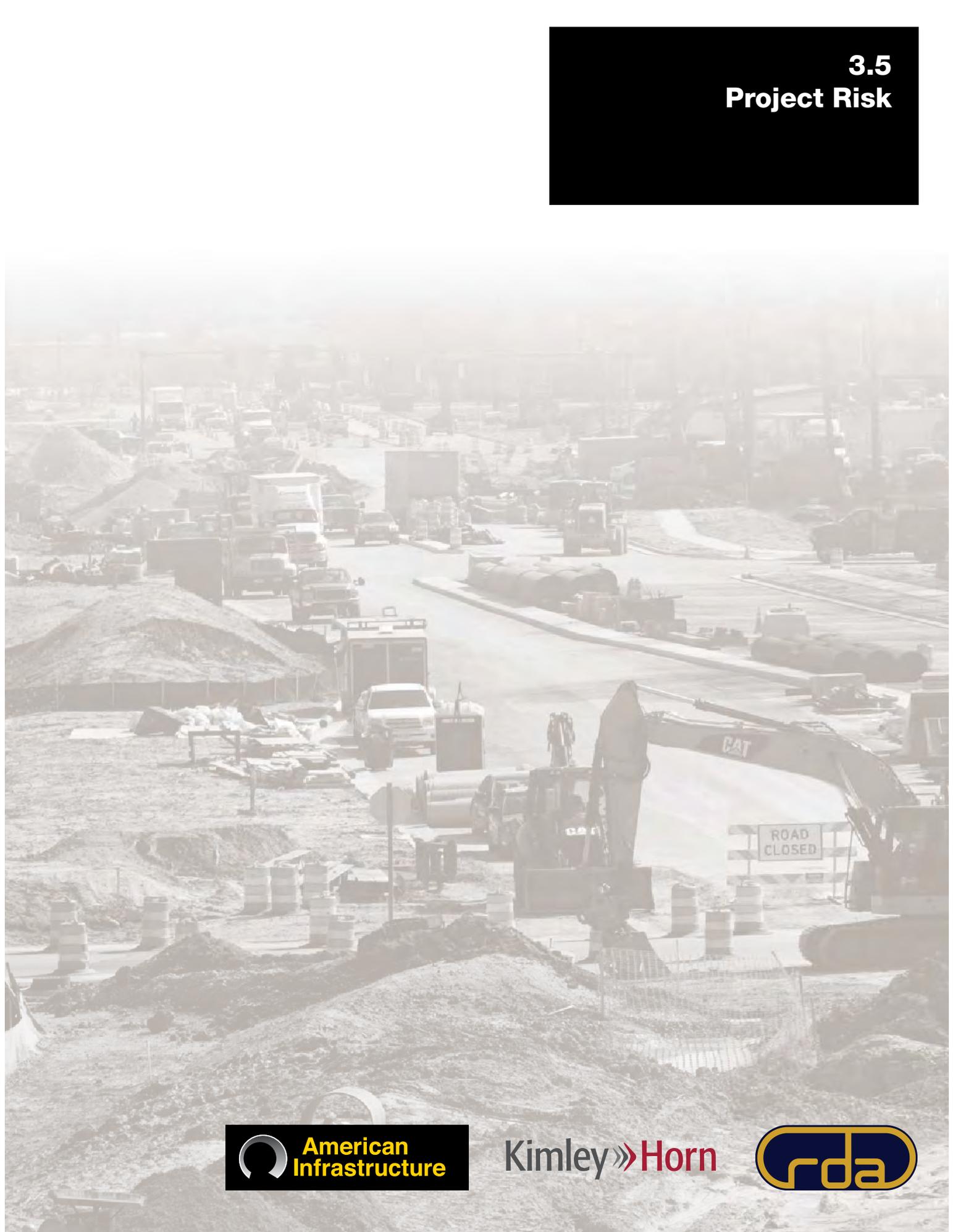
*Tye River NBL Bridge Replacement DB Project:* The AI Team **focused on partnering** between VDOT, the design and construction team to facilitate project delivery seven months ahead of schedule.

*City of Norfolk's Advanced Traffic Management System (ATMS):* KH has been providing **hands-on integration support** to upgrade signals in Downtown Norfolk from low-speed serial to broadband Ethernet networking including a deployment strategy for the remainder of the City's ATMS network. Signal timing, signal communications interconnect, and controller specifications all play a large role in the development of any successful intersection with continuous flow movements and principles.

*Regional ITS and Signal Projects:* KH has extensive **signal timing experience** including the micro-simulation models and timing implementations for the Norfolk LRT corridor through downtown. Some of the local and regional transportation planning and design projects successfully completed by KH include Norfolk RSA, Five Points, and Newport News Signal System Upgrades; Chesapeake and Portsmouth ATMS; Suffolk ITS Master Plan and I-64/Mercury Boulevard ITS upgrades; and the VDOT Eastern Region DMS retrofit.

*Boush Street Improvements:* KH worked **side by side with the City of Norfolk** to plan, design, and build \$15M of street and infrastructure improvements along the highly congested urban corridor of Boush Street in downtown Norfolk. KH was also heavily involved in construction engineering, assisting with utility relocation coordination and engineering solutions to resolve unforeseen conflicts.

**3.5**  
**Project Risk**



In preparation of this SOQ, the AI Team has reviewed the RFQ documents, visited the project site, and evaluated the existing site conditions including visual inspections of utilities, property access, and traffic flow/congestion along the corridor. After evaluation and consideration of the potential risks for the Project, our team has identified 1) Maintained of Traffic, 2) Utility Coordination, Relocations and Adjustments, and 3) Project Schedule as the three most critical project risks and the basis for discussion in this SOQ. These risks were selected over other risk area such as Traffic Operations, Stormwater Management/Drainage, Public Outreach, and Third Party coordination because their potential impacts to on-time on-budget delivery of the Project. To manage the risks associated with the construction of the Project, the AI Team will complete the requisite analysis, minimize potential impacts through design and construction optimization, and leverage our experience with similar risks through individual expertise and application of previous lessons learned.

### **MAINTENANCE OF TRAFFIC (MOT)**

**RISK DESCRIPTION:** The Military Highway corridor is congested and, based on VDOT's traffic report, motorists experience long queues (many over 500') and significant delay as they traverse the corridor. Many of the intersection movements along the corridor operate at LOS E or worse in the peak periods. The existing signals have been timed to maximize throughput along Military Highway; however, this results in longer delays on side streets and driveways. Queues of left-turning traffic often extend beyond the available storage and spill back into the through lanes, causing further delay and making it difficult for motorists to safely maneuver into the appropriate lanes. Further, the corridor has a high crash rate with 60% of the crashes being rear-end collisions, which indicates congested conditions where motorists are making unexpected movements. Project construction will require a well-developed Sequence of Construction (SOC) and orchestrated MOT Plan to prevent worsening of the existing congestion, provide safe passage for roadway users, and maintain access to adjacent properties.

**IMPACTS:** The SOC/MOT plan could create additional congestion within the corridor and on nearby routes, potential schedule delays, confusion for motorists, and unsafe access points for adjacent properties.

**Additional Congestion on Nearby Routes** The RFQ plans show mostly symmetrical project improvements requiring multiple traffic shifts to complete the work without closing travel lanes. Limited space under the I-64 bridges, construction of the Broad Creek culverts, and introduction of the unique CFI traffic pattern also present potential user challenges. Balancing travel way space with required construction zones and work areas will result in traffic congestion both in the corridor and on nearby routes.

**Construction Phasing** – Symmetrical widening requires working adjacent to traffic to construct the improvements, shifting traffic to completed work, and temporary transitions/tie-ins in order to shift traffic. Traffic splits along the existing roadway creating user confusion and work zone safety concerns. Poor soil and stream flow maintenance at Broad Creek further complicates the culvert construction and schedule.

**Safety and Access** – The project greatly increases the footprint of the Military Highway corridor, which allows more space for phased widening of the roadway but makes it more difficult to provide good access to adjacent properties. Providing access across the active work area exposes users and workers to additional conflicts and may cause confusion to motorists entering and exiting those cross-streets and driveways.

**Public Perception** – Stakeholders are anxious to see construction activities and have expressed support for the Project. Confusing traffic patterns, frequent or surprise changes, and increased congestion would quickly erode this support. Communicating planned changes to traffic patterns will be critical, especially prior to implementing the CFI movements.

**MITIGATION STRATEGIES:** Potential proactive mitigation strategies include utilizing excess property for MOT, expediting Broad Creek culvert construction, minimizing work space at the I-64 Bridges, conducting a proactive public awareness campaign, and coordinating utility relocations with roadway phasing.

**Utilize Excess Property** – Complete VDOT property takes along the western side of Military Highway provide more area than is required for the final CFI footprint. Utilizing this additional property for temporary widening was presented as an MOT concept at the public hearing for UPC 1765. The AI Team implemented

a similar strategy on the current B26 Hampton Blvd. project in Norfolk, in that Hampton Blvd. was temporarily relocated to the east to allow excavation of the existing roadway under the new railroad bridge. This MOT concept will be considered and verified for construction of the CFI. In conjunction with VDOT, we may also investigate the feasibility of shifting the CFI to the west, which would provide several additional benefits, including:

- Reducing the amount of temporary construction (saves time and money);
- Maintaining existing intersection traffic patterns for most of construction (reduces driver confusion);
- Avoiding utility conflicts along the east side of Military Highway, where feasible (expedites schedule);
- Reducing the property required along the east side of Military Highway (reduces ROW costs).

**Expedite Broad Creek Culvert Construction** – The proposed culvert replacement at Broad Creek is a significant impediment to maintaining all travel lanes during construction. According to VDOT’s VE Report, soil conditions require the proposed culvert to be supported by piles, increasing construction time and potential pavement damage due to pile driving vibration. Our team will investigate alternatives such as the use of geogrids, grout, or chemical stabilization to eliminate the need for piles to support the culvert.

**Minimize Work Space at the I-64 Bridges** – Space under the I-64 bridges is limited. To maintain all travel lanes and pedestrian accommodations, it will be necessary to phase construction and utilize techniques that minimize the work area. Slope protection can be replaced or modified without encroaching into existing travel lanes by using soil nail walls.

**Public Awareness Campaign** – The AI Team will work with VDOT and the City of Norfolk to keep stakeholders fully informed of the project progress and upcoming changes to traffic patterns. We will thoroughly investigate the likely effects of proposed changes, which may be a simple analysis using Synchro or HCS to estimate delays, or conduct simulation modeling to determine expected queue lengths and travel times.

**Coordination of Utility Relocations with Roadway Construction** – As discussed in the Utility Risk below, coordinating utility relocations with construction phasing will be critical for balancing utility relocations and traffic flow. AI recently worked extensively with VDOT to modify the SOC and MOT plans on the Lynnhaven Road project in Virginia Beach. The VDOT approved SOC assumed that existing conflicting utilities would be relocated prior to starting the storm drainage and roadway work.

*KH utilized simulation to assess traffic impacts of a nighttime shutdown of I-64 at Battlefield Blvd. Although modeling showed severe consequences of the shutdown, the closure was implemented with less than predicted traffic impacts. KH worked with VDOT to conduct a successful public outreach effort that informed the public to modify their travel patterns and avoid the area.*

However, the required water and sanitary sewer relocations would disable much of the existing storm drainage system and the new pipes would cross open travel ways at or above the existing grade. Rich Clifton, Scott Styfco, and Jeff Snow, all part of the AI Team for the Project, worked extensively to develop a new SOC and proposed changes to the storm drainage/utility designs and eliminate these conflicts to maintain traffic flow in this highly developed residential area.

**ROLE OF VDOT AND OTHER AGENCIES:** To minimize this risk, the AI Team will coordinate with VDOT and conduct over the shoulder reviews during the development of the SOC and MOT plans to minimize review times. Open communication with VDOT Traffic Operations Center will facilitate properly informing motorists and the media of project activities that could affect traffic operations on I-64. Signal operations will be coordinated with the City of Norfolk Traffic Operations Center.

**UTILITY COORDINATION, RELOCATIONS, AND ADJUSTMENTS**

**RISK DESCRIPTION:** The project involves multiple utility companies, both public and private, which comprise a large number of utilities throughout the corridor. The RFQ plans do not show proposed storm sewer facilities, which limits our ability to identify utility conflicts and assess the utility risk for the Project. However, due to the number of utilities and locations on both sides of Military Highway, significant conflicts are anticipated. The following companies are known to have facilities within the project limits:

- Verizon Virginia has aerial as well as underground copper and fiber optic communications lines;

- Dominion Virginia Power (DVP) has both aerial and underground power facilities;
- City of Norfolk has multiple water facilities, including a large raw water line;
- Virginia Natural Gas (VNG) has multiple gas facilities;
- Hampton Roads Sanitation District (HRSD) has multiple sanitary sewer lines of different sizes;
- Cox Communications (Cox) has both aerial and underground coax and fiber optic cable lines; and
- Adelphia Business (Level 3) has fiber optic facilities based on record information.

**IMPACTS:** Potential impacts of the risk associated with utilities include project cost, schedule, constructability, construction sequencing, and utility easements. Additional designation updates, unknown utility locations and large size/special order materials are significant factors that will have cost impacts. Private utility relocations that rely on execution of work by third party vendors may impact the schedule. The significant number of utilities and potential for conflicts creates difficulty in starting construction prior to relocations. The large nature of some utilities creates added constructability concerns.

*Verizon and DVP* – Existing power poles for aerial facilities shown on both sides of Military Highway were apparently undergrounded in early 2012. Since the utility survey has not been updated and line locations are unknown, it is difficult to assess the project impacts. Cost and schedule implications will vary depending on whether they are within ROW or dedicated easements.

*City of Norfolk* – Due to the large size of the City’s raw water line (48”) and the critical nature to Norfolk’s Moores Bridges Water Treatment Plant, shut downs will be limited and costly. A potential major impact to this line is evident at the entrance to the Norfolk Technical Center at Lake Herbert Drive. A relocation would be complicated due to the probable presence of an encasement pipe, vertical fittings, and utility congestion which presents challenges providing the required 10’ envelope around the line.

*Virginia Natural Gas* – Large facilities (12” and 16”) owned by VNG are anticipated to be steel transmission gas lines based on their size. Relocation would take significantly longer than standard PVC pipes, since welding is required at the joints and splices. Materials may have a longer lead time to acquire in large quantities and welders are in limited supply, all of which are a risk to the schedule. Large access pits are required at welding points for access and could be problematic based on the proximity of other utilities.

*Level 3* – Despite the indication that Level 3 does not occupy the corridor; utility information from Level 3 records indicates that a utility line is maintained within the corridor. Level 3 utilizes large special-made fiber optic cable which has a long procurement time and is costly compared to standard fiber optic cable.

*Norfolk Southern Railroad (NSRR)* – NSRR requires all utility crossings of their facilities to obtain a permit, for which they typically charge a large fee. Additionally, their response time to utility permit applications is historically slow which could delay utility relocations and jeopardize the schedule.

*AI’s coordination and construction experience with NS on the B26 Hampton Blvd. and Middle Ground Blvd. DB Projects positions the AI Team to successfully mitigate potential Railroad risks.*

**MITIGATION STRATEGIES:** Given that specific, physical impacts cannot be determined due to limited information at this time (e.g. lack of drainage design), our mitigation strategies are fairly broad and will be further defined as the procurement phase progresses. Our utility risk mitigation strategy include lessons learned from team experience and individual coordination expertise, early coordination with the utilities, supporting the utilities with enabling work, and coordination of activities.

*Experience and Expertise* – RDA maintains a successful track record of utility coordination with AI on VDOT DB Projects including Middle Ground Boulevard and I-581/Elm Avenue. LUCM, John Myers, worked for VDOT in the NOVA District for 14 years and was the Regional Utility Coordinator for the Northern Region. He has established working relationships with the utility companies impacted by the Project and currently serves as the Vice Chairman of the Northern Virginia Utility Cooperation Committee, a group of the area utility companies and transportation representatives that meet throughout the year to discuss policy improvements, advertisement schedules, and relocation industry challenges.

*Early and Continuous Coordination* – RDA will adhere to the steps and procedures laid out in the VDOT Utility Manual and has learned through experience on their VDOT DB projects that early and constant

communication is the key to successful relocations. Integration of the utility companies into the development of the Project will facilitate buy-in and ownership. Building a relationship with each utility representative promotes working with the DB Team and cooperation during field activities.

**Enabling Work** – The AI Team has found that supporting the utilities with enabling work for the Project reduces the associate schedule risks and creates a willingness to help achieve the project commitments. Our utility experts will prepare preliminary designs for any necessary relocations to reduce the workload to complete the P&E’s, ensure that no future conflicts arise, and expedite engineering efforts so that relocations can begin sooner. Our team will also assess undergrounding of aerial facilities and the potential to self-performing ductbank design and construction to further expedite relocations.

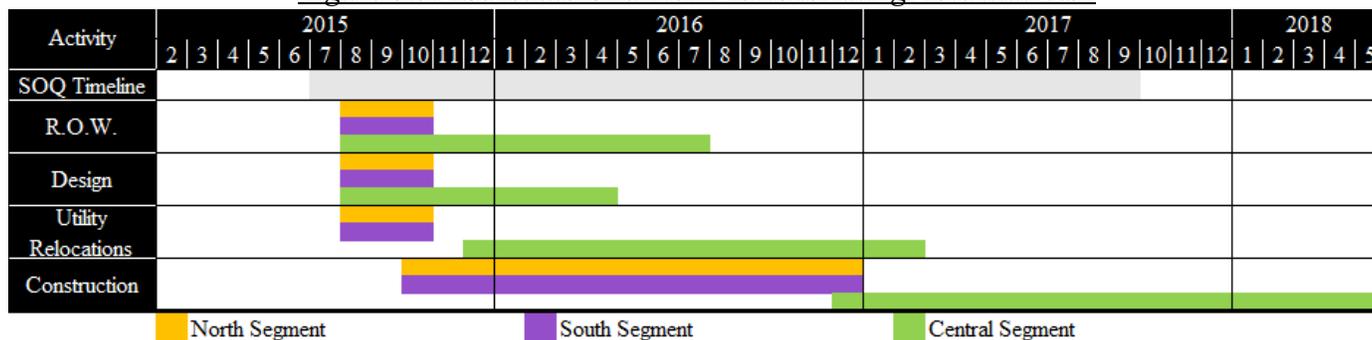
**Coordination of Activities** – Field coordination of utilities is critical to get utility companies to work simultaneously in the field and expedite relocation of secondary utilities on existing poles. These efforts will be coordinated such that they are staggered but not impeded by each other. Field coordination can also assist to expedite relocations in scheduling of fiber and copper cable splicing. Our team will coordinate with the workers performing these services to complete all splicing while onsite.

**ROLE OF VDOT AND OTHER AGENCIES:** The AI Team will follow the VDOT Utility Manual and policies and it is not foreseen that the Department will need to have any role in the procedure other than oversight. If extenuating circumstances should occur, for example Norfolk Southern not responding to utility permit applications in a timely manner, VDOT’s support would be requested. The private utility companies will be expected to attend the required meetings, submit relocation plans and estimates within the required timeframe, and perform their field relocations within the agreed upon timeframes. Public utility companies will be expected to review relocation plans in a timely manner.

**PROJECT SCHEDULE**

**RISK DESCRIPTION:** The AI Team’s initial review of the RFQ project timeline suggests that the schedule presents a significant risk to the Project. The schedule overview shown in Figure 3.5.1 was developed for further analysis and feasibility assessment. Based on this preliminary schedule, the significant phases of work that contribute to schedule risk are right-of-way acquisition, design, utility relocations, and construction.

*Figure 3.5.1 Schedule Overview Demonstrating Potential Risk*

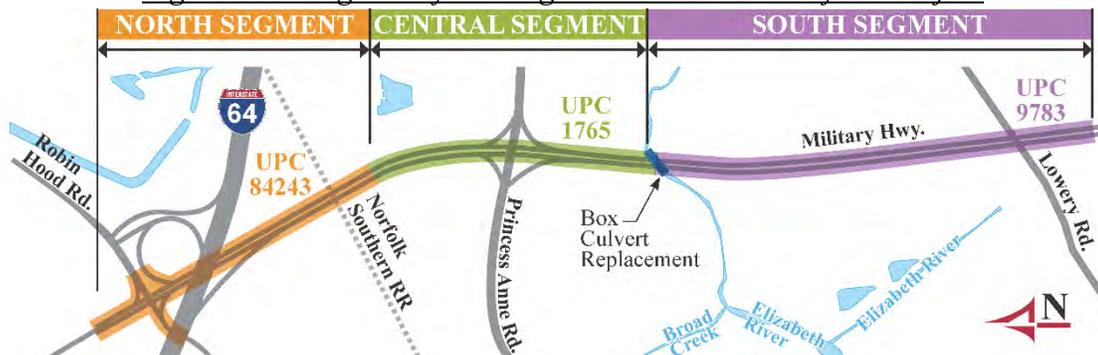


**Right of Way (ROW) Acquisition** –Acquisition of ROW must be completed prior to utility relocations and construction activities affecting the parcels. For the north and south segments, we understand that ROW acquisition may be completed prior to NTP. For the central segment, however, ROW acquisition appears to present a significant schedule risk. The ROW time period represents in Figure 3.5.1 includes the anticipated duration to perform appraisals, VDOT appraisal review/approval, negotiations, and building demolition. Acquisition could be further delayed by protracted negotiations and hazardous materials.

**Design** – The project incorporates three UPCs that we refer to the north, central and south segments (see Figure 3.5.2). Since the design has been progressed significantly for the north and south segments, finalizing the design is not anticipated to have a significant schedule impact. However, for the central segment, it is expected that finalizing the design will take at least 9 months. This timeline includes utility test pitting, relocation agreements, and DVP and Verizon design. During this time, environmental permitting and

geotechnical investigations will be conducted. Coordination with NSRR will be necessary, and the review and approval process could impact the project schedule.

*Figure 3.5.2 Segments for Design and Construction of the Project*



**Utility Relocations** – The utility relocation phase is substantial in duration and generally precedes the construction phase. Specific challenges stem mainly from the overhead utility companies that perform their own relocation work (DVP and Verizon). Existing poles for overhead lines limit construction activities and flexibility in temporary traffic alignment. In addition, Verizon typically will not perform its work until DVP is complete, which could create a 15-month period with little other significant construction work.

**Construction** – Considering the timeframes to secure ROW, complete design, and relocate utilities, there is approximately 7 months available to construct the majority of the improvements in the central segment of the Project prior to September 2017. Construction of the central segment must be coordinated with the other segments and includes 17 intersections, the NSRR crossing, and dozens of businesses/residences for this 2-mile stretch of urban/commercial corridor. Construction also requires coordination of traffic movements through multiple phases to construct the roadway and implement the final CFI traffic pattern.

**IMPACTS:** The schedule risks described above all have the ability to result in delays to the on-time delivery of the Project. Delays to the timeline identified in the RFP would result in continued operation of the corridor at a decreased level of service for a longer duration. An extended schedule could also result in negative public perception, a poor relationship between VDOT and the DB Team, and potentially increased construction costs. The extent and nature of these impacts will vary depending on whether an impact occurs during the procurement (pre-award phase), ROW, design, utility relocation, or construction phases.

**MITIGATION STRATEGIES:** The firms comprising the AI Team were selected to present VDOT with an intimate knowledge of the project area, a resume of successfully completed complex regional transportation projects, and a strong local presence with good relations with both VDOT and the City of Norfolk. This combined experience promotes strong communication and transparency amongst all stakeholders to swiftly navigate the design and construction of the Project. Our team’s experience, schedule management expertise, and the specific mitigation strategies associated with ROW acquisition, utility relocations, design, and construction support accelerating the project schedule as illustrated in Figure 3.5.3.

*Figure 3.5.3 Schedule Overview Incorporating Risk Mitigation*

Activity	2015												2016												2017												2018				
	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	
SOQ Timeline																																									
R.O.W.																																									
Design																																									
Utility Relocations																																									
Construction																																									

Legend: North Segment (Yellow), South Segment (Purple), Central Segment (Green)

**Schedule Development and Risk Assessment** – The AI Team’s approach to schedule risk mitigation begins during the procurement phase with the selection of the team members qualified to assess and identify risks to the project schedule. Our DBPM, CM, DM, and design leads will work closely with AI’s Schedule Manager to build a CPM schedule that establishes the duration, sequence, and underlying factors that contribute toward schedule risk or opportunity. After NTP, we will finalize the schedule and plan schedule management to include short or long-term acceleration, additional shifts, additional resources, and construction sequencing.

**ROW Acquisition** – VDOT’s Commencement of ROW acquisition for the central segment in advance of project award could abate 5 months of schedule impact, as illustrated in Figure 3.5.3. Other mitigation strategies for consideration include the VDOT’s direct involvement with the DB Team in the review and approval of parcel appraisals and participation in negotiations to ensure swift acquisition. In addition, VDOT may elect to contract building demolition work directly to expedite the work.

**Design** – With the Project being a combination of three UPCs, advancing the design in a segmented approach allows construction to start early in the north and south sections and attain progress independently in each area. For the north and south segments which entail the completion of the current designs, the focus will be to ensure that the current designs will be consistent with the design of the central segment. Design of these segments completed as early as possible to accelerate preliminary construction and utility relocations. In a parallel effort, the design for the central segment with CFI element will occur. While this segment will take longer to complete the design phase, construction will be focused on the improvements to the north and south segments, after which time the work focus will shift to the central segment.

**Utility Relocations** – As presented in the Utility Risk narrative above, the AI Team will investigate accelerating the utility work by completing relocations concurrently as opposed to sequentially. Upon NTP, we will conduct test pitting to verify existing conditions, advance the design, and expedite relocations.

**Construction** – Segmenting construction and shifting resources from the completed north and south segments to the central segment allows for steady allocation of resources which supports accelerating construction through multiple shifts and additional resources. Construction of the enlarged footprint for the CFI intersection will require the early acquisition of ROW, design, and utility relocations to construct the roadway improvements. Since this phase of work will have the shortest amount of time to construct, we have considered several possible mitigation strategies which include:

- Conducting the geotechnical investigations program and GDR following NTP;
- Optimizing the pavement section design based on highly compressible soils through the use of a mechanically stabilized layer (e.g. geogrid) and/or lightweight fill to reduce the pavement thickness;
- Completing construction activities such as ground improvement and/or the installation of a temporary trestle at the culvert location in advance of the full execution of that stage of work;
- Coordinating with NSRR to facilitate construction of modifications to the existing grade crossing (including utility crossings) during the early phases of construction; and
- Minimizing the construction of temporary pavement for temporary traffic configuration.

**ROLE OF VDOT AND OTHER AGENCIES:** To streamline the design and construction process, it will be critical that VDOT and the City of Norfolk work closely together to allow for timely review and approval of all documentation. It is also critical that a unified and proactive approach to public communication and relations be employed between the Team, VDOT, and the City of Norfolk.

*Following her role as Senior Engineer for the Airport Connector DB project, Jessica Colbert serves as Schedule Manager for AI’s Virginia Projects. Her hands-on construction experience allows her to develop, maintain, and manage reliable construction schedules and mitigate potential schedule risk in advance of an issue arising.*

**Appendix 3.2.6  
Affiliated/Subsidiary  
Companies**



## ATTACHMENT 3.2.6

### State Project No. 0165-122-V04

#### 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.

<input type="checkbox"/> <b>The Offeror does not have any affiliated or subsidiary companies.</b>
<input checked="" type="checkbox"/> <b>Affiliated and/ or subsidiary companies of the Offeror are listed below.</b>

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	American Infrastructure, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Myers Aviation Company, LLC	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	American Infrastructure-MD, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, LP	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	Devault Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Devault Crushed Stone Partners, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	The Myers Group, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Compass Quarries, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	AI Transport Co	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Independence Construction Materials, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	ICM of Maryland, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	ICM of Pennsylvania, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490

## **ATTACHMENT 3.2.6**

### **State Project No. 0165-122-V04**

#### **Affiliated and Subsidiary Companies of the Offeror**

Affiliate	ICM of Delaware, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	D. M. Stoltzfus & Son, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Elk Mills Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Cedar Hill Quarry Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Talmage Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	440 Twin Oaks Drive, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Jessup Asphalt Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Subsidiary	US 460 Mobility Partners, LLC	301 Concourse Blvd, Suite 300, Glen Allen, VA 23059

**Appendix 3.2.7  
Debarment Forms**



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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.

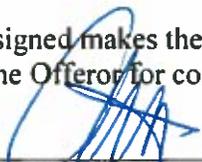
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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 Date 1/23/15

Vice President/General Manager  
Title

American Infrastructure-VA, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

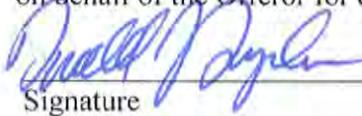
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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.

	1/23/2015	President
Signature	Date	Title

Froehling & Robertson, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

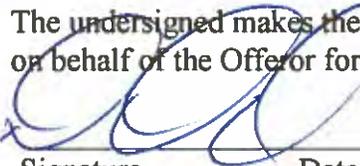
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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.

	1/29/15	Principal
Signature	Date	Title
D. Mark Scholefield, P.E.		
GET Solutions, Inc.		
Name of Firm		

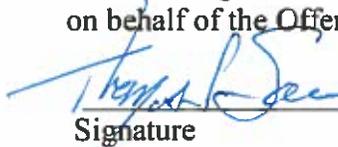
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 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.

	1/21/15	Vice President
Signature	Date	Title

**Kimley-Horn and Associates, Inc.**

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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.

*John V. Day*      1/29/2015      President  
Signature                      Date                      Title

Precision Measurements, Inc.  
Name of Firm

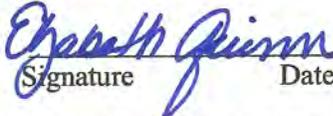
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 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                      Date                      Title

Quinn Consulting Services, Inc. \_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 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                      Date

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

\_\_\_\_\_  
Rinker Design Associates, P.C.  
Name of Firm

**Appendix 3.2.8  
VDOT Prequalification  
Evidence**



=====  
A1065  
AMERICAN DRAINAGE SYSTEMS, INC.  
PREQ. EXP : 01/31/2016

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
6415 ROBINSON RD                    173 - WICK DRAINS  
WAXHAW, NC 28173-0000  
PHONE : 704-843-5985  
FAX : 704-843-1834

BUSINESS CONTACT: CASE, JOHN EDWARD  
EMAIL: JCASE@WICKDRAINS.COM

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

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

=====  
G303  
AMERICAN INFRASTRUCTURE-VA, INC.  
PREQ. EXP : 01/31/2016

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
301 CONCOURSE BLVD                    002 - GRADING  
SUITE 300                                003 - MAJOR STRUCTURES  
GLEN ALLEN, VA 23059                    004 - ASPHALT CONCRETE PAVING  
PHONE : 804-290-8500                    007 - MINOR STRUCTURES  
FAX : 610-222-3308                    013 - ROADWAY MILLING  
    171 - SURFACE TREATMENT

BUSINESS CONTACT: MCDERMOTT, MATTHEW  
EMAIL: MATT.MCDERMOTT@AMERICANINFRASTRUCTURE.COM

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

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

**Appendix 3.2.9  
Evidence of  
Obtaining Bonding**



# ROSENBERG & PARKER®

S U R E T Y B O N D . C O M

*Philadelphia · Toronto*

January 29, 2015

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

Re: American Infrastructure-VA, Inc.  
Contract ID Number: C00001765DB81; State Project No. 0165-122-V04; Federal Project No.: STP-5403  
Military Highway Continuous Flow Intersection From: 0.023 Miles South of Lowery Rd. To: 0.230 Miles North of  
Interstate 64, Norfolk, VA

To Whom It May Concern:

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

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

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

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

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

Sincerely,

  
Christine A. Dunn  
Vice President

CAD/jrb

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



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

p 610.668.9100 • p 800.394.9200 • f 610.667.5200

info@suretybond.com • suretybond.com

**Appendix 3.2.10  
SCC and DPOR  
Registration  
Documentation**



## ATTACHMENT 3.2.10

### State Project No. 0165-122-V04

#### 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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>American Infrastructure-VA, Inc.</b>	<b>0113780-1</b>	<b>Corporation</b>	<b>Active</b>	<b>301 Concourse Blvd. Suite 300 Glen Allen, VA 23059</b>	<b>Class A Contractor</b>	<b>2701009872</b>	<b>12-31-2016</b>
<b>Froehling and Robertson, Inc.</b>	<b>0027211-2</b>	<b>Corporation</b>	<b>Active</b>	<b>W Greenbrier Commerce Park 833 Professional Pl Chesapeake, VA 23320</b>	<b>Engineering</b>	<b>0411000049</b>	<b>02-29-2016</b>
<b>Geotechnical Environmental and Testing Solutions, Inc. dba GET Solutions</b>	<b>0541847-0</b>	<b>Corporation</b>	<b>Active</b>	<b>204-B Grayson Rd Virginia Beach, VA 23462</b>	<b>Engineering</b>	<b>0407004018</b>	<b>12-31-2015</b>
<b>Kimley-Horn and Associates, Inc.</b>	<b>F042451-7</b>	<b>Foreign Corporation</b>	<b>Active</b>	<b>4500 Main Street, Suite 500, Virginia Beach, VA 23462</b>	<b>Engineering</b>	<b>0411000439</b>	<b>02-29-2016</b>
				<b>1700 Willow Lawn Drive, Suite 200, Richmond, VA 23230</b>	<b>Engineering</b>	<b>0411000202</b>	<b>02-29-2016</b>
<b>Precision Measurements, Inc.</b>	<b>0450436-1</b>	<b>Corporation</b>	<b>Active</b>	<b>851 Seahawk Cir Suite 103 Virginia Beach, VA 23452</b>	<b>Licensed Surveying</b>	<b>0407003345</b>	<b>12-31-2015</b>
<b>Quinn Consulting Services, Inc.</b>	<b>0492551-7</b>	<b>Corporation</b>	<b>Active</b>	<b>1801 Pleasure House Rd, Suites 101 &amp; 102 Virginia Beach, VA</b>	<b>Engineering</b>	<b>0411001133</b>	<b>02-29-2016</b>
<b>Rinker Design Associates, P.C.</b>	<b>0227062-7</b>	<b>Corporation</b>	<b>Active</b>	<b>4301 Dominion Blvd. Suite 100 Glen Allen, VA 23060</b>	<b>Professional Corporation Branch Office</b>	<b>0410000220</b>	<b>02-29-2016</b>
					<b>Real Estate Appraisal</b>	<b>4008001801</b>	<b>04-30-2016</b>

**ATTACHMENT 3.2.10**

**State Project No. 0165-122-V04**

**SCC and DPOR Information**

Rinker Design Associates, P.C.				9385 Discovery Boulevard, Suite 200 Manassas, VA 20109	Engineering, Licensed Surveying	0405000502	12-31-2015
					Real Estate Appraisal	4008001684	02-28-2015
Continued				927 Maple Grove Drive Suite 105 Fredericksburg, VA 22407	Engineering, Licensed Surveying	0410000156	02-29-2016
					Real Estate Appraisal	4008001739	04-30-2016

**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
Froehling and Robertson, Inc.	John Pitman Sensabaugh	Chesapeake, VA	5233 Quarry Lane Virginia Beach, VA 23464	Professional Engineer	0402015788	07-31-2015
Froehling and Robertson, Inc.	Matthew DuBois	Chesapeake, VA	800 Southwind Drive Apt. 205 Chesapeake, VA 23320	Professional Engineer	0402051528	05-31-2015
GET Solutions	David Mark Scholefield	Virginia Beach, VA	204 Grayson Rd Virginia Beach, VA 23462	Professional Engineer	0402033932	04-30-2016
Kimley-Horn and Associates, Inc.	William Francis Mackey, Jr.	Virginia Beach, VA	616 Spence Farm Court Beach, VA 23457	Professional Engineer	0402029062	02-28-2015
Kimley-Horn and Associates, Inc.	Timothy Earl White	Richmond, VA	17483 Pouncey Tract Road Rockville, VA 23146	Professional Engineer	0402028905	07-31-2015
Quinn Consulting Services, Inc.	Thomas Alan Druhot	Virginia Beach VA	1801 Pleasurehouse Rd, Suite 101 Virginia Beach, VA 23455	Professional Engineer	0402021446	07-31-2016

**Please note: The SCC website will be unavailable Thursday, January 22, from 6 p.m. to 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL ON CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor



CISM0180

CORPORATE DATA INQUIRY

01/22/15

16:12:55

CORP ID: 0113780 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/19/13  
 CORP NAME: American Infrastructure-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  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 15 0025 DATE: 10/16/14 HENRICO COUNTY  
 CURRENT AR#: 214 15 0025 DATE: 10/16/14 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 14 670.00 100,000

(Screen Id:/Corp\_Data\_Inquiry)

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

NUMBER  
2701009872

EXPIRES ON  
12-31-2016

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

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

**AMERICAN INFRASTRUCTURE-VA INC  
301 CONOURSE BLVD  
SUITE 300  
GLEN ALLEN, VA 23059**



*John W. DeBoer*  
John W. DeBoer, 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)

(DETACH HERE)

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

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



**AMERICAN INFRASTRUCTURE-VA INC  
301 CONOURSE BLVD  
SUITE 300  
GLEN ALLEN, VA 23059**

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

(FOLD)

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.

**Please note: The SCC website will be unavailable Thursday, January 22, from 6 p.m. to 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL OF CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

01/22/15

16:12:07

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

R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216

ACCEPTED AR#: 214 13 2353 DATE: 09/08/14 RICHMOND CITY

CURRENT AR#: 214 13 2353 DATE: 09/08/14 STATUS: A ASSESSMENT INDICATOR: 0

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

---

(Screen Id:/Corp\_Data\_Inquiry)

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

EXPIRES ON  
02-29-2016

NUMBER  
0411000049

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

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



*Nick A. Christner*  
Nick A. Christner, Interim 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)

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL OF CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor

Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

01/23/15

16:10:51

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

---

(Screen Id:/Corp\_Data\_Inquiry)

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

EXPIRES ON

12-31-2015

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

NUMBER

0407004018

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

**PROFESSIONS: ENG**

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



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**

**BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407004018 EXPIRES: 12-31-2015  
PROFESSIONS: ENG**



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

(DETACH HERE)

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

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

**Please note: The SCC website will be unavailable Thursday, January 22, from 6 p.m. to 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL OF CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

01/22/15

16:10:43

CORP ID: F042451 - 7 STATUS: 00 ACTIVE STATUS DATE: 05/29/86  
 CORP NAME: KIMLEY-HORN AND ASSOCIATES, INC.

DATE OF CERTIFICATE: 02/10/1983 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: NC NORTH CAROLINA 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  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 50 8886 DATE: 02/18/14 HENRICO COUNTY  
 CURRENT AR#: 214 50 8886 DATE: 02/18/14 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	670.00				670.00	100,000

---

(Screen Id:/Corp\_Data\_Inquiry)

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

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000439

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

PROFESSIONS: ENG

KIMLEY-HORN AND ASSOCIATES INC  
4500 MAIN STREET  
SUITE 500  
VIRGINIA BEACH, VA 23462



*Nick A. Christner*  
Nick A. Christner, Interim Director

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

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**  
BOARD FOR APELSCIDIA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000439 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
KIMLEY-HORN AND ASSOCIATES INC  
4500 MAIN STREET  
SUITE 500  
VIRGINIA BEACH, VA 23462



(DETACH HERE)

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

(FOLD)

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

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

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

EXPIRES ON  
02-29-2016

NUMBER  
0411000202

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

PROFESSIONS: ENG

KIMLEY-HORN AND ASSOCIATES INC  
1700 WILLOW LAWN DR SUITE 200  
RICHMOND, VA 23230



*Nick A. Christner*  
Nick A. Christner, Interim Director

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

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000202 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
KIMLEY-HORN AND ASSOCIATES INC  
1700 WILLOW LAWN DR SUITE 200  
RICHMOND, VA 23230



(DETACH HERE)

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

(FOLD)

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.

10010 (7/11) 107028-3

**Please note: The SCC website will be unavailable Thursday, January 22, from 6 p.m. to 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL OF CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

01/22/15

16:13:31

CORP ID: 0450436 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/22/13  
 CORP NAME: PRECISION MEASUREMENTS, INC.

DATE OF CERTIFICATE: 07/24/1995 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: DOUGLAS W DAVIS

STREET: WYNNGATE BUSINESS PARK AR RTN MAIL:  
 516 BAYLOR CT

CITY: CHESAPEAKE STATE : VA ZIP: 23320

R/A STATUS: 4 ATTORNEY EFF. DATE: 06/04/02 LOC : 236

ACCEPTED AR#: 214 09 1795 DATE: 06/11/14 CHESAPEAKE CITY

CURRENT AR#: 214 09 1795 DATE: 06/11/14 STATUS: A ASSESSMENT INDICATOR: 0

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

---

(Screen Id:/Corp\_Data\_Inquiry)

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

EXPIRES ON  
12-31-2015

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

NUMBER  
0407003345

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC  
851 SEAHAWK CIR  
SUITE 103  
VIRGINIA BEACH, VA 23452



*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)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION

NUMBER: 0407003345 EXPIRES: 12-31-2015

PROFESSIONS: LS

PRECISION MEASUREMENTS INC

851 SEAHAWK CIR

SUITE 103

VIRGINIA BEACH, VA 23452



(DETACH HERE)

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

(FOIL)

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.

**Please note: The SCC website will be unavailable Thursday, January 22, from 6 p.m. to 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL ON CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

01/22/15

16:14:13

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

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

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

(Screen Id:/Corp\_Data\_Inquiry)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION**

**COMMONWEALTH OF VIRGINIA**

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

Telephone: (804) 367-8500

EXPIRES ON

02-29-2016

NUMBER

0411001133

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

**PROFESSIONS: ENG**

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



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

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

(POCKET CARD) **COMMONWEALTH OF VIRGINIA**

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



(DETACH HERE)

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

(Fold)

*Jay W. DeBoer*  
Jay W. DeBoer, Director

**Please note: The SCC website will be unavailable Thursday, January 22, from 6 p.m. to 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL OF CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

S  
Cor



CISM0180

CORPORATE DATA INQUIRY

01/22/15

16:14:44

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

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				190.00	20,000

(Screen Id:/Corp\_Data\_Inquiry)

**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

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

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

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

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

EXPIRES ON  
04-30-2016

NUMBER  
4008001801

REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION

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



*Nick A. Christner*  
Nick A. Christner, Interim Director

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

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

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

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**

BOARD FOR APELSCIDLA  
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

**02-28-2015**

NUMBER

**4008 001684**

**REAL ESTATE APPRAISER BOARD  
BUSINESS REGISTRATION**

**RINKER DESIGN ASSOCIATES PC**

**9385 DISCOVERY BOULEVARD SUITE 200**

**MANASSAS VA 20109**



*Gordon N. Dixon*

Gordon N. Dixon, Director

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

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

EXPIRES ON

02-29-2016

NUMBER

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

07-31-2015

NUMBER

0402015788

8950 Mayland Dr., Suite 400, Richmond, VA 23253  
Telephone: (804) 267-8500

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

JOHN PITMAN SENSABAUGH  
5233 QUARRY LANE  
VIRGINIA BEACH, VA 23464



*Gordon N. Dixon*  
Gordon N. Dixon, Director

ALL INFORMATION ON THIS DOCUMENT MUST BE KEPT CONFIDENTIAL. IT IS THE PROPERTY OF THE BOARD OF PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS, AND LANDSCAPE ARCHITECTS. IT IS TO BE KEPT IN THE OFFICE OF THE BOARD OF PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS, AND LANDSCAPE ARCHITECTS.

(SEE REVERSE SIDE FOR NAME ADDRESS ADDRESS CHANGE)

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

EXPIRES ON  
05-31-2015

NUMBER  
0402051528

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

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

**MATTHEW E DUBOIS  
800 SOUTHWIND DR  
APT 205  
CHESAPEAKE, VA 23320**



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

*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**

**BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402051528 EXPIRES: 05-31-2015**

**MATTHEW E DUBOIS  
800 SOUTHWIND DR  
APT 205  
CHESAPEAKE, VA 23320**



(DETACH HERE)

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

(FOLD)

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.

10010 (7/11) 107028-3

**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

0402033932

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

DAVID MARK SCHOLEFIELD  
204 GRAYSON ROAD  
VIRGINIA BEACH, VA 23462



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)

*Nick A. Christner*  
Nick A. Christner, Interim Director

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

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

EXPIRES ON

02-28-2015

NUMBER

0402029062

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

**WILLIAM FRANCIS MACKEY JR  
616 SPENCE FARM CT  
VIRGINIA BEACH, VA 23457**



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)

*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  
07-31-2015

NUMBER  
0402028905

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

**TIMOTHY EARL WHITE  
17483 POUNCEY TRACT ROAD  
ROCKVILLE, VA 23146-1602**



*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)

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

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

EXPIRES ON

07-31-2016

NUMBER

0402021446

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

THOMAS ALAN DRUHOT  
VDOT  
1801 PLEASUREHOUSE RD  
SUITE 101  
VIRGINIA BEACH, VA 23455

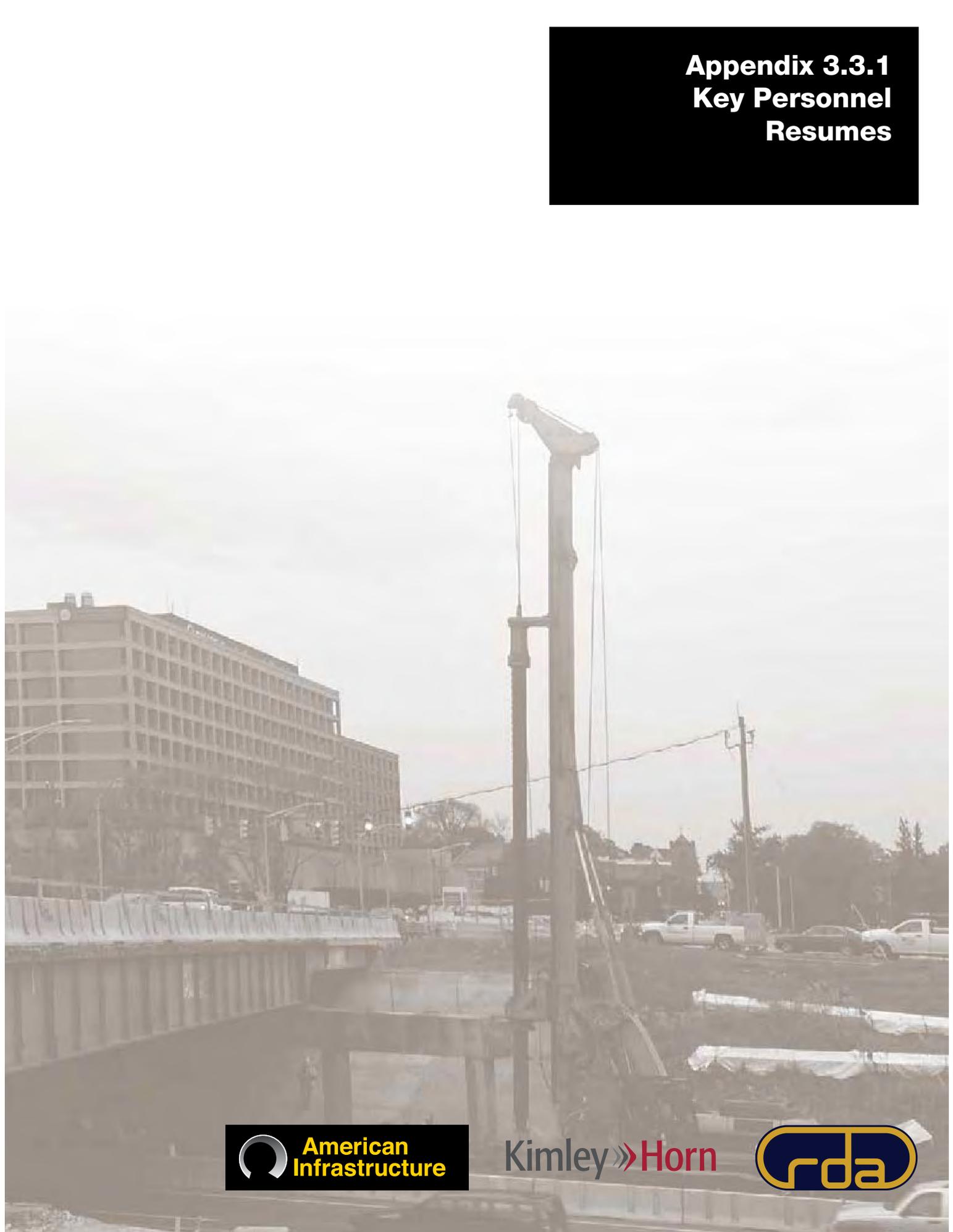


*Jay W. DeBoer*  
Jay W. DeBoer, Director

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)

**Appendix 3.3.1  
Key Personnel  
Resumes**



# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title: <b>EDWARD HILFERTY, VICE PRESIDENT OF CONSTRUCTION</b>			
b. Project Assignment: <b>DESIGN-BUILD PROJECT MANAGER (DBPM)</b>			
c. Name of Firm with which you are now associated: <b>AMERICAN INFRASTRUCTURE (AI)</b>			
d. Years experience: With this Firm <u>18</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>AMERICAN INFRASTRUCTURE (AI), VP OF CONSTRUCTION (2012–2015):</b> Mr. Hilferty is responsible for overall management of the construction process, including managing design-build projects, construction quality management, and contract administration. He manages all coordination with owners (including VDOT) and other stakeholders and is responsible for customer satisfaction. He oversees project planning and scheduling work activities, submittals, pay estimates, and safety for all phases of construction. His responsibilities include overall management of the design and construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. <b>AMERICAN INFRASTRUCTURE, SENIOR PROJECT MANAGER (2002–2012):</b> As Senior Project Manager, Mr. Hilferty was responsible for managing all aspects of his projects including planning and scheduling work activities, coordination with the owner and other stakeholders, design consultants, private utility owners, and public outreach for all phases of construction. He oversaw the field construction activities to ensure project delivery met or exceeded all expectations of quality, safety, environment, schedule, and budget. Mr. Hilferty simultaneously managed up to 10 projects for a combined value of \$125M. <b>AMERICAN INFRASTRUCTURE, PROJECT MANAGER (1997–2002):</b> Mr. Hilferty managed all aspects of his projects which ranged in value up to \$55M. His responsibilities included: planning and scheduling work activities, engineering, submittals, pay estimates, coordination with owner, subcontractors, suppliers and other stakeholders, customer satisfaction, and safety for all phases of construction. Mr. Hilferty supervised multiple Project Engineers. <b>SUMMARY OF RELEVANT EXPERIENCE</b> <ul style="list-style-type: none"><li>▪ 24 Years’ Experience</li><li>▪ Design Oversight</li><li>▪ Quality Management</li><li>▪ 4 Successful Projects as DBPM</li><li>▪ DBPM on 2 VDOT DB Projects</li><li>▪ Complex MOT Planning/ Execution</li><li>▪ Highway/Intersection Reconfigurations</li><li>▪ Railroad Coordination</li><li>▪ Bridge Construction Expertise</li></ul>			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Drexel University, Philadelphia, PA/BS/1994/Civil Engineering			
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A			
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. <b>VDOT Middle Ground Boulevard Extension Design-Build Project, Newport News, VA (\$39.5M)</b> <ol style="list-style-type: none"><li>1. This project extends Middle Ground Boulevard from its termini at Route 143 (Jefferson Avenue) to Route 60 and constructs 1.2 miles of primarily new mainline four-lane divided highway, widens Jefferson Avenue and Warwick Boulevards to provide turn lanes to the new roadway, and includes intersection improvements. Additional scope of work includes a bridge over CSXT Railroad; public and private utility relocations; ROW acquisition; and reconstruction of private and commercial entrances. Coordination was required with the City of Newport News and HRSD to accommodate future growth in the area. An alternative TMP implemented a short detour to keep two lanes of traffic open</li></ol> <table border="0"><tr><td style="vertical-align: top;"><b>Relevance to the Project</b></td><td style="vertical-align: top;"><ul style="list-style-type: none"><li>✓ VDOT Design-Build Project</li><li>✓ Intersection Modifications</li><li>✓ Bridge over CSXT Railroad</li><li>✓ Minimized Traffic Impacts</li><li>✓ Utility Relocation/Coordination</li><li>✓ Partnering with the City</li></ul></td></tr></table>		<b>Relevance to the Project</b>	<ul style="list-style-type: none"><li>✓ VDOT Design-Build Project</li><li>✓ Intersection Modifications</li><li>✓ Bridge over CSXT Railroad</li><li>✓ Minimized Traffic Impacts</li><li>✓ Utility Relocation/Coordination</li><li>✓ Partnering with the City</li></ul>
<b>Relevance to the Project</b>	<ul style="list-style-type: none"><li>✓ VDOT Design-Build Project</li><li>✓ Intersection Modifications</li><li>✓ Bridge over CSXT Railroad</li><li>✓ Minimized Traffic Impacts</li><li>✓ Utility Relocation/Coordination</li><li>✓ Partnering with the City</li></ul>		

and minimize safety risks. As DBPM, Mr. Hilferty is responsible for the overall successful of the Project and provides oversight for of all aspects of the work being performed. Mr. Hilferty has supported the construction team to supplement the project with additional resources to facilitate timely completion and has allocated five additional construction crews for pipe, grading, and concrete work to recover schedule. He has worked collaboratively with VDOT to complete the project promptly and with transparency.

2. AI; Design-Build Project Manager 3. May 2014 – Anticipated February 2015

**I-581/Elm Avenue Interchange Improvements Design-Build Project, Newport News, VA (\$20.4)**

1. Complete roadway and bridge design and construction for 0.3 miles of widening and reconstruction on Elm Avenue to include the replacement of two bridges (one over I-581 and the other over the Norfolk Southern Railroad). The project also includes reconstruction of all four ramps to provide additional capacity and improve traffic flow. Finally the project includes guardrail replacement along I-581 to current standards along with the replacement of a 60-inch pipe crossing with an 84-inch pipe which was originally designed using micro-tunneling technology. Mr. Hilferty’s leadership as DBPM has resulted in schedule improvements and productivity gains through adjustment of MOT sequencing and changes/additions to resources allocated to the project.

**Relevance to the Project**

- ✓ VDOT Design-Build Project
- ✓ Intersection Modifications
- ✓ Structures/Bridges
- ✓ Urban Principal Arterial
- ✓ Signalization
- ✓ Railroad Coordination
- ✓ Challenging MOT
- ✓ Utility Relocations
- ✓ Coordination with the City

2. AI; Project Manager 3. May 2014 – Anticipated June 2015

**US 40 at MD 715 Interchange Improvements Design-Build Project, Harford Co., MD, (\$17.7M)**

1. Reconstruction of the interchange at US 40 and MD 715 and widening of MD 715 from 4 lanes to 6. The project, adjacent to the Aberdeen Proving Grounds (APG), was designed to accommodate additional military personnel relocated as part of the BRAC initiative and improving access for over 8,700 vehicles arriving at APG each morning. The scope included bridge widening and 2.4 miles of roadway improvements with extensive MOT detour plans to minimize construction impacts. AI managed utility relocations by BG&E (electric/gas), Verizon, and Comcast. Mr. Snow was responsible for collaborating with the design team, providing construction input into design, managing construction operations including schedule and resource management, safety and subcontractor management, and quality control. He coordinated construction with Harford County and the City of Aberdeen as well as MD SHA.

**Relevance to the Project**

- ✓ Design-Build
- ✓ Intersection Reconfiguration
- ✓ Structures
- ✓ Highway/Interchange
- ✓ Challenging MOT
- ✓ Utility Coordination/Relocation
- ✓ Coordination with the City

2. AI; Design-Build Project Manager 3. Oct. 2010 – July 2012

**I-695 from I-97 to Route 10 Design-Build Project, Anne Arundel, County, MD (\$9.5M)**

1. Interstate Design-Build improvement project consisting of three miles of interstate widening long I-695 from Interstate 97 to Route 10. Project included geotechnical investigations, SWM, drainage, excavation, stone and pavement. The Project required extensive MOT for uninterrupted traffic flow on I-695. The Project also required SWM upgrades for existing facilities and the construction of new SWM, including environmental issues and permitting related to Waters of the US, including wetlands. Mr. Hilferty was responsible for all aspects of design and construction including QA/QC, owner communication, facilitating design and construction collaboration, construction oversight / management, subcontractor coordination, safety, schedule and budget. This project was delivered 6 months ahead of schedule.

**Relevance to the Project**

- ✓ Design-Build Project
- ✓ Highway Improvements
- ✓ Challenging MOT

2. AI; Design-Build Project Manager 3. Dec. 2000 – July 2001

**I-95 Express Toll Lanes (ETLs) from I-695 to Campbell Blvd., White Marsh, MD, (\$53.7M)**

1. Construction of 1.8 miles of I-95 including contingent repairs to the existing MD 43 bridges over I-95. The existing eight-lane divided highway was reconfigured to eight general purpose lanes and four ETLs. AI safely maintained four lanes of traffic through this congested corridor at all times and completed this project within schedule and budget. Utility coordination was required to address conflicts with Level 3 fiber optic lines. The most challenging aspect of this project was maintaining four lanes of traffic through this congested corridor while widening and was complicated by the phased replacement of a deteriorating major pipe culvert under the entire width of I-95. Mr. Hilferty was responsible for all aspects of project including owner coordination, roadway, earthwork and utility construction, TMP / MOT, subconsultant management, bridge repairs, safety, schedule and budget. Despite the high volumes of traffic and challenging weather conditions, AI completed this project ahead of schedule and under budget.

**Relevance to the Project**

- ✓ Highway/Interchange
- ✓ Bridge Construction
- ✓ Challenging MOT
- ✓ Utility Coordination/Relocation

2. AI; Project Manager 3. May 2008 – Dec. 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.

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

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title:	<b>THOMAS DRUHOT, P.E., CCM, DBIA</b>		
b. Project Assignment:	<b>QUALITY ASSURANCE MANAGER (QAM)</b>		
c. Name of Firm with which you are now associated:	<b>QUINN CONSULTING SERVICES (QCS)</b>		
d. Years' experience: With this Firm <u>&lt;1</u> Years With Other Firms <u>29</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):	<p><b>QUINN CONSULTING SERVICES, DB QA/QC MANAGER; JUNE 2014 – PRESENT:</b> Responsible for all Quality Assurance activities and monitoring of Quality Control for compliance with the approved QA/QC Plan, VDOT QA/QC Design-Build Manual minimum requirements, and other relevant documents incorporated into the VDOT DB contracts.</p> <p><b>VDOT, AREA CONSTRUCTION ENGINEER, HAMPTON ROADS DISTRICT; 2003 – JUNE 2014:</b> Responsible for CM oversight of maintenance and construction projects ranging from \$300K to over \$108M, including QA/QC documentation for assigned VDOT projects. Routinely partnered with Contractors to resolve field changes while maintaining VDOT specifications and quality and was involved with stakeholder coordination to resolve construction issues. <i>Received VDOT Hampton Roads Materials Division Award for consistent quality assurance documentation.</i> Consistently met or exceeded VDOT goals for single season and multi-year projects for Environmental Compliance, Safety, DQIP, On-time Completion and On-budget Completion.</p> <p><b>THE LOUIS BERGER GROUP, DIVISION / PROGRAM MANAGER; 1992 – 2003:</b> Responsible for division operations and profitability that included a nine states area for design and CEI services and implemented consistent QA/QC procedures and policies for division offices. Coordinated development and use of VDOT documentation, cost and payment tracking system and trained VDOT staff and 35 inspectors in programs use. Provided monthly management reports to VDOT with detailed contractor costs, schedule adherence, progress and budgets. Served as CEI Program Manager for \$160 million construction for the VDOT I-81 /Route 460 Christiansburg Interchange project, the Route 460 Bypass of Blacksburg, and Route 460 Bypass of Christiansburg which included coordinating activities among three prime contractors and assisting with design conflict resolution, construction staging conflicts and detours.</p> <p><b>SUMMARY OF RELEVANT EXPERIENCE</b></p> <ul style="list-style-type: none"> <li>▪ 30 Years VDOT Quality Experience</li> <li>▪ Local Expertise with VDOT</li> <li>▪ Active Virginia PE, CCM, DBIA, and VDOT Certifications</li> <li>▪ QAM on 2 DB Projects</li> <li>▪ HR District</li> </ul>		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>Purdue University, West Lafayette, IN / B.S.C.E./1985-- Civil Engineering</p> <p>Fordham University, New York, NY / M.B.A./1989-- Finance and Accounting</p>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1990/Professional Engineer/040202144		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p> <p><b>VDOT Middle Ground Boulevard Extension Design-Build, Newport News, VA (\$39.8M)</b></p> <table border="0"> <tr> <td style="vertical-align: top;"> <ol style="list-style-type: none"> <li>1. This roadway widening FHWA/VDOT Design-Build project includes the construction of a six-lane divided limited access highway; intersection improvements to major arterial roads (Jefferson Avenue and Warwick Boulevard); HRSD force mains; City of Newport News water and sewer mains; fiber optic signal coordination; sound barriers; and a new bridge over the CSXT Railroad. Mr. Druhot's responsibilities included overseeing initial RFQ/RFP development and DB selection, providing quality assurance plan review, scope validation, negotiations and work orders, overseeing design review process, overseeing ROW procurement and relocation, coordination of public relations outreach, providing IA/IV coordination</li> </ol> </td> <td style="vertical-align: top; padding-left: 20px;"> <p><b>Relevance to the Project</b></p> <ul style="list-style-type: none"> <li>✓ VDOT DB Project</li> <li>✓ Two Intersections with Major Arterial Roads</li> <li>✓ Utility Relocations</li> <li>✓ Railroad Crossing</li> <li>✓ Integrated Signal System to Local Jurisdiction</li> </ul> </td> </tr> </table>	<ol style="list-style-type: none"> <li>1. This roadway widening FHWA/VDOT Design-Build project includes the construction of a six-lane divided limited access highway; intersection improvements to major arterial roads (Jefferson Avenue and Warwick Boulevard); HRSD force mains; City of Newport News water and sewer mains; fiber optic signal coordination; sound barriers; and a new bridge over the CSXT Railroad. Mr. Druhot's responsibilities included overseeing initial RFQ/RFP development and DB selection, providing quality assurance plan review, scope validation, negotiations and work orders, overseeing design review process, overseeing ROW procurement and relocation, coordination of public relations outreach, providing IA/IV coordination</li> </ol>	<p><b>Relevance to the Project</b></p> <ul style="list-style-type: none"> <li>✓ VDOT DB Project</li> <li>✓ Two Intersections with Major Arterial Roads</li> <li>✓ Utility Relocations</li> <li>✓ Railroad Crossing</li> <li>✓ Integrated Signal System to Local Jurisdiction</li> </ul>
<ol style="list-style-type: none"> <li>1. This roadway widening FHWA/VDOT Design-Build project includes the construction of a six-lane divided limited access highway; intersection improvements to major arterial roads (Jefferson Avenue and Warwick Boulevard); HRSD force mains; City of Newport News water and sewer mains; fiber optic signal coordination; sound barriers; and a new bridge over the CSXT Railroad. Mr. Druhot's responsibilities included overseeing initial RFQ/RFP development and DB selection, providing quality assurance plan review, scope validation, negotiations and work orders, overseeing design review process, overseeing ROW procurement and relocation, coordination of public relations outreach, providing IA/IV coordination</li> </ol>	<p><b>Relevance to the Project</b></p> <ul style="list-style-type: none"> <li>✓ VDOT DB Project</li> <li>✓ Two Intersections with Major Arterial Roads</li> <li>✓ Utility Relocations</li> <li>✓ Railroad Crossing</li> <li>✓ Integrated Signal System to Local Jurisdiction</li> </ul>		



to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards, participating in monthly progress reviews, assisting contractors with VDOT multiple discipline work streamlining processes, keeping the contractor on schedule, and providing QA documentation review and payment verification.

2. VDOT; Owner's Responsible Engineer

3. February 2010 – June 2014

**Route 1 Improvements at Telegraph Road at Quantico Marine Base DB, Stafford County, Virginia (\$4M)**

1. The intersection at Route 1 and Telegraph Road provides critical access to a Department of Defense facility on the Marine Corps Base Quantico (MCBQ). The project involved the widening of US Route 1 with added turn lanes at the intersection with Telegraph Road. During excavation, the contractor uncovered abandoned fuel tanks. HAZMAT mitigation was coordinated with VDOT's statewide contractor. Mr. Druhot was responsible to stop any work not being performed in accordance with the contract requirements. He conducted QA preparatory inspection meetings prior to the start of any new work. He was responsible for overseeing and directing the independent quality assurance testing and inspections; comparing the QA and QC tests to ensure they were within tolerances; reviewing and approving sources of materials; and certifying that the work was completed in accordance with the contract documents.

**Relevance to the Project**

- ✓ QAM for Design-Build Project with VDOT Specs
- ✓ Heavily Congested US Route 1 Widening
- ✓ Public Utility Relocation

2. QCS; Quality Assurance Manager

3. June 2014 – October 2014

**I-564 Intermodal Connector Design-Build, Norfolk, VA (~\$95M)**

1. The I-564 Intermodal Connector Project will provide a safe, high speed, connection from existing I-564 to Norfolk International Terminals and Naval Station Norfolk. The project is approximately 2.82 miles of new four-lane limited access highway and reconfigures a commercial vehicle inspection station for the naval station. Proposed improvements include construction of an interchange, bridges and local connectors, and SWM facilities. Mr. Druhot worked closely with the DB Contractor and the Eastern Federal Lands Division of the FHWA in preparing the project specific QA/QC Plan that follows both the requirements as set forth in VDOT's Minimum Standards for QA/QC on Design-Build and PPTA Projects as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA.

**Relevance to the Project**

- ✓ QAM for Design-Build Project with VDOT Specs
- ✓ Private and Public Utility Relocations
- ✓ Railroad Re-alignment
- ✓ Interstate Widening
- ✓ Coordination with the City of Norfolk

2. QCS; Quality Assurance Manager

3. October 2014 – Anticipated August 2018

**Warwick Boulevard Widening Phase 1, 2 and 3, Newport News, VA (\$42.2M)**

1. Phase 1 provided extensive improvements for the intersection of Warwick and J. Clyde Morris boulevards including; new dedicated right turn lanes from every direction; upgraded utilities; widening the road to three lanes in each direction, new lighting; new Opticom emergency vehicle-sensitive traffic signals; and a new designated right turn lane, from J. Clyde Morris Boulevard onto Warwick Boulevard. Phase 2 incorporated storm water, sewer and water supply line relocation and upgrades on Warwick Boulevard from Nutmeg Quarter to Nettles Drive. Phase 3 widened Warwick Boulevard to three lanes in each direction, from Nettles to Nutmeg Drive, as well as upgraded traffic signals, pedestrian crosswalks, lighting, and landscaping. As ACE, Mr. Druhot was responsible for Quality Assurance and ensuring contractor compliance with contracts, plans and specifications. His work included review/ comment of preliminary and final plans and specifications; constructability reviews; bid tab review and risk analyses; preconstruction meetings with the contractor; review of materials/documentation to ensure conformance with VDOT specifications; assigning qualified and certified inspectors to perform QA testing; inspecting constructed infrastructure, asserting work stoppages to correct nonconforming work, and recommending corrective actions; reviewing contractor's QC sampling and testing for conformance; reviewing inspectors' daily work documentation; reviewing project materials book documentation; and certifying all construction for the project met VDOT specifications and contract language.

**Relevance to the Project**

- ✓ Major Urban Arterial
- ✓ Utility Relocation
- ✓ Materials Certification
- ✓ Materials Book
- ✓ QA Documentation
- ✓ Contractor Progress and Payment Certifications
- ✓ Environmental Quality

2. VDOT; Area Construction Engineer

3. January 2006 – July 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.

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

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>							
a. Name & Title: <b>WILLIAM MACKEY, JR., P.E., VICE PRESIDENT</b>							
b. Project Assignment: <b>DESIGN MANAGER (DM)</b>							
c. Name of Firm with which you are now associated: <b>KIMLEY-HORN AND ASSOCIATES, INC.</b>							
d. Years' experience: With this Firm <u>17</u> Years With Other Firms <u>11</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>KIMLEY-HORN AND ASSOCIATES; VICE PRESIDENT; 1998-2015:</b> Mr. Mackey has overseen every aspect of many roadway projects from planning and design to construction and project close out. As a Design Manager, he is responsible for coordinating all design disciplines on these multi-discipline projects as well as establishing and overseeing QA/QC programs for design. His experience includes complex Urban Principal Arterial Roadways and Interchanges. Mr. Mackey has served as Design Manager (Project Manager) and Lead Roadway Engineer for projects such as the I-64 Battlefield Boulevard, Princess Anne Road/Kempsville Road Intersection/Witchduck Road Phase 1, and the I-264 Witchduck Road Interchange and Ramp Extension projects. As the Design Oversight Manager (VDOT's Rep) for the Route 460 project, He acted as an agent of VDOT and was responsible for ensuring the overall Project design was in conformance with the Contract Documents and Design Build Agreement. <b>WILBUR SMITH ASSOCIATES; SENIOR TRANSPORTATION ENGINEER; 1996-1998:</b> At Wilbur Smith, Mr. Mackey was the lead design manager for roadway projects for both TDOT as well as local municipalities. In addition, his responsibilities included managing the design and construction survey team. <b>SUMMARY OF RELEVANT EXPERIENCE</b> <table border="0"><tr><td>▪ 28 Years' Transportation Engineering Experience</td><td>▪ Complex Urban Arterials and Intersections</td><td>▪ Design-Build Experience from Owners Perspective</td></tr><tr><td>▪ Complex Interstate Interchanges</td><td>▪ Managed Multi-Discipline Teams on Aggressive Schedules</td><td>▪ Public Involvement</td></tr></table>		▪ 28 Years' Transportation Engineering Experience	▪ Complex Urban Arterials and Intersections	▪ Design-Build Experience from Owners Perspective	▪ Complex Interstate Interchanges	▪ Managed Multi-Discipline Teams on Aggressive Schedules	▪ Public Involvement
▪ 28 Years' Transportation Engineering Experience	▪ Complex Urban Arterials and Intersections	▪ Design-Build Experience from Owners Perspective					
▪ Complex Interstate Interchanges	▪ Managed Multi-Discipline Teams on Aggressive Schedules	▪ Public Involvement					
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Tennessee, Knoxville, TN/Graduate Studies/1998/Transportation Engineering Virginia Commonwealth University, Richmond, VA/Bachelor of Science/1991/Computer Science/Applied Mathematics							
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1996/Professional Engineer/VA #0402029062 VDOT Basic Work Zone Traffic Control Training, 2011, #031111755							
g. Document the extent and depth of your experience and qualifications relevant to the Project. <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. <b>I-64 Widening/Battlefield Blvd. and Greenbrier Pkwy. Interchanges, Virginia Beach &amp; Chesapeake, VA (\$135M)</b> <table border="0"><tr><td style="vertical-align: top;"><b>1.</b> As Design Manager, Mr. Mackey was responsible for the design of additional through and high-occupancy vehicle (HOV) lanes in each direction on a 5-mile segment of I-64. Special features of the project included a traffic analysis to determine where the HOV lanes were needed, developing a collector-distributor (C-D) system with braided slip ramps, and approval of the interstate access modification study. Other services included the design of the Battlefield Boulevard interchange and connection of the C-D roadway system between the I-464 interchange and the Greenbrier Parkway interchange as well as the design of a conceptual master plan for the I-64/I-464 interchange. Mr. Mackey was the primary point of contact for VDOT at the District and Central Office Level. During Construction, Mr. Mackey was responsible for the preliminary, conceptual geometric designs for HOV lane extensions and collector-distributor roadway, interchanges and all other associated improvements on the project. He also served as the Design Project Manager during the construction of this project and was involved with project outreach meetings, construction coordination activities, and local government coordination during construction. This project won multiple awards at the local, state, and national level.</td><td style="vertical-align: top;"><b>Relevance to the Project</b> ✓ VDOT Design-Build Project ✓ Intersection reconfiguration ✓ Innovative design ✓ Structures/bridges ✓ Traffic control signalization ✓ Railroad coordination ✓ Challenging MOT ✓ Utility Coordination ✓ Local Gov't Coordination</td></tr><tr><td><b>2.</b> Kimley-Horn; Design Manager</td><td><b>3.</b> January 1992 – June 2009</td></tr></table>		<b>1.</b> As Design Manager, Mr. Mackey was responsible for the design of additional through and high-occupancy vehicle (HOV) lanes in each direction on a 5-mile segment of I-64. Special features of the project included a traffic analysis to determine where the HOV lanes were needed, developing a collector-distributor (C-D) system with braided slip ramps, and approval of the interstate access modification study. Other services included the design of the Battlefield Boulevard interchange and connection of the C-D roadway system between the I-464 interchange and the Greenbrier Parkway interchange as well as the design of a conceptual master plan for the I-64/I-464 interchange. Mr. Mackey was the primary point of contact for VDOT at the District and Central Office Level. During Construction, Mr. Mackey was responsible for the preliminary, conceptual geometric designs for HOV lane extensions and collector-distributor roadway, interchanges and all other associated improvements on the project. He also served as the Design Project Manager during the construction of this project and was involved with project outreach meetings, construction coordination activities, and local government coordination during construction. This project won multiple awards at the local, state, and national level.	<b>Relevance to the Project</b> ✓ VDOT Design-Build Project ✓ Intersection reconfiguration ✓ Innovative design ✓ Structures/bridges ✓ Traffic control signalization ✓ Railroad coordination ✓ Challenging MOT ✓ Utility Coordination ✓ Local Gov't Coordination	<b>2.</b> Kimley-Horn; Design Manager	<b>3.</b> January 1992 – June 2009		
<b>1.</b> As Design Manager, Mr. Mackey was responsible for the design of additional through and high-occupancy vehicle (HOV) lanes in each direction on a 5-mile segment of I-64. Special features of the project included a traffic analysis to determine where the HOV lanes were needed, developing a collector-distributor (C-D) system with braided slip ramps, and approval of the interstate access modification study. Other services included the design of the Battlefield Boulevard interchange and connection of the C-D roadway system between the I-464 interchange and the Greenbrier Parkway interchange as well as the design of a conceptual master plan for the I-64/I-464 interchange. Mr. Mackey was the primary point of contact for VDOT at the District and Central Office Level. During Construction, Mr. Mackey was responsible for the preliminary, conceptual geometric designs for HOV lane extensions and collector-distributor roadway, interchanges and all other associated improvements on the project. He also served as the Design Project Manager during the construction of this project and was involved with project outreach meetings, construction coordination activities, and local government coordination during construction. This project won multiple awards at the local, state, and national level.	<b>Relevance to the Project</b> ✓ VDOT Design-Build Project ✓ Intersection reconfiguration ✓ Innovative design ✓ Structures/bridges ✓ Traffic control signalization ✓ Railroad coordination ✓ Challenging MOT ✓ Utility Coordination ✓ Local Gov't Coordination						
<b>2.</b> Kimley-Horn; Design Manager	<b>3.</b> January 1992 – June 2009						

**VDOT Route 165, Princess Anne/Kempsville Rd/Witchduck Road Phase 1, Virginia Beach, VA (\$34M)**

1. Kimley-Horn conducted a feasibility study and design for the intersection and roadway improvements of this politically-sensitive intersection within the City of Virginia Beach. As Design Manager, Mr. Mackey was responsible for an analysis of multiple innovative intersection and interchange alternatives prior to the final preferred alternative being recommended. Mr. Mackey led a Citizen Advisory Committee (CAC) in order to garner support for the intersection and related impacts. The resulting preferred alternative includes approximately two miles of urban principal arterial roadway and a relocated at-grade intersection with seven lane approaches on all legs of the intersection. This project also includes the connection of I-264 interchange ramps, the relocation of approximately 50 residents and businesses, a hydrologic and hydraulic analysis, a NEPA Environmental Assessment, a linear gateway park, a SWM pond and park adjacent to the intersection, noise abatement measures, utility rehabilitation, signalization, environmental permitting, public outreach and a citizen advisory committee, three structures, and construction phase services. ARRA funding became available for a portion of this project, and Mr. Mackey was responsible for delivery of construction plans on an aggressive schedule in order to secure this funding. During construction, Mr. Mackey has been involved in supporting the construction activities including shop drawing review, responding to RFIs, participating in weekly progress meetings, and resolving unforeseen construction conditions. The remainder of the project is scheduled for construction completion in the Spring of 2015.
2. Kimley-Horn; Design Manager 3. January 1999 – Present

**Relevance to the Project**

- ✓ Intersection Reconfiguration
- ✓ Innovative Design
- ✓ Structures/Bridges
- ✓ Urban Arterial Principal
- ✓ Signalization
- ✓ Interchange Design
- ✓ Challenging MOT
- ✓ Utility Coordination
- ✓ Local Gov't Coordination

**VDOT I-264 Witchduck Rd. Interchange and Ramp Extension, Norfolk and Virginia Beach, VA (\$175M)**

1. Kimley-Horn provided professional services for the design of improvements to Interstate 264 in the vicinity of the Newtown Road interchange east through the Witchduck Road interchange. These services included design of a two- to three-lane collector-distributor (C-D) road, reconfiguration of two interchanges, an overpass, and an interstate widening. In addition, the work included design of multiple intersections, roundabout integrated as part on an interchange, surface street improvements, and the design of pedestrian-bicycle facilities. The project also contains three new bridges and an extensive transportation management plan. Mr. Mackey's role includes the management of all elements of the project design. In addition, he led the planning and conceptual design of the alternatives considered during the planning stages of the project development.
2. Kimley-Horn; Design Manager 3. February 2007 – Present

**Relevance to the Project**

- ✓ Intersection Reconfiguration
- ✓ Innovative Design
- ✓ Structures/Bridges
- ✓ Urban Principal Arterial
- ✓ Interchange
- ✓ Challenging MOT
- ✓ Local Gov't Coordination

**U.S. Route 460 Corridor Improvements Project (PPTA), Suffolk to Prince George County, VA (\$2B)**

1. As part of the PPTA and as a subconsultant, Kimley-Horn is part of a team that is providing staff augmentation services associated with the procurement, design support, design management, and construction management of the U.S. Route 460 Project. Mr. Mackey has served as an Assistant Project Manager in charge of Design Oversight on behalf of VDOT. He was responsible for the project team performing a variety of tasks including review of design plan submittals, an independent preliminary design and cost analysis of interchange options at the western and eastern termini, a preliminary design of an alternative alignment, and the coordination of proposed roadway alignment shifts with both the Army Corps of Engineers (USACE) and the Design-Build team in an effort to minimize wetland impacts. His role includes participating in a commercial workgroup to establish the financial and contractual terms of the Design-Build agreement, editing the technical requirements associated with the contract documents, managing all the design disciplines, and overseeing the administrative design functions including approving the quality systems management plan, design quality management plan, and being responsible for all submittal reviews. In support of the Supplemental Environmental Impact Statement (SEIS) developed by a partnership between the USACE, Federal Highway Administration (FHWA), and VDOT, Kimley-Horn provided transportation and traffic engineering services. During this time, Mr. Mackey's role transitioned from Design Oversight Manager to Design Manager. His oversight of the engineering support services included the development of typical sections and conceptual alignments for five alternatives, design corridors and inventory corridors for five alternatives to calculate impacts associated with each, and opinions of cost for each alternative. Ultimately, Mr. Mackey was responsible for delivering an Alternatives Technical Report prepared as part of the SEIS document to summarize the development process for each alternative identified. Similarly, a Transportation and Traffic Technical Report was prepared to supplement the SEIS that summarized the modeling approach and results of all alternatives' traffic operations analyses.
2. Kimley-Horn; Design Oversight/Design Manager 3. January 2012 – Ongoing

**Relevance to the Project**

- ✓ Intersection Reconfiguration
- ✓ Innovative Design
- ✓ Structures/Bridges
- ✓ Principal Arterial
- ✓ Interchange
- ✓ Railroad Coordination
- ✓ Utility Coordination
- ✓ Local Gov't Coordination

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

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>																	
a. Name & Title: <b>JEFFREY SNOW, SENIOR PROJECT MANAGER</b>																	
b. Project Assignment: <b>CONSTRUCTION MANAGER (CM)</b>																	
c. Name of Firm with which you are now associated: <b>AMERICAN INFRASTRUCTURE (AI)</b>																	
d. Years' experience: With this Firm <u>12</u> Years With Other Firms <u>2</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>AMERICAN INFRASTRUCTURE, SR. PROJECT MANAGER; 2013-2014:</b> Mr. Snow manages all aspects of his projects including planning and scheduling work activities; coordination with the owner & other stakeholders, design consultants, private utility owners; and public outreach for all phases of construction. He oversees construction activities to ensure project delivery that meets or exceeds all expectations of quality, safety, schedule, and budget. Mr. Snow manages Project Engineers and other Project Managers and is responsible for multiple concurrent projects valued over \$55M. <b>AMERICAN INFRASTRUCTURE, PROJECT MANAGER; 2005-2013:</b> Mr. Snow managed all aspects of his projects which ranged in value up to \$55M. His responsibilities included planning and scheduling work activities; engineering submittals; pay estimates; coordination with owner, subcontractors, suppliers and other stakeholders; customer satisfaction; and safety for all phases of construction. Mr. Snow supervised multiple Project Engineers. <b>AMERICAN INFRASTRUCTURE, PROJECT ENGINEER; 2002-2005:</b> Mr. Snow was responsible for submittals & approvals of shop drawings and materials, work plans for crews, safety planning & QA/QC for structural work, scheduling of structural crews and related subcontractors, owner liaison for structures and schedule for multiple projects at a time. <b>J.A. JONES, CO-OP PARTNER; 1998-1999:</b> Provided Project Engineering on a sewer treatment plant in Charlotte, NC. <b>SUMMARY OF RELEVANT EXPERIENCE</b> <table style="width: 100%; border: none;"><tr><td style="width: 33%;">▪ 14 Years' Experience</td><td style="width: 33%;">▪ 12 Signalized Intersection Reconfigurations</td><td style="width: 33%;">▪ Complex TMP/MOT</td></tr><tr><td>▪ CM Design-Build Experience</td><td>▪ Utility Coordination/Relocations</td><td>▪ 4 Highways/Interchanges</td></tr><tr><td>▪ VDOT CM Experience</td><td>▪ Coordination with State/City Stakeholders</td><td>▪ Railroad Coordination</td></tr></table>		▪ 14 Years' Experience	▪ 12 Signalized Intersection Reconfigurations	▪ Complex TMP/MOT	▪ CM Design-Build Experience	▪ Utility Coordination/Relocations	▪ 4 Highways/Interchanges	▪ VDOT CM Experience	▪ Coordination with State/City Stakeholders	▪ Railroad Coordination							
▪ 14 Years' Experience	▪ 12 Signalized Intersection Reconfigurations	▪ Complex TMP/MOT															
▪ CM Design-Build Experience	▪ Utility Coordination/Relocations	▪ 4 Highways/Interchanges															
▪ VDOT CM Experience	▪ Coordination with State/City Stakeholders	▪ Railroad Coordination															
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/2000/Civil Engineering Virginia Polytechnic Institute and State University, Blacksburg, VA/MS//2002/Civil Engineering																	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2014/Virginia DEQ RLD Certification/#41837 Mr. Snow will hold VDOT ESCC Certification prior to the commencement of construction																	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities 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> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. <b>US 40 at MD 715 Interchange Improvements Design-Build Project, Harford Co., MD, (\$17.7M)</b> 1. Reconstruction of the interchange at US 40 and MD 715 and widening of MD 715 from 4 lanes to 6. The project, adjacent to the Aberdeen Proving Grounds (APG), was designed to accommodate additional military personnel relocated as part of the BRAC initiative and improving access for over 8,700 vehicles arriving at APG each morning. The scope included bridge widening and 2.4 miles of roadway improvements with extensive MOT detour plans to minimize construction impacts. AI managed utility relocations by BG&E (electric/gas), Verizon, and Comcast. Mr. Snow was responsible for collaborating with the design team, providing construction input into design, managing construction operations including schedule and resource management, safety and subcontractor management, and quality control. He coordinated construction with Harford County and the City of Aberdeen as well as MD SHA. <table style="width: 100%; border: none;"><tr><td style="width: 70%;"></td><td style="width: 30%;"><b>Relevance to the Project</b></td></tr><tr><td></td><td>✓ Design-Build</td></tr><tr><td></td><td>✓ Intersection Reconfiguration</td></tr><tr><td></td><td>✓ Structures</td></tr><tr><td></td><td>✓ Highway/Interchange</td></tr><tr><td></td><td>✓ Challenging MOT</td></tr><tr><td></td><td>✓ Utility Coordination/Relocation</td></tr><tr><td></td><td>✓ Coordination with the City</td></tr></table>			<b>Relevance to the Project</b>		✓ Design-Build		✓ Intersection Reconfiguration		✓ Structures		✓ Highway/Interchange		✓ Challenging MOT		✓ Utility Coordination/Relocation		✓ Coordination with the City
	<b>Relevance to the Project</b>																
	✓ Design-Build																
	✓ Intersection Reconfiguration																
	✓ Structures																
	✓ Highway/Interchange																
	✓ Challenging MOT																
	✓ Utility Coordination/Relocation																
	✓ Coordination with the City																
2. AI; Construction Manager	3. Oct. 2010 – July 2012																

**VDOT C86 Lynnhaven Parkway Widening Project, City of Virginia Beach, VA (\$18.9M)**

1. Construction of 1.6 miles of 4-lane divided highway, consisting of 0.4 miles of new roadway and 1.2 miles of widening existing 2-lane road. Construction includes modifications/widening at 17 intersections, including 4 signalized intersections; utility relocations for Dominion Power, Verizon, Cox Communication, Virginia Natural Gas, and the City of Virginia Beach water/sewer; and drainage upgrades. Structure work includes a new 80-ft long bridge, 500-ft long retaining wall, and 90,000 SF of sound walls. Mr. Snow is responsible for managing construction and leadership of the project team, coordinating with entities including VDOT, City of Virginia Beach, and various other stakeholders, and ensuring safe work operations.

**Relevance to the Project**

- ✓ 17 Intersection Modifications (4 Signalized)
- ✓ Structures/Bridges
- ✓ Highway/Interchange
- ✓ Utility Coordination/Relocation
- ✓ Coordination with the City

2. AI; Construction Manager

3. Nov. 2013 – Anticipated December 2015

**I-95 Express Toll Lanes (ETLs) from I-695 to Campbell Blvd., White Marsh, MD, (\$53.7M)**

1. Construction of 1.8 miles of I-95 including contingent repairs to the existing MD 43 bridges over I-95. The existing eight-lane divided highway was reconfigured to eight general purpose lanes and four ETLs. Structures included two top-down retaining walls, soundwalls, and a precast arch culvert on h-piles/cast-in-place foundation. Utility coordination was required to address conflicts with Level 3 fiber optic lines. The most challenging aspect of this project was maintaining traffic through this congested corridor while widening and was complicated by the phased replacement of the deteriorating major pipe culvert under the entire width of I-95. Under Mr. Snow's direction, AI safely maintained four lanes of traffic through this congested corridor at all times and completed this project within schedule and budget. Mr. Snow was responsible for project team leadership, managing project schedule within budget, and coordination with adjacent contracts working along the corridor. He also managed a variety of additions to project scope, as requested by the Owner, due to a strong relationship developed over the course of the project.

**Relevance to the Project**

- ✓ Highway/Interchange
- ✓ Structures
- ✓ Challenging MOT
- ✓ Utility Coordination/Relocation

2. AI; Construction Manager

3. July 2007 – Dec. 2010

**VDOT F70 Holland Road Widening, Virginia Beach, VA (\$30.9M)**

1. Construction of 2.4 miles of 4-lane divided highway, consisting of reconstruction and widening existing 2-lane road. Construction includes modifications/widening at 11 intersections, including 3 signalized intersections; utility relocations for Dominion Power, Verizon, Cox Communication, Virginia Natural Gas, and the City of Virginia Beach water/sewer; and drainage upgrades. Structure work includes 82,000 SF of sound walls. The project incorporates a challenging MOT plan due to significant grade changes and the necessity of maintaining existing access to the travelling public. Mr. Snow is responsible for managing construction, leadership of the project team, coordinating with entities including VDOT, City of Virginia Beach, and various other stakeholders, and ensuring safe work operations.

**Relevance to the Project**

- ✓ VDOT Project
- ✓ Intersection Reconfiguration
- ✓ Traffic Control Signalization
- ✓ Challenging MOT
- ✓ Local Gov't Coordination

2. AI; Construction Manager

3. September 2014 – Anticipated December 2015

**Fort Avenue Bridge Project, Baltimore, MD (\$7.1M)**

1. This fast-tracked, 10 month project included construction of a four-lane bridge and shoulders across CSXT railroad in the Locust Point area of Baltimore City. Construction included demolition of the existing 3-span bridge and construction of a new single-span bridge. The scope of work included demolition of the existing bridge, construction of the new bridge including temporary shoring, substructure construction, and superstructure consisting of 12 steel beams, 78' wide deck, and associated parapets/sidewalks/fencing. Utility coordination included water, gas/electric, and communications which were relocated and then reinstalled. The project also included an 85' long cast-in-place retaining wall, road reconstruction of adjacent sections of Fort Avenue, and extensive utility relocations. The project had an extremely aggressive construction schedule due to planned City events at Fort McHenry and opened to traffic on time.

**Relevance to the Project**

- ✓ Railroad Coordination
- ✓ Structures/Bridges
- ✓ Utility Coordination
- ✓ Compressed Schedule

2. AI; Construction Manager

3. Sept. 2011 – Aug. 2012

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.

- VDOT C86 Lynnhaven Parkway, Construction Manager, December 2015
- VDOT F70 Holland Road, Construction Manager, December 2015
- Mr. Snow will transition from these projects to Military Highway prior to commencement of construction in January 2016.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title: <b>TIMOTHY WHITE, P.E., PTOE, VICE PRESIDENT</b>		
b. Project Assignment: <b>TRAFFIC OPERATIONS DESIGNER AND MANAGER (TODM)</b>		
c. Name of Firm with which you are now associated: <b>KIMLEY-HORN AND ASSOCIATES, INC.</b>		
d. Years' experience: With this Firm <u>7</u> Years With Other Firms <u>17</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>KIMLEY HORN ASSOCIATES; VICE PRESIDENT; JUNE 2008 TO PRESENT:</b> Project manager responsible for traffic operational analyses, safety assessments and reports, Signal timing and system optimization and transportation planning efforts. Of particular note is Tim's work serving as Project Manager for intersection safety improvement locations throughout the VDOT Hampton Roads District, including projects in Newport News and York, Accomac, Northampton, Isle of Wight, James City Counties. Roadway safety assessments were conducted in coordination with VDOT staff. Three years of police crash reports were analyzed so collision diagrams could be created. Recommendations were presented to VDOT Hampton Roads staff to jointly determine short-, mid-, and long-term recommendations at each location. These reviews were followed by benefit-cost analyses and completion of VDOT-approved Highway Safety Improvement Program (HSIP) applications. Draft and final safety reports were reviewed and approved by VDOT. The roadway safety assessments were conducted in coordination with VDOT and local government staff as well as local law enforcement representatives.  <b>T3 DESIGN (T3D), SENIOR PROJECT MANAGER AND VICE PRESIDENT; AUGUST 2006-JUNE 2008:</b> Project Manager for traffic engineering operations and safety studies and design throughout Virginia mostly for public sector clients.  <b>WILBUR SMITH ASSOCIATES, SENIOR PROJECT MANAGER AND MID-ATLANTIC REGIONAL MANAGER; JANUARY 1998-JULY 2006:</b> Project Manager for traffic engineering operations and safety studies and design throughout Virginia, primarily for public sector clients. Also lead operations for six offices in the Mid-Atlantic region from Virginia to Ohio. Of particular note, under the direction of DDOT personnel, he was the primary author of the DDOT Work Area Traffic Control Manual based on the 2003 changes to the Manual on Uniform Traffic Control Devices (MUTCD).		
<b>SUMMARY OF RELEVANT EXPERIENCE</b>		
<ul style="list-style-type: none"><li>▪ 24 Years' Transportation Experience</li><li>▪ Complex MOT and Traffic Operations Analysis / Designs</li></ul>	<ul style="list-style-type: none"><li>▪ 3 VDOT DB Projects serving as Lead Traffic Engineer</li><li>▪ Traffic Signal Design / Signal Optimization Analysis and Implementation</li></ul>	<ul style="list-style-type: none"><li>▪ Technical Advisor /QC Reviewer on VDOT Traffic Operations Projects</li><li>▪ Analyzed Innovative Interchange Configurations using Traffic Simulation Tools</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Virginia, Charlottesville, VA/Master of Science/1995/Civil Engineering University of Virginia, Charlottesville, VA/Bachelor of Science/1991/Civil Engineering		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1997/Professional Engineer/VA/#0402028905 2005/Professional Traffic Operations Engineer/#1842 Advanced Work Zone Traffic Control Training #051911002		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities 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> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.		

**VDOT Jamestown Corridor Improvements PPTA, James City County and Williamsburg, VA (\$31.8M)**

1. Mr. White served as the Senior Transportation Engineer responsible for design oversight and quality assurance for all traffic engineering design services on this VDOT design-build project in Williamsburg and James City County on Route 199 and Route 31. Reviewed and stamped all traffic signal design plans on the project and conducted QA/QC review for sign designs. Coordinated with three separate contractors that combined to form Jamestown 2007 Corridor Constructors throughout the DB process.

**Relevance to the Project**

- ✓ VDOT DB/PPTA Project
- ✓ Traffic Control
- ✓ Signalization
- ✓ Intersection
- ✓ Reconfiguration
- ✓ Complex MOT

2. WSA; Senior Traffic/Transportation Engineer

3. June 2003 – August 2005

**VDOT Route 15 Widening Design-Build, Loudoun County, VA**

1. Mr. White served as the Senior Transportation Engineer responsible for conducting the long-range traffic analysis portion of this roadway design project that included Heathcoate Road (just north of I-66) to Sudley Road (Route 234). This section of road, which included eight intersections, was being widened from two lanes to four lanes by a DB Team. Mr. White lead the development of VDOT-approved AM and PM peak hour turning movement volumes for the 2035 design year in coordination with VDOT, conduct left- and right-turn lane warrant analyses, analyzed the intersection capacity, and analyzed traffic sign warrants. The analyses were reviewed and approved by VDOT and Loudoun County.

**Relevance to the Project**

- ✓ VDOT DB Project
- ✓ Forecasts / Modeling
- ✓ Local Government
- ✓ Coordination
- ✓ Traffic Control
- ✓ Signalization
- ✓ Compressed Schedule

2. T3D; Senior Transportation Engineer

3. January 2007 – July 2007

**VDOT I-64/Norview Avenue Interchange, Norfolk, VA**

1. Mr. White managed and oversaw all traffic operation aspects of the I-64 / Norview Avenue interchange improvements to address the impacts of modifying the existing interchange from partial to full access. Modifications included the removal of one loop ramp, modification to one loop ramp, and installation of a new off-ramp and traffic signal. The modifications were proposed to provide additional access from I-64 to Norview Avenue and eliminate weaving between the existing loop ramps. The complete analysis was summarized in an interchange justification report (IJR) that was prepared based on VDOT and FHWA requirements. Mr. White conducted quality control reviews of the detailed CORSIM simulations for several scenarios to determine potential impacts within the study area. Services included data collection, traffic modeling, and interagency coordination. The IJR was approved by VDOT and FHWA, was constructed, and is currently operational.

**Relevance to the Project**

- ✓ Highway/Interchange
- ✓ Traffic Operations
- ✓ Planning / Design
- ✓ FHWA, VDOT, and Local
- ✓ Government Coordination
- ✓ Compressed Schedule

2. Kimley-Horn; Senior Project Manager

3. June 2008 – February 2009

**City of Richmond Traffic Signal System Optimization, City of Richmond, VA**

1. Mr. White served as Project Manager for the traffic signal optimization project in the center of Richmond, including a system of 300 traffic signals. Project included the development of timing plans for four time periods of the day (am peak hour, pm peak hour, midday peak hour, and off peak). An alternate timing plan was also developed for use during special events at the Richmond Convention Center. Project included extensive data collection, traffic signal inventory, Synchro and Transyt-7F optimization analysis, before-and-after analyses, and safety analyses. Optimized timings were implemented into the Monarc traffic control system at the City.

**Relevance to the Project**

- ✓ Traffic Control
- ✓ Signalization
- ✓ Local Government
- ✓ Coordination
- ✓ Traffic Signal Timing and
- ✓ Coordination

2. WSA; Project Manager

3. February 1999 – October 2000

**VDOT I-64 East Rest Area PPTA, New Kent County, VA (\$16M)**

1. Served as Senior Transportation Engineer responsible for traffic engineering design services on the VDOT DB project in New Kent County, Performed and provided Quality Assessment / Quality Control for traffic control design including signing and stripping plans for the parking lot. Provided input and assessment on the parking lot configuration, space count, and traffic volume projections for I-64 EB. Additionally, critiqued the truck circulation design in the rear of the site to make sure adequate turning radii were provided and circulation patterns met design criteria.

**Relevance to the Project**

- ✓ VDOT PPTA Project
- ✓ Traffic Control Design

2. WSA; Senior Transportation Engineer

3. June 2001 – June 2003

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>									
a. Name & Title: <b>JOHN MYERS, UTILITY COORDINATOR</b>									
b. Project Assignment: <b>LEAD UTILITY COORDINATION MANAGER (LUCM)</b>									
c. Name of Firm with which you are now associated: <b>RINKER DESIGN ASSOCIATES, P.C. (RDA)</b>									
d. Years' experience: With this Firm <u>2</u> Years With Other Firms <u>13</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>RDA, UTILITY COORDINATOR; 2013-PRESENT:</b> Responsible for the complete utility coordination process of all design-build projects RDA performs, as well as many locality projects that choose to include utility coordination in the scope of work for the design of the project. Reviews initial project areas and acquires utility records for the project area, which he then works with the roadway designer to develop the project to account or mitigate any major utility issues. Develops underground utility investigations to be performed and analysis the results from such investigations. As project moves forward, develops preliminary relocation alignments to better aid the utility companies during the engineering of the relocations to meet the schedule needs of the project, and preliminary easements for public hearing plans. Performs conflict analysis of all utility companies on the project site and calculation relocation cost responsibilities using VDOT form UT-9. Conducts Utility Field Inspection meetings per the VDOT utility manual to discuss the project with the utility companies involved and begin their design of relocations. Coordinates final easements being shown on the plans with the utility companies, and determines the label nomenclature of the easements based on any prior rights of the involved utility company. Reviews submitted P&E packages from the utility companies for completeness per the VDOT utility manual and ensures the designed relocation is clear of conflicts with the proposed roadway work, and recommends the package for authorization. The years of experience at VDOT in the different facets of utility relocations (roadway in plan, field relocations and relocation design), gives Mr. Myers the ability to identify conflicts and construction problems very early and provides more options for mitigation and avoidance of possible problems. This allows RDA to resolve and mitigate utility problems before they escalate into major items.  <b>VDOT, REGIONAL UTILITY COORDINATOR; 2007-2013:</b> Regional Utility Coordinator for the Northern Virginia Region of VDOT RW & utilities section. 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.  <b>VDOT, UTILITY CONSTRUCTION MANAGER; 2005-2007:</b> Construction Manager for the utility inspection section for the NOVA district of VDOT 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 and 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.  <b>VDOT, CONSTRUCTION/UTILITY INSPECTOR; 2000-2005:</b> Field Inspector for the NOVA district of VDOT. Responsible for ensuring that daily activities of roadway contractors and utility companies met state plans and standards and documented work performed. Exposed to the full gambit of roadway construction activities as well as all utility relocation methods and practices.  <b>SUMMARY OF RELEVANT EXPERIENCE</b> <table border="0"><tr><td>▪ 13 Years' of Utility Field and Coordination Experience</td><td>▪ LUCM on 2 Active VDOT DB Projects</td><td>▪ Highly Experienced in All Aspects of Utility Relocation per the VDOT Utility Manual</td></tr><tr><td>▪ 15 Years' of Transportation Experience</td><td>▪ Positive Working Relationships with All Area Utility Companies</td><td></td></tr><tr><td></td><td>▪ Multiple Complex Relocation Projects</td><td></td></tr></table>	▪ 13 Years' of Utility Field and Coordination Experience	▪ LUCM on 2 Active VDOT DB Projects	▪ Highly Experienced in All Aspects of Utility Relocation per the VDOT Utility Manual	▪ 15 Years' of Transportation Experience	▪ Positive Working Relationships with All Area Utility Companies			▪ Multiple Complex Relocation Projects	
▪ 13 Years' of Utility Field and Coordination Experience	▪ LUCM on 2 Active VDOT DB Projects	▪ Highly Experienced in All Aspects of Utility Relocation per the VDOT Utility Manual							
▪ 15 Years' of Transportation Experience	▪ Positive Working Relationships with All Area Utility Companies								
	▪ Multiple Complex Relocation Projects								
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Shepherd University, Shepherdstown, WV/No Degree Received									
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A									
g. Document the extent and depth of your experience and qualifications relevant to the Project.									

1. Note your specific responsibilities and authorities for each 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.)**

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

**Route 29 at Gallows Road, Falls Church, VA (\$119.7M)**

1. Utility Coordinator for this large-scale project. Mr. Myers worked with over 14 different communications companies to coordinate a joint duct bank due to lack of working space. He coordinated multiple private development plans, aerial relocations, gas relocation and multiple water authorities with the roadway plans and utility relocations work. This project is viewed by VDOT as one of the most complicated and congested utility relocations projects ever performed.

**Relevance to the Project**

- ✓ Verify Conflicts
- ✓ Review of Relocation Designs
- ✓ Determine Cost Responsibility

2. VDOT; Utility Coordinator

3. January 2007 – December 2012

**Route 50/Courthouse Road, Arlington County, VA (\$25.7M)**

1. Utility Coordinator for this complex, high-capacity interchange and undergrounding project. Over \$3 million worth of utility relocations. Mr. Myers coordinated the design and relocation of a major electric line and multiple communication lines from aerial to underground. He facilitated the relocation of a vital 911 service line that could not be taken out of service and worked with the utility construction coordinator to resolve the discovery of a large, unknown, buried box culvert that conflicted with relocations plans.

**Relevance to the Project**

- ✓ Modified Designs based on field conditions
- ✓ Review of Relocation Designs
- ✓ Authorize Plan & Estimates

2. VDOT; Utility Coordinator

3. September 2006 – March 2011

**Stringfellow Road (Route 645) Widening, Fairfax County, VA (\$63.3M)**

1. Utility Coordinator for this extremely long widening project. Utility relocations were in excess of \$23 million spanning 2 miles of roadway. Mr. Myers worked with the engineer of record (RDA) to avoid impacts to two major petroleum lines an encased waterline. He coordinated the design and relocation of numerous aerial power and communications line as well as multiple underground communications and cable television lines.

**Relevance to the Project**

- ✓ Plan & Estimate Review
- ✓ Modify Designs based on field conditions
- ✓ Roadway Widening

2. VDOT; Utility Coordinator

3. July 2010 – February 2013

**Elden Street Widening, Town of Herndon, VA (\$11.8M)**

1. Utility Construction Manager (UCM) for this major utility relocation and undergrounding project. Although the length of the project was only approximately 3 blocks, the utility impacts were significant. Mr. Myers oversaw the construction relocation of fiber optic lines for fifteen different communication/cable companies, as well as, a major electric line and various copper communication lines. As the UCM, he directed the utility companies as to where their facilities would be undergrounded. He ensured that the project limits were clear of conflicts with proposed roadway features and that the site was restored to acceptable conditions prior to roadway construction.

**Relevance to the Project**

- ✓ Ensure Inspections of Utility Relocations
- ✓ Modify Designs based on field conditions

2. VDOT; Utility Construction Manager

3. November 2004 – June 2006

**George Mason University Campus Drive Design-Build, Fairfax County, VA (\$12.8M)**

1. Utility Coordinator for this GMU Design-Build project to build a grade separated intersection and other roadway improvements within the Fairfax Campus of George Mason University. Mr. Myers worked with the design team to avoid impacts to utilities. Where impacts could not be avoided, he coordinated with each utility company individually and collectively at a formal UFI for the project. He facilitated the relocation design and construction of aerial power and cable television, gas, water, and a large underground Verizon ductbank as well as interparcel underground electric for multiple lights and service connections to ensure that each was out of conflict with proposed roadway/bridge construction and out of conflict with each other.

**Relevance to the Project**

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

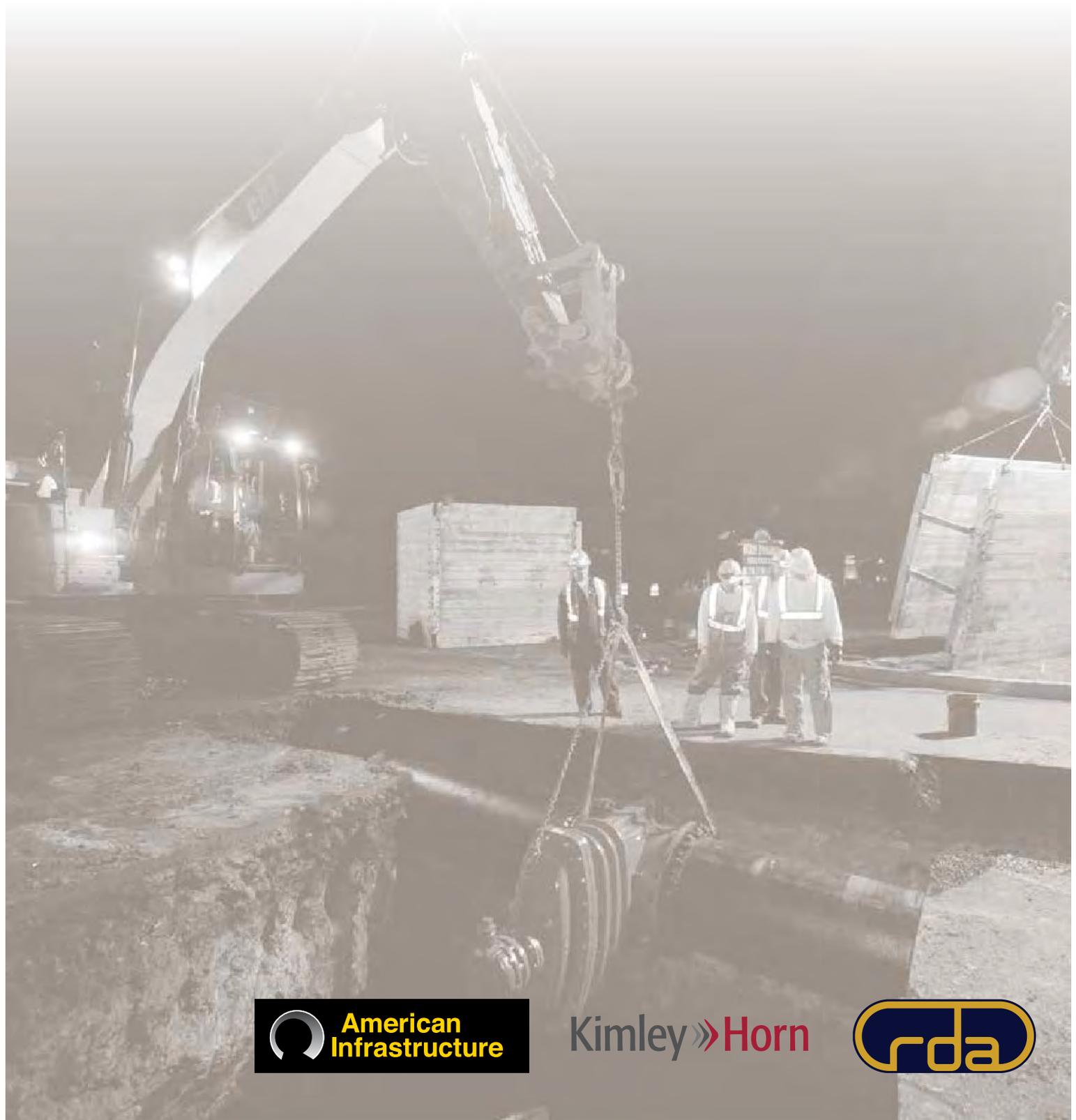
2. RDA; Lead Utility Coordination Manager

3. January 2013 – March 2014

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

# 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: <b>MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD PROJECT</b>  Location: <b>Newport News, VA</b>	Name: <b>Rinker Design Associates</b> 	Name of Client / Owner.: <b>VDOT</b> Phone: <b>757-253-5367</b> Project Manager: <b>Vasilios Andreou</b> Phone: <b>804-524-6073</b> Email: <b>Vasilios.Andreou@VDOT.virginia.gov</b>	<b>12/2014</b>	<b>2/2015</b>	<b>\$32,653</b>	<b>\$39,836</b> Betterments for HRSD (\$5.8M), Signalization, Sewer, Water, and Pump Station	<b>\$39,836</b>

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

**PROJECT DESCRIPTION**

This project extends Middle Ground Boulevard from its current termini at Route 143 (Jefferson Avenue) approximately 1.2 miles to Route 60. AI is responsible for overall design and construction including 1.2 miles of primarily new mainline four-lane divided highway, widening of urban principal arterial roadways at Jefferson Avenue and Warwick Boulevard to provide turn lanes to the new roadway, and intersection improvements. Additional scope of work includes a bridge over CSXT Railroad; public and private utility relocations including 2,640 LF water line relocation and 1850 LF sanitary sewer relocation; acquisition of 72 parcels including 56 relocations; improvement of intersections along the mainline as well as reconstruction of private and commercial entrances affected by construction; rehabilitation or removal and replacement of unsuitable soils; installation of four new SWM basins; and replacement of a sanitary sewer pump station. The project is predominantly on new location; however, improvements at either end involve widening of highly contested primaries (Jefferson Avenue and Warwick Boulevard). The main alignment crosses the CSXT Railroad and required an aerial permit to be obtained in addition to a track crossing permit for accessing railroad right of way during construction.

Utilities affected by the project include Dominion Virginia Power, Newport News Water Works, HRSD, Virginia Natural Gas, City lighting, Cox Communications, Level 3 Communications, and Verizon fiber optic and copper wire telephone. Following award, AI worked with the City of Newport News and Hampton Roads Sanitation District (HRSD) to add a betterment to the project that provides the City of Newport News with a system that will accommodate future growth in the area.

The project team is maintaining access to private and commercial properties during reconstruct of entrances through continuous coordination and a strong public communication plan. Pedestrian access is being maintained at the work sites at Jefferson Avenue, Nat Turner Boulevard, Nettles Drive, and Warwick Boulevard. The AI Team developed an alternative TMP which implemented a short detour to keep two lanes of traffic open and eliminate the use of flagmen in three locations. This change has minimized safety risks and kept traffic moving.

**LESSONS LEARNED FOR THE PROJECT**

- **Utility Coordination** – Utilities are heavily concentrated along the primary routes at either end of the project. Early coordination with utility owners has allowed AI to eliminate impacts to AT&T, Newport News Public Schools, and Sprint, and to minimize impacts to other affected utilities. Utility relocation schedules were longer than anticipated due to complicated ROW acquisitions and the utility companies' resistance to completing work in multiple phases. Despite these challenges, AI has minimized schedule impacts by working around utilities prior to relocations and allocating additional resources to recover from schedule impacts.
- **Maintenance of Traffic** – A detailed, project-specific community relations plan was developed to communicate with the traveling public and local stakeholders throughout design and construction of the project. AI created an organized task force made up of key players from the design and construction teams and project stakeholders.
- **Partnering with the City** – Formal partnering with VDOT, the City of Newport News, and other affected stakeholders has allowed the team to quickly identify and resolve potential issues. In addition to VDOT oversight, the City is inspecting and granting approvals on traffic controls, the pump station, and water and sewer facilities. Partnering with all affected parties has enabled AI to provide a successful project for all stakeholders, including the City and community through the HRSD betterments. This proactive approach has helped maintain an aggressive schedule and anticipates the project completing construction ahead of the contractual completion date.

**Relevance to the Project**

- ✓ *VDOT Design-Build Project*
- ✓ *Intersection Modifications*
- ✓ *Bridge over CSXT Railroad*
- ✓ *Urban Principal Arterials*
- ✓ *Traffic Control Signalization*
- ✓ *Minimized Traffic Impacts*
- ✓ *Maintenance of Access for Local Businesses/Residences*
- ✓ *Utility Relocation/ Coordination*
- ✓ *Partnering with the City*
- ✓ *ROW Acquisition*

**AI Staff Involvement**

- *Edward Hilferty\**
- *Jessica Colbert*
- *Jeff Miller*
- *Nick Giorgio*
- *Chris Shertzer*
- *Brad Bushey*



*Newly Constructed Middle Ground Boulevard*



*New Bridge/Retaining Wall at CSXT RR Crossing*

\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>I-581/ELM AVENUE INTERCHANGE IMPROVEMENTS</b>  Location: <b>City of Roanoke, Virginia</b>	Name: <b>Rinker Design Associates</b> 	Name of Client.: <b>Virginia Department of Transportation</b> Phone: <b>504-378-5038</b> Project Manager: <b>Robert Phlegar</b> Phone: <b>504-378-5038</b> Email: <b>r.phlegar@vdot.virignia.gov</b>	<b>06/2015</b>	<b>06/2015</b>	<b>\$20,369</b>	<b>\$20,369</b>	<b>\$20,369</b>

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 is approximately 80% complete and is anticipated to be achieved both on-schedule and on-budget.
- There have been zero incidents or injuries for over 420 days and 50,245 construction manhours.
- Traffic impacts were minimized by eliminating a temporary pedestrian bridge which would have required another phase of construction to remove.
- AI 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**

The project scope was complete roadway and bridge design and construction for 0.3 miles of widening and reconstruction on Elm Avenue to include the replacement of two bridges (one over I-581 and the other over the Norfolk Southern Railroad). The project also includes reconstruction of all four ramps to provide additional capacity and improve traffic flow. Finally the project includes guardrail replacement along I-581 to current standards along with the replacement of a 60-inch pipe crossing with an 84-inch pipe which was originally designed using micro-tunneling technology.

Right of Way and easement acquisition was required for 5 affected parcels to construct the improvements. Utility coordination included UFI meetings, development of easement requirements, evaluation of UT-9 forms to determine cost responsibility, reviewing utility plan and estimates, and monitoring the relocation of utilities including the relocation of Norfolk Southern's signal line.

**LESSONS LEARNED FOR THE PROJECT**

- **Coordination with the City** – AI, VDOT, and the City worked collaboratively to maintain traffic flow throughout construction. Lane closures were coordinated with VDOT Salem District TOC.
- **Maintenance of Traffic** – To maintain daily traffic both downtown and through the City with minimal disruptions, construction was completed in three for Elm Avenue and two stages for I-581. Widening was completed on I-581 prior to shifting traffic. Completing construction in these areas eliminated future phases and reduced additional traffic impacts.
- **Utility Coordination** – Installation of new lighting and signals was complicated since the location of the existing utility lines was not documented correctly. The AI Team coordinated with the City to maintain lighting existing signals and lighting for pedestrians while installing the new utility lines. Coordination efforts included AI, VDOT, the City, and AI's 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.
- **ROW Acquisition** – Schedule challenges created by difficult ROW acquisitions were mitigated by starting construction utilizing a right of entry where necessary.

**Relevance to the Project**

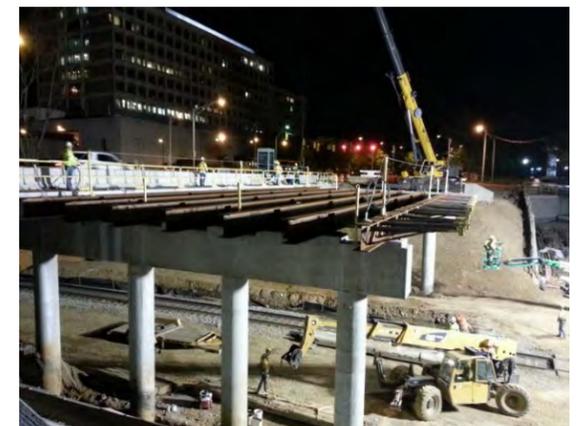
- ✓ *VDOT Design-Build Project*
- ✓ *Intersection Modifications*
- ✓ *Structures/Bridges*
- ✓ *Urban Principal Arterial*
- ✓ *Interchange Improvements*
- ✓ *Signalization*
- ✓ *Railroad Coordination*
- ✓ *Challenging MOT*
- ✓ *Utility Relocations*
- ✓ *ROW Acquisition*
- ✓ *Coordination with the City*

**AI Staff Involvement**

- *Edward Hilferty\**
  - *Jeffrey Miller*
  - *Garrett Frank*
  - *Chris Shertzer*
- \* Proposed Key Personnel



*Aerial View of Elm Avenue Interchange*



*Setting Bridge Beams at Night*

*“The AI 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*

\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>ROUTE 60 AND GERMAN SCHOOL ROAD WIDENING</b>  Location: <b>Richmond, VA</b>	Name: <b>AECOM</b>	Name of Client / Owner: <b>VDOT</b> Phone: <b>804-524-6433</b> Project Manager: <b>Shane Mann</b> Phone: <b>804-524-6433</b> Email: <b>shane.mann@vdot.virginia.gov</b>	<b>08/2013</b>	<b>12/2012</b> Completed early through schedule acceleration.	<b>\$35,412</b>	<b>\$45,584</b> Increase due to extensive design changes, utility conflicts, and quantity overruns.	<b>\$45,584</b>

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**

The Route 60 project consisted of a total of 4.5 miles of roadway reconstruction and widening on Midlothian Turnpike (six-lane divided highway) and German School Road. The project scope included curb and gutter; concrete flatwork; paving; lighting; landscaping; and improvements to gas, water, sanitary sewer, and storm sewer.

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 AI's construction team. An outside survey company was utilized to resurvey the entire job to locate grade issues throughout the project. To correct this problem, AI, 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 AI 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, AI crews moved quickly to another work operation without delaying the schedule or jeopardizing safety.
- **Formal Partnering** – Through formal partnering on this project, a good relationship between VDOT and AI's construction team was developed and maintained. The significant change negotiations were successful because of the teaming relationships created and the approach by all parties to put the success of the project above personal agendas.
- **Maintenance of Traffic** – AI was responsible for MOT on the project with a focus on keeping pedestrians safe in the work zone. AI 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.

**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

**AI Staff Involvement**

- Jessica Colbert
- Brad Bushey
- Chris Shertzer



*Route 60 West Bound completed*



*MOT to install pipe in the median of Route 60*

**“American Infrastructure 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**

\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-64 WIDENING/HOV LANES/BATTLEFIELD BOULEVARD INTERCHANGE/GREENBRIER PARKWAY INTERCHANGE</b> Location: <b>Virginia Beach, VA</b>	Name: <b>E.V. Williams</b>	Name of Client.: <b>VDOT</b> Project Manager: <b>Bud Morgan</b> Phone: <b>(757) 494-5472</b> Email: <b>robert.morgan@vdot.virginia.gov</b>	<b>June 2009</b>	<b>April 2009</b>	<b>\$98,197</b>	<b>\$103,000</b>	<b>\$6,000</b>

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**

This project was recognized with multiple awards including Roads and Bridge Magazine Top Ten Road Construction projects of 2009, ACEC Honors Award, CMAA Achievement Award, ECHR Outstanding Engineering Achievement Award 2009, and SASHTO 2010 America's Transportation Awards for Innovative Management.

**PROJECT DESCRIPTION**

Kimley-Horn designed additional through and high-occupancy vehicle (HOV) lanes in each direction on a 1.5-mile segment of I-64. Special features of the project included a traffic analysis to determine where the HOV lanes were needed, developing a collector-distributor (C-D) system with braided slip ramps, and demolition of the existing bridge and construction of a new bridge for Battlefield Boulevard over I-64. Each phase of the construction was developed with the detail necessary to ensure that an adequate level of service could be maintained on both corridors, construction equipment could operate within the construction zones, work was confined to the right-of-way, and appropriate stormwater collection systems were provided for each phase. Detailed cross sections were developed for each construction phase to show grading and drainage of the proposed pavement and the existing conditions. Construction showed that we were not trapping runoff between varying grades and pavement elevations. This detailed exercise paid off because no ponding has occurred on the pavement. An additional challenge to the project was maintaining traffic during the reconstruction of the Battlefield Boulevard bridge. Since the proposed pier locations differed from the existing pier locations, it was difficult to maintain the required number of lanes for I-64. Temporary barriers were used to protect the traffic from the piers and various lane shifts were required to accommodate the interstate traffic volumes.

Post-design, Kimley-Horn was part of a turn-key construction engineering and inspection team that partnered with the contractor and VDOT—an arrangement that fostered direct interaction throughout construction. This mutual beneficial relationship was one of the keys to the project success and had many similarities to a design-build relationship.



I-64 Battlefield Boulevard Interchange looking east

As a subcontractor to STV, Kimley-Horn performed the design for this project from their Virginia Beach office.

**LESSONS LEARNED FOR THE PROJECT**

- **Public Relations** – Public relations outreach campaign to keep the public informed of key construction milestones, changes in traffic patterns, and lane closures met with great acceptance and success.
- **Team Coordination** – Solution-oriented resolve between the contractor, design engineer, construction engineer, and owner led to partnering, resolving discrepancies early and quickly, maintained schedule, and quality of end product.
- **Innovation** – Innovative construction techniques allowed reuse of materials such as the existing mainline pavement that reduced construction truck traffic and facilitated a sustainable construction application.

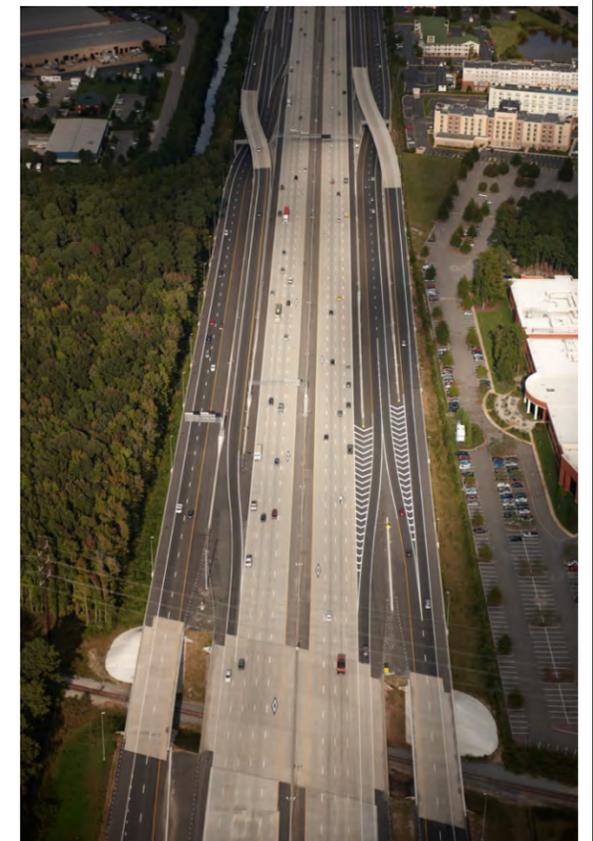
**"Great job on our project. Kimley-Horn is one of the best consultant groups I've worked with . . . very responsive to client needs." – Larry Moore, former VDOT Project Manager**

**Relevance to the Project**

- ✓ *Intersection Reconfiguration*
- ✓ *Continuous Flow Movements via Braided Ramps*
- ✓ *Innovative Design*
- ✓ *Structures/Bridges*
- ✓ *Urban Principal Arterial*
- ✓ *Interchange*
- ✓ *Traffic Control Signalization*
- ✓ *Railroad Coordination*
- ✓ *Challenging MOT*
- ✓ *Utility Coordination/Relocation*
- ✓ *Local Gov't Coordination*

**Kimley-Horn Staff Involvement**

- *Bill Mackey\**
  - *Bill Nash*
  - *Jon Chambers*
  - *Bekki Jucksch*
- \* Proposed Key Personnel



Bridges over NSRR, Utility lines and Braided Ramps looking east

\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>VDOT B26 HAMPTON BOULEVARD GRADE SEPARATION</b>  Location: <b>Norfolk, VA</b>	Name: <b>American Infrastructure</b> 	Name of Client.: <b>VDOT</b> Project Manager: <b>John Olenik/Michael Johnson</b> Phone: <b>(804) 786-2801/(757) 494-5479</b> Email: <b>Michael.johnson@vdot.virginia.gov</b>	<b>11/2012</b>	Anticipated <b>6/2015</b> (extended schedule due to railroad redesign)	<b>\$38,245</b>	Estimated <b>\$53,000</b> (\$11M due to RR delays, \$4M due to quantity overruns and owner requested changes)	<b>\$1,600</b>

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**  
 ■ VDOT CPE record of 100% for 14 months and never below 92%

**PROJECT DESCRIPTION**  
 Designed to alleviate the congestion caused by an influx of 100,000 people per day in and out of the Norfolk Naval Base and the Port of Virginia by road and rail, the project lowered Hampton Boulevard and built two new bridges at the current grade over the new highway. Kimley-Horn designed horizontal and vertical alignments to relocate a heavily traveled six-lane urban corridor under active railroad tracks leading into Norfolk International Terminals. To maintain traffic on the heavily traveled Hampton Boulevard, which serves the largest naval base on the east coast, design of a six-lane temporary detour was included. Bike lanes, sidewalks, and property access also were important issues in the design that included upgrades to four signalized intersections and two additional temporary signals as well as coordination with an at-grade railroad crossing during the 10-year detour. Due to the detour elements and traffic volumes along Hampton Boulevard, construction sequencing and maintenance of traffic was heavily considered. Advanced property acquisition along the existing corridor assisted in accelerating the project schedule.

This project involved an extensive public involvement process that included the creation of a Citizens Advisory Committee (CAC). The committee included stakeholders from the Navy, Virginia Port Authority, the City of Norfolk, VDOT, local business owners, and neighborhood representatives. This project provides infrastructure improvements for VDOT, the City of Norfolk, Norfolk Southern/Portsmouth Beltline Railroads, the Virginia Port Authority, and the Navy. To facilitate drainage within the project limits, a new pump station and drainage outfall were constructed to transport site-runoff to the Elizabeth River. The project required installation of new underground utility infrastructure for sanitary sewer, storm drainage and waterline for the Navy, the Department and the City of Norfolk. Coordination with NAVFAC included identifying utility locations from existing records, utility mapping by AI's subcontractor Inframap, and alignment by both parties on dig locations prior to the start of excavation.

As the Prime Designer, Kimley-Horn performed the design for this project from their Virginia Beach office.

***"The Department has been trending to a transparent agency looking out for the greater good of the public. American Infrastructure has shown the same qualities of openness and honesty through its Company's management, labor and overall business attitude in pursuing the construction of this project." – Michael J. Johnson, VDOT Construction Manager***

- LESSONS LEARNED FOR THE PROJECT**
- **Stakeholder Coordination** – During planning and design, coordination was required with multiple agencies for the project, including VDOT, the US Navy at Naval Station Norfolk, the Port of Virginia, the City of Norfolk, and Norfolk Southern Railroad.
  - **Maintenance of Traffic** – A six-lane detour roadway with adequate median for turn lanes was designed by Kimley-Horn and implemented by AI without any issues and provided access into both NIT and NAS facilities. Coordination with the Navy prior to traffic switches resulted in changes to planned lane closures, detours, and cancellation of shut downs to maintain access.
  - **Drainage and Utilities** – Storm draining in Norfolk is very difficult due to low elevations, high water tables, and inadequate/antiquated existing pipes and required a pump station to manage the stormwater in the depressed elevation portion of the design.

***"The dynamics of a major roadway construction impacting such vital project stakeholders requires continuous partnering, open communications, flexibility, and innovation. American Infrastructure (AI) has focused on all of these key components to ensure customer satisfaction from day one on the subject project. On behalf of the City of Norfolk, we appreciate the positive experience American Infrastructure has provided on the Hampton Boulevard project and your continued dedication." – Heather Robinson, City of Norfolk VDOT Program Manager***

- Relevance to the Project**
- ✓ Intersection reconfiguration
  - ✓ Innovative design
  - ✓ Structures/bridges
  - ✓ Urban principal arterial
  - ✓ Traffic Control signalization
  - ✓ Challenging MOT
  - ✓ Utility coordination
  - ✓ Utility relocation
  - ✓ Geotechnical challenges
  - ✓ Public outreach
  - ✓ Local government coordination
  - ✓ Railroad coordination
- Kimley-Horn Staff Involvement**
- Bill Mackey\*
  - Bill Nash
  - Jon Chambers
  - Bekki Jucksch
- AI Staff Involvement**
- Edward Hilferty\*
- \* Proposed Key Personnel



*1700 CY Mass Concrete Pour*



*Shoring for Roadway Excavation*

**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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>PRINCESS ANNE ROAD/KEMPSVILLE ROAD INTERSECTION IMPROVEMENT PROJECT AND WITCHDUCK PHASE 1</b> Location: <b>Virginia Beach, VA</b>	Name: <b>E.V. Williams</b>	Name of Client.: <b>City of Virginia Beach</b> Project Manager: <b>John Fowler</b> Phone: <b>(757) 385-4131</b> Email: <b>JFowler@vb.gov</b>	<b>December 2014</b>	<b>April 2015</b>	<b>\$43,000</b>	<b>\$45,000</b>	<b>\$3,500</b>

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**

This project was recognized by the City of Virginia Beach for excellence.

**PROJECT DESCRIPTION**

Kimley-Horn conducted a feasibility study and design for the intersection and roadway improvements of this politically-sensitive intersection within the City of Virginia Beach. This project included an analysis of multiple innovative intersection and interchange alternatives prior to the final preferred alternative being recommended. This project includes approximately two miles of urban principal arterial roadway and a relocated at-grade intersection with seven lane approaches on all legs of the intersection. This project also includes the connection of I-264 interchange ramps, the relocation of approximately 50 residents and businesses, a hydrologic and hydraulic analysis, a NEPA Environmental Assessment, a linear gateway park, a stormwater management pond and park adjacent to the intersection, noise abatement measures, utility rehabilitation, signalization, aesthetic improvements, environmental permitting, cultural resources preservation, community impacts, public outreach and a citizen advisory committee, three structures, sanitary pump station rehabilitation and construction phase services. This project is schedule for construction completion in the Spring of 2015.

Post-design, Kimley-Horn was part of a turn-key construction engineering and inspection team that partnered with the contractor and City Inspectors—an arrangement that fostered direct interaction throughout construction. This mutual beneficial relationship was one of the keys to the project success and had many similarities to a design-build relationship.

As the Prime Designer, Kimley-Horn performed the design for this project from their Virginia Beach office.



*Kemps Landing Park and Storm Water Management Pond*

**LESSONS LEARNED FOR THE PROJECT**

- **Public Involvement** – Citizen Involvement program (CAC) built trust with the community and advanced a project that had met with strong resistance previously
- **Team Coordination** – Solution-oriented resolve between the contractor, design engineer, construction engineer, and owner led to partnering, resolving discrepancies early and quickly, maintained schedule, and quality of end product.
- **Utility Relocations** – Hands on utility coordination from the beginning of the project to the end helped with identified utility corridors and swift and complete utility relocation.

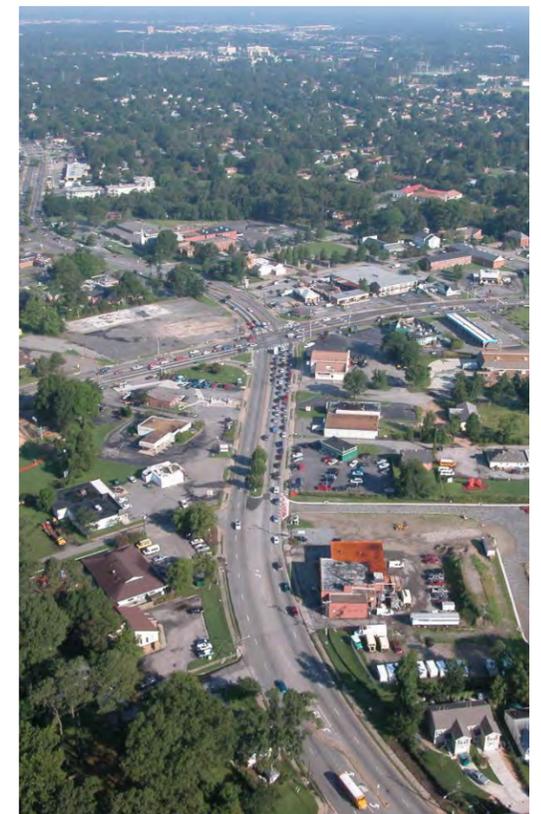
\*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**Relevance to the Project**

- ✓ *Intersection Reconfiguration*
- ✓ *Innovative Design*
- ✓ *Structures/Bridges*
- ✓ *Urban Principal Arterial*
- ✓ *Traffic Control Signalization*
- ✓ *Challenging MOT*
- ✓ *Utility Coordination/Relocation*
- ✓ *Local Gov't Coordination*
- ✓ *Compressed Schedule*

**Kimley-Horn Staff Involvement**

- *Bill Mackey\**
- *Bill Nash*
- *Ken Dierks*
- *Jon Chambers*
- *Bekki Jucksch*
- \* Proposed Key Personnel



*The new intersection*



**American Infrastructure**  
301 Concourse Boulevard  
Suite 300  
Glen Allen, VA 23059  
804-290-8500



**Kimley-Horn and Associates, Inc.**  
4500 Main Street  
Suite 500  
Virginia Beach, VA 23462  
(757) 213-8600



**Rinker Design Associates, P.C.**  
4301 Dominion Blvd.  
Suite 100  
Glen Allen, VA 23060  
804-612-0665

