



Submittal of Qualifications

A DESIGN/BUILD PROJECT

Route 7 – Westbound Truck Climbing Lane

From: Route 9 To: West Market Street

Loudoun County, Virginia



State Project No.:
6007-053-133, R201, C501

Federal Project No.:
STP-5401(518)

Contract ID No.:
C00058599DB54

Date: January 10, 2013



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00058599DB54

PROJECT NO.: 6007-053-133, R201, C501

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 10/31/12
(Date)
2. Cover letter of Addendum #1 – 12/14/12
(Date)
3. Cover letter of _____
(Date)



SIGNATURE
Aaron T. Myers, Vice President/General Manager

01-10-2013
DATE

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	n/a
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	n/a
Letter of Submittal (on Offeror's letterhead)				Page 1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	Page 2
Offeror's point of contact information	NA	Section 3.2.2	yes	Page 2
Principal officer information	NA	Section 3.2.3	yes	Page 2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	Page 2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	Page 2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	n/a
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	n/a
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	n/a
Evidence of obtaining bonding	NA	Section 3.2.9	no	n/a

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	n/a
SCC Registration	3.2.10	Section 3.2.10.1	no	n/a
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	n/a
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	n/a
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	n/a
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 3-4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	n/a
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	n/a
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	n/a
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	n/a
Organizational chart	NA	Section 3.3.2	yes	Page 5
Organizational chart narrative	NA	Section 3.3.2	yes	Page 4-7
Experience of Offeror's Team				Page 8-10

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	n/a
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	n/a
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Page 11-15



“BETTER, FASTER, SAFE”

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

January 10, 2013

Kevin Reichert, P.E.
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal / Statement of Qualifications:
Route 7 – Westbound Truck Climbing Lane
State Project No.: 6007-053-133, R201, C501
Contract ID Number: C00058599DB54

Dear Mr. Reichert:

American Infrastructure (AI) is pleased to provide the Virginia Department of Transportation (VDOT) with a superior team to deliver the Route 7 – Westbound Truck Climbing Lane Design-Build Project in Loudoun County, VA (the Route 7 Project). Our experience delivering successful VDOT design-build (DB) projects throughout the Commonwealth is unmatched for quality, safety, and value.

THE AI/JMT TEAM

American Infrastructure, *ABC National Contractor of the Year for 2011* has a commitment to safety, quality, and customer satisfaction that consistently provides best value to owners on our projects. An established Virginia design-build leader, AI has provided construction services in the Commonwealth since 1967, has successfully delivered two DB projects in Virginia and has three active DB projects for VDOT. Supporting AI will be **Quinn Consulting Services Inc.** serving as the QAM and **NXL Construction Services, Inc.** providing Construction QC.



Because of the specific requirements and risk elements of the Route 7 Project, AI and **Johnson, Mirmiran & Thompson (JMT)** have teamed to form a qualified and experienced DB team to deliver this challenging project to VDOT. JMT will serve as the lead design firm and, in conjunction with **Schnabel Engineering Consultants, Inc.**, **EEE Consulting, Inc.** and **Travesky & Associates LTD**, will provide all engineering, environmental, and public outreach services, and right of way acquisition for the Route 7 Project. JMT will bring their substantial VDOT experience as well as lessons learned from the Fairfax County Parkway and Mark Center Short and Mid-Term improvements design-build projects to this Northern Virginia project.

The AI/JMT Team has excellent reputations in the design and construction of projects of similar size, scope and risks as the Route 7 Project. After identifying and weighing each potential project risk, we believe that *the three risks most relevant and critical to the Route 7 Project's success are variable geotechnical characteristics, work zone safety and mobility, and evolving stormwater management criteria.* Our design and construction focus will be to manage these risks and minimize impacts to the traveling public.

A PROVEN SAFETY RECORD

AI provides a culture of safety and excellence which is evidenced through our safety performance. We believe a project is truly considered successful when the goal of zero incidents is achieved. AI's safety culture is engrained in each employee to recognize unsafe conditions, and authorizes ALL employees, subcontractors, and project stakeholders to stop a work activity if an unsafe condition is observed. AI's safety culture has produced an Experience Modification Rate considerably lower than the construction industry standard of 1.00. AI has extensive safe-work experience on roadway projects constructed with a high volume of traffic. Our roadway

AI-VA SAFETY PERFORMANCE		
Year	EMR	OSHA Violations
2011	0.69	0
2010	0.80	0
2009	0.75	0
2008	0.68	0





crews and supervisors are certified through ATSSA and VDOT’s Work Zone Traffic Control Training for implementation and inspection of traffic patterns. AI will assign a Safety Coordinator to the project to ensure safety policy compliance of AI crews and subcontractors. The Safety Coordinator will also support the construction team in Maintenance of Traffic (MOT) implementation and traffic pattern monitoring.

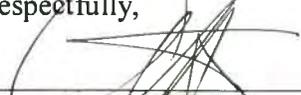
SUBMITTAL REQUIREMENTS

The AI/JMT Team submits the information below as detailed in Section 3.2 of the Request for Qualifications:

- 3.2.1 The full legal name and address of American Infrastructure – VA, Inc. is as follows:
American Infrastructure – VA, Inc., 301 Concourse Boulevard, Suite 300, Glen Allen, VA 23059
- 3.2.2 The contact information for M. Jeff Humphreys, Jr. (DBPM) who is responsible for the oversight of the entire AI/JMT Team and will be the primary point of contact with VDOT is as follows:
M. Jeff Humphreys, Jr., DBPM 804.290.8514 (Telephone)
301 Concourse Boulevard – Suite 300 484.993.6638 (Fax)
Glen Allen, VA 23059 jeff.humphreys@americaninfrastructure.com
- 3.2.3 The principal officer of American Infrastructure-VA, Inc. with whom a design-build contract with VDOT would be written is:
Aaron Myers, VP/GM 804.290.8500 (Telephone)
301 Concourse Boulevard – Suite 300 804.418.7935 (Fax)
Glen Allen, VA 2305 aaron.myers@americaninfrastructure.com
- 3.2.4 American Infrastructure – VA, Inc. is a registered Corporation in the Commonwealth of Virginia and will take financial responsibility for the Project. A single performance bond and a single payment bond will be provided for the Route 7 Project.
- 3.2.5 American Infrastructure – VA, Inc. will be the lead contractor and Johnson, Mirmiran & Thompson, Inc. will be the Lead Designer for the Route 7 Project.
- 3.2.6 All affiliated and subsidiary companies are identified on Attachment 3.2.6 in **APPENDIX 3.2.6**.
- 3.2.7 The executed Certification Regarding Debarment Forms are included in **APPENDIX 3.2.7**.
- 3.2.8 American Infrastructure – VA is active, in good standing and prequalified to bid on the Project as outlined in VDOT’s Rules Governing Prequalification Privileges. AI-VA’s prequalification number is G303 and our prequalification certificate is included as in **APPENDIX 3.2.8**.
- 3.2.9 AI-VA has the capability to obtain a performance and payment bond for the \$32M estimated contract value of Project as exhibited by the Rosenberg & Parker Letter of Surety in **APPENDIX 3.2.9**.
- 3.2.10 The summary of professional licenses Attachment 3.2.10 as well as full size copies of individual licenses for the AI/JMT Team business entities and Key Personnel are included in **APPENDIX 3.2.10**.
- 3.2.11 The AI/JMT Team supports the establishment and preservation of small businesses owned by women and minorities. We are committed to achieving the 15% DBE participation project goal.

AI and JMT have long and successful histories of serving VDOT on numerous DB and DBB projects. As a single, integrated DB Team, we will design and construct the Route 7 Project in a manner to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and third party stakeholders to promote trust, confidence, and collaboration for the duration of the Route 7 Project.

Respectfully,



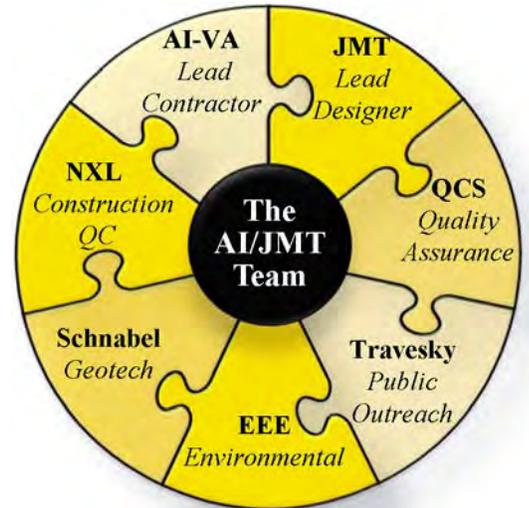
Aaron T. Myers, VP/GM
American Infrastructure – VA, Inc.



M. Jeff Humphreys, Jr., DBPM
American Infrastructure – VA, Inc.



AI-VA and JMT have assembled a team of qualified professionals experienced in working with VDOT on design-build projects similar to the Route 7 Project. The AI/JMT Team is a well integrated organization with established lines of communication amongst our entire team and a clear separation of construction QA and QC responsibilities. As evidenced by successful completion of similar projects, the AI/JMT Team will ensure the delivery of the Route 7 Project in accordance with all contract requirements while managing and mitigating all risks with special emphasis on our critical risks identified in Section 3.5, specifically *variable geotechnical characteristics, work zone safety and mobility, and evolving stormwater management criteria.*



3.3.1 KEY PERSONNEL

The AI/JMT Team’s key personnel are highly qualified design and construction professionals with relevant experience in their respective project roles. The specific selection of these four key personnel is based on their understanding of the key issues associated with the Route 7 Project; their knowledge of the local communities, stakeholders, and third parties that use and live in and around the Route 7 Project; and their ability to manage and mitigate all project risks. The AI/JMT Team has selected the best project team members to develop, design, and implement construction solutions to minimize and/or eliminate risks.

Figure 3.3.1. The AI/JMT Team is a well integrated, experienced and organized team of seven key firms.

3.3.1.1 DESIGN-BUILD PROJECT MANAGER (DBPM): A strong team needs a strong and experienced leader. The AI/JMT Team has selected *M. Jeff Humphreys, Jr.* as our DBPM. He will serve as the primary point of contact with VDOT and be responsible for the overall project design, construction quality management and contact administration. Mr. Humphreys has managed the design and pre-construction start up of the *VDOT Middle Ground Boulevard Extension Design-Build project* where his focus was the risk management associated with stormwater management, varying geotechnical conditions, high volumes of traffic, ROW acquisition, and public involvement. Mr. Humphreys is currently serving as AI’s DBPM for the *VDOT I-581/Elm Avenue Interchange Improvements Design-Build project* in Roanoke, VA where he is focusing on similar risk elements as those on Middle Ground Boulevard and the Route 7 Project.

3.3.1.2 QUALITY ASSURANCE MANAGER (QAM): Quality Assurance (QA) is of paramount importance to the successful completion of any DB project, and requires a registered, professional engineer licensed in Virginia with working knowledge and understanding of quality assurance inspection and testing, including monitoring the construction quality control programs. The AI/JMT Team offers *Kaushik Vyas, P.E.* with Quinn Consulting Services Inc., as the QAM for the Route 7 Project. Mr. Vyas has extensive experience in Quality Assurance and Quality Control on VDOT DB projects relevant to the Route 7 Project, including the *I-495 HOT lanes, Route 15 widening design-build* and *Route 895 PPTA design-build* projects.

3.3.1.3 DESIGN MANAGER (DM): Because of his 39 years of transportation design experience, most of that working side-by-side with VDOT NOVA District staff, the AI/JMT Team is committing *Robert Reed, P.E.*, to serve as the DM. Mr. Reed has identified, addressed, and implemented risk management strategies on similar transportation improvement projects along the Route 7 corridor for VDOT focusing on interstate widening, complex traffic management, trail relocations, phased construction, stormwater management and drainage design, and access management. In addition to VDOT, he has worked with other stakeholders along the corridor to address issues related to relocation and continued use of the W&OD Trail through construction. His expertise in all pertinent technical design disciplines ensures his ability to responsibly manage project design and to establish and oversee an independent design QA/QC program for this project.

Mr. Reed has participated in many DB projects including the *Sycolin Road Overpass*, *Battlefield Parkway*, and *Pacific Boulevard design-build* projects in Loudoun County; and *I-81 TCL design-build projects* in Salem and Staunton Districts. He has also served for three years as the DM supporting VDOT in the oversight of the *DT/MT/MLK Expressway PPTA project* in southeast Virginia.

3.3.1.4 CONSTRUCTION MANAGER (CM): The right Construction Manager understands regional and local travel patterns and is sensitive to the impacts construction will have on the community surrounding the Route 7 Project. The AI/JMT Team CM, **Kevin Ott**, lives in Loudoun County, approximately ten miles from the Route 7 Project and is very familiar with the traffic conditions on Route 7. As an active member of his home owners association, Mr. Ott recently worked with the developer to coordinate design for the widening of Belmont Ridge Road including the impacts to the shared use path adjacent to his community. This local knowledge of the issues that affect the community, coupled with his ability to manage the construction processes to ensure compliance with the contract requirements, will prove invaluable to the AI/JMT Team and VDOT. Mr. Ott is a Senior Project Manager for AI and has successfully mitigated the project risks identified for the Route 7 Project through his current and previous experience on notable projects such as *I-95 at Contee Road project*, the *Inter-County Connector Contract A project*, and the *Woodrow Wilson Memorial Bridge*.

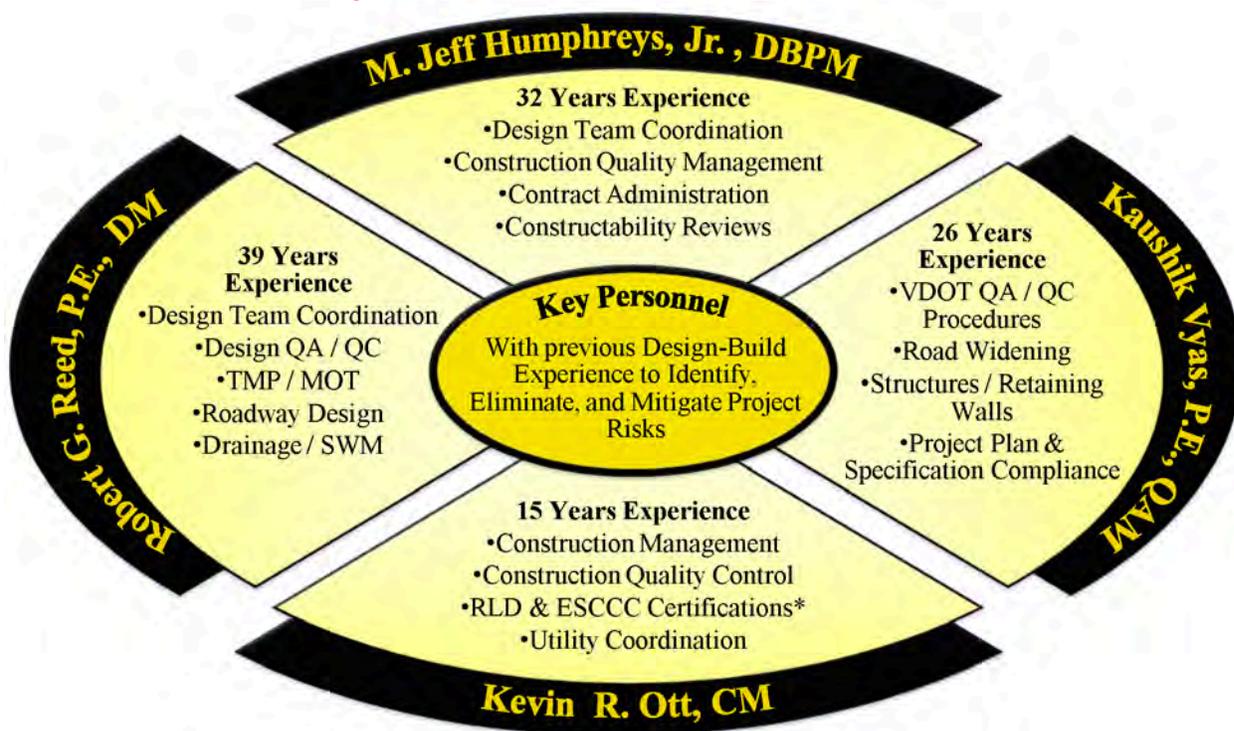


Figure 3.3.2: AI / JMT Team Key Personnel Design-Build Qualifications. *Our team key personnel will minimize project risks through personal experience and team accountability.*

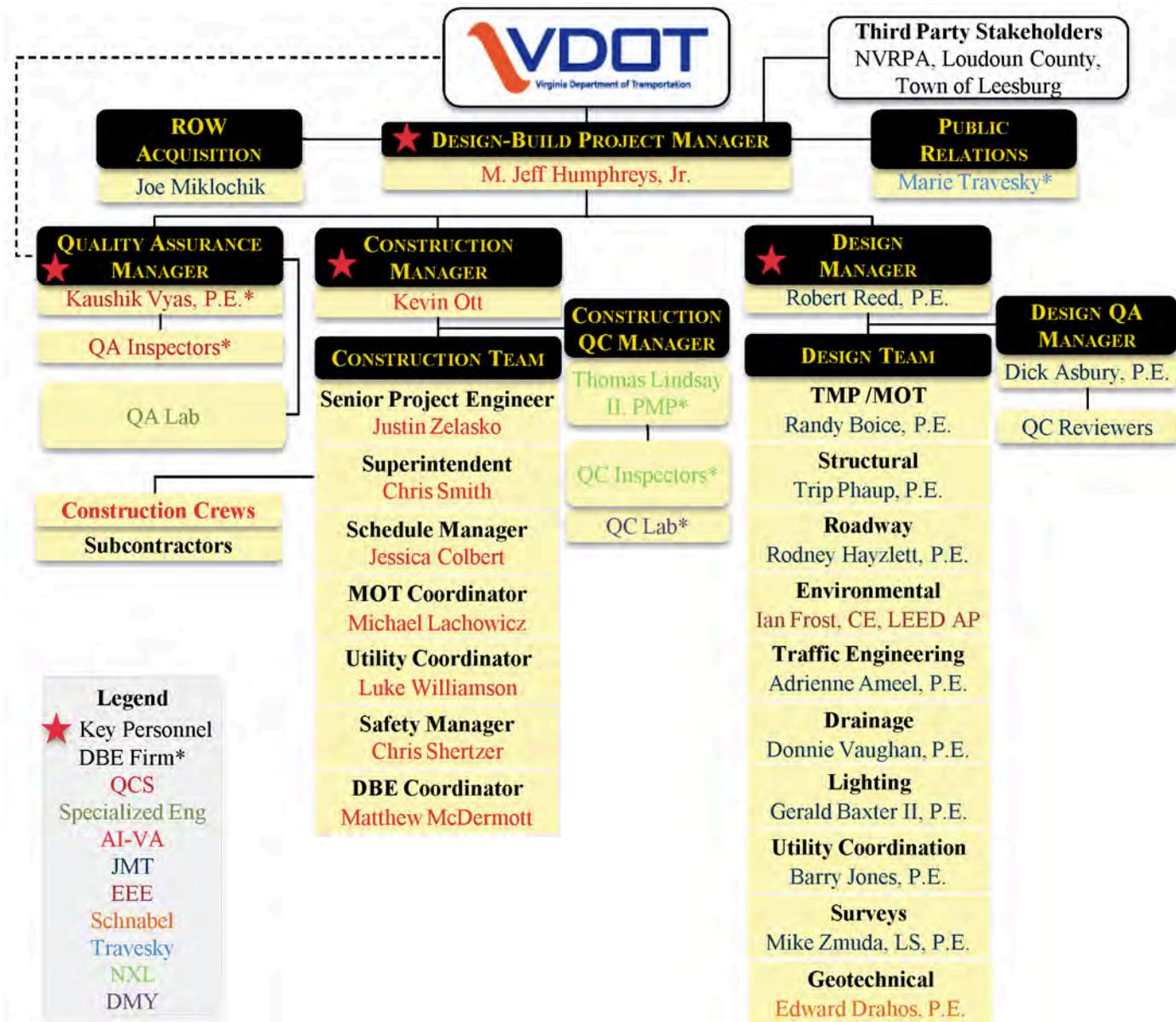
* Mr. Ott will obtain RLD and ESCCC certifications prior to the commencement of construction.

3.3.2 ORGANIZATIONAL CHART:

The AI/JMT Team organizational chart shows the chain of command while identifying major functions to be performed. Practical lines of communication between design, construction, and the independent QA/QC support staff with the DBPM will ensure all levels function as a team. This organization is a successful model used by AI and JMT on past and present projects, including the *US 40 / MD 715 Improvements DB project*. Clear separation and independence between the Quality Control (QC) and Quality Assurance (QA) programs for construction activities is shown, in accordance with the VDOT’s requirements. Key Personnel

are identified by a red star. The AI/JMT Team has assigned team leads for pertinent disciplines to provide comprehensive project management and risk mitigation expertise.

The AI/JMT Team members assigned to the Route 7 Project have a collective 553 years of experience, with an average of 22 years experience for the 25 people identified on our organizational chart.



FUNCTIONAL RELATIONSHIPS - The AI/JMT Team has identified the major functions to be performed and reporting relationships in managing, designing, and constructing the Route 7 Project. The following information presents the functional responsibilities of each major component of the AI/JMT Team:

VDOT ROLE – The Department will provide guidance, oversight, and approvals for design and construction of the Route 7 Project and will facilitate communication with other review agencies, as necessary. To ensure consistency with VDOT’s earlier outreach effort to the general and traveling public and other third parties during the pre-RFQ process, the AI/JMT Team proposes that VDOT, our DBPM, and public outreach specialist maintain open lines of communication during the DB process. This will allow VDOT to understand and comment on the work-plan and anticipated third party outreach as mentioned in the RFQ,

especially with Loudoun County, the Town of Leesburg, the NVRPA, and others. Furthermore, the Department will be a key teaming partner to ensure successful delivery of the Route 7 Project to the public.

DESIGN-BUILD PROJECT MANAGEMENT ROLE –DBPM, *M. Jeff Humphreys* will manage the overall project design, construction, quality management, and contract administration for the Route 7 Project. The DBPM will report directly to the VDOT Project Manager and will be the primary point of contact with VDOT and other stakeholders. To functionally manage and deliver a successful project, Mr. Humphreys will maintain and meet frequently with five direct reports, specifically the QAM, DM, CM, PR Manager, and ROW Manager. Based on Jeff’s success with the Middle Ground Boulevard and I-581 / Elm Avenue design-build projects, he will meet weekly or bi-weekly, depending on the design and construction stage of the Route 7 Project. Additionally, he will maintain an action item log of activities and a two month look-ahead schedule to ensure the design and construction activities and environmental compliance efforts remain on schedule and in conformance with VDOT commitments.

THE QUALITY ASSURANCE TEAM – Led by our QAM, *Kaushik Vyas, P.E.*, the independent QAM Team of Quinn Consulting Services Inc (QCS) will be responsible for QA inspection and testing of all materials used and work performed on the Route 7 Project, including monitoring of the construction QC program. Further, they will ensure all work and materials, testing, and sampling is performed in accordance with the contract requirements and the “approved for construction” plans and specifications. *Mr. Vyas* will report directly to our DBPM, *Mr. Humphreys* with oversight and concurrent direct reporting to the Department and will be supported by QCS’s QA Inspectors and Specialized Engineering for independent QA materials testing.

THE DESIGN TEAM – The AI/JMT Team organizational chart clearly defines that all design disciplines for the Route 7 Project will report to our DM, *Robert Reed, P.E.* As shown on the organizational chart, eight of the ten major technical discipline areas will be staffed by JMT professionals while two remaining technical discipline areas will be supported by specialty subconsultants who will augment the AI/JMT Team. *Ed Drahos, P.E.* with Schnabel Engineering will provide geotechnical design services and *Ian Frost, AICP* with EEE Consulting, Inc. will provide environmental services. . This talented and experienced group of design engineers and scientists will report directly to Mr. Reed, who in turn will report directly to the DBPM.

Mr. Reed will establish and oversee the design QA/QC program, with the responsibilities of the design QC team independent and separated from the Design QA Manager. The Design QA Manager, *Mr. Dick Asbury, P.E.*, has 40 years of engineering experience and will operate independently of the Design Team to evaluate and compare the design to the established design criteria and ensure that the design QC process is complete. Mr. Asbury will evaluate whether the designer appropriately employed an effective QC process, assessed design issues and problems, applied the correct analysis techniques, and assigned qualified personnel to the task. Mr. Asbury will interface and report directly to the DM.

THE CONSTRUCTION TEAM –CM, *Kevin Ott*, will be responsible for managing the construction process, including QC activities and will report to *Mr. Humphreys* the DBPM. Mr. Ott will be on the project site for the duration of construction and will ensure materials used and work performed meet contract requirements and “approved for construction” plans and specifications. The Construction Team will include the Senior Project Engineer, Superintendent, Schedule Manager, MOT Coordinator, Utility Coordinator, Safety Manager, DBE Coordinator, and Construction QC Manager who will all report to Mr. Ott.

Chris Smith, Superintendent, will be responsible for all field operations including coordination of all AI crews and subcontractors and managing overall project production. *Justin Zelasko*, Senior Project Engineer, will be responsible for construction quantities, project documents, and dissemination and implementation of RFC plans, plan revisions, and field changes. *Jessica Colbert*, Schedule Manager, will be responsible for developing and maintaining the project CPM schedule. *Michael Lachowicz*, MOT Coordinator, will ensure MOT is implemented per plan and safely for the public and AI’s crews. Utility Coordinator, *Luke Williamson*, will coordinate utilities during construction and make certain all utilities are located prior to starting construction. Safety Manager, *Chris Shertzer*, will ensure construction activities meet AI safety

standards and comply with project specific safety policies. DBE Coordinator, *Matt McDermott*, will solicit DBE participation and ensure the DBE goal for the Route 7 Project is met.

PUBLIC RELATIONS – *Marie Travesky* will coordinate public involvement and outreach strategies for the Route 7 Project and, due to the significance of this position, will report directly to M. Jeff Humphreys, our DBPM. With this critical link to the DBPM, and support from the DM and CM, Ms. Travesky will develop and maintain positive public relations throughout the duration of design and construction phase. The focus of this outreach will be to the local communities, church groups, emergency responders, NVRPA, Town of Leesburg, Loudoun County, and the traveling public. Through our DBPM, Ms. Travesky will coordinate with VDOT in advance of outreach efforts to the local community and/or jurisdictions.

RIGHT OF WAY (ROW) ACQUISITION – Our ROW acquisition team will be led by JMT, specifically *Joe Miklochik*, a VDOT pre-qualified ROW contracting consultant. JMT will engage the services of a VDOT prequalified fee appraiser and VDOT prequalified review appraiser during the appraisal and appraisal review process. ROW acquisition will report directly to the DBPM, as well as coordinate directly with the DM and Utility Coordinator and ultimately with VDOT for approval.

COMMUNICATION – The AI/JMT Team will effectively utilize electronic communication within the team to operate as efficiently and cost effectively as possible. In addition, we are experienced with VDOT electronic communication and collaboration systems including Falcon, RUMS, and ftp sites.

PARTNERING – The AI/JMT Team has established effective methods for team communication through our previous teaming experience, and will include the Department and other stakeholders in team communication through inclusion in our formal partnering process. Through routine and open communication, including formal partnering workshops, an atmosphere of trust will be created for the Route 7 Project. The benefits of our formal partnering process include early involvement of key stakeholders to resolve potential major impediments, clarification of responsibilities of stakeholders through establishment of a resolution ladder, and shared use of organizational tools to identify and achieve mutual goals.

DESIGN PHASE – The AI/JMT Team will hold regularly scheduled design coordination meetings and constructability reviews with all pertinent design disciplines and their construction counterparts. Design coordination meetings will address design milestones, and submission schedules. Constructability reviews will evaluate design feasibility, construction means and methods, and schedule management. AI will assign a dedicated construction engineer to coordinate design related decisions that could effect construction. Furthermore, “over the shoulder reviews” will provide a forum for the Department’s input and feedback on the design concept prior to submission of the plans for approval.

CONSTRUCTION PHASE – The AI/JMT Team will have daily coordination meetings, weekly planning and scheduling meetings, and monthly progress meetings. Daily coordination meetings between the CM, the QAM’s Senior Inspector, and the VDOT’s on-site representative will help schedule inspection staff and keep open communication about construction progress. AI-VA’s weekly planning and scheduling meetings will develop “3-Week Look Ahead Schedules” and will include the Construction Team, the QA Team, and Design Team members as needed. Monthly project meetings with the Department will include the AI/JMT Team’s DBPM, DM, CM, QAM and other team members, as necessary, to review overall project progress and discuss any issues that will affect the schedule. Construction Crews will have daily morning huddles and end of shift huddles to make certain the safety measures planned into their work operations are adequate and functioning.

Route 7 – Westbound Truck Climbing Lane

From: Route 9 To: West Market Street Loudoun County, Virginia



The AI/JMT Team is a well integrated organization with cooperative work history, teaming experience, and the qualifications to successfully design and construct the Route 7 Project. The AI/JMT Team is committed to delivering quality projects to satisfied customers ahead of schedule.

AMERICAN INFRASTRUCTURE (AI), ABC National Contractor of the Year for 2011, is a vertically integrated, heavy civil construction company and material supplier that has provided quality construction services in the Mid-Atlantic region since 1939 and in the Commonwealth of Virginia since 1967. A Virginia contractor with a regional workforce of more than 310 employees and 240 pieces of heavy equipment and rolling stock, AI-VA is backed by the resources of its parent company, AI, with a fleet of over 1300 pieces of heavy equipment and rolling stock and over 1600 employees. AI strategically utilizes equipment and personnel by resource sharing throughout the Mid-Atlantic region between AI-VA and its affiliates, American Infrastructure-MD, Inc., and Allan A. Myers, Inc.

AI's culture is represented by "Better Faster Safe", which means building quality work, as efficiently as possible, with a fierce commitment to safety. AI is committed to building relationships with satisfied customers, and pursues projects that will have long lasting impacts in our communities.

JOHNSON, MIRMIRAN & THOMPSON, INC. (JMT) is a full service ENR top 500 design firm (#105 in 2012) and is #29 among ENR's Top 50 Transportation Design Firms with more than 40 years of experience in the design of highway projects. JMT has continuously provided road and bridge design and surveying services to VDOT from their Virginia offices for over 25 years and currently has a staff of over 80 in Virginia. JMT has total staff in excess of 795 professionals with offices in Richmond, Herndon and Virginia Beach, Virginia as well as in MD, WV, PA, Washington DC, DE, NJ, NY and FL.

JMT is guided by their core values of safety, quality, integrity, and relationship. Supporting these core values are JMT's guiding philosophies of imagination, innovation, involvement, and impact. JMT is driven to make a definitive difference by envisioning all the possibilities and implementing the right solution.

AI/JMT RELEVANT WORK HISTORY To date, AI has been awarded over \$625M of design-build projects in the Mid-Atlantic Region, including \$479M for VDOT in the past five years. The *Richmond Airport Connector Road* for Transurban and the *VDOT Route 29 Bridge over Tye River design-build* projects were both completed ahead of schedule. AI's active design-build projects for VDOT include the *Middle Ground Boulevard Extension* project, the *I-581/Elm Avenue Interchange Improvements* project, and the *Route 460 Corridor Improvements* project, all of which are in varying stages of completion.

JMT has been awarded and completed \$298M of design-build projects in Virginia, with \$153M directly for VDOT. These design-build projects include the *Fairfax County Parkway, Phase I, II, and IV* for FHWA, the *Route 15 PPTA* for PWC, the *Gayton Road PPTA* for Henrico County, and for VDOT the *Route 15/460 Approaches & Bridge over Buffalo Creek* and *Route 61 Bridge Replacement* projects.

Through working together on the *US Route 40 / MD Route 715 design-build* project, where AI is the lead contractor and JMT is the lead designer, we have realized that sharing similar core values and approaches to the DB process make us a strong DB team. On the US Route 40 / MD 715 project, as well as other DB projects completed by AI or JMT, we utilized the following approaches:

- Design and construction refinements during the RFP process
- Refinements carried through design and construction efforts



Figure 3.4.1. AI/JMT Team is comprised of two firms with similar cultural DNA that provides the framework for strong collaboration and ensures smooth project delivery.

Route 7 – Westbound Truck Climbing Lane

From: Route 9 To: West Market Street Loudoun County, Virginia



- Over the shoulder reviews of work packages, as well as constructability reviews
- A construction engineer dedicated to the design process
- Lessons learned from previous projects implemented

Work History Forms (Appendix 3.4.1) - AI and JMT submit the following projects in *Appendix 3.4.1* to best demonstrate our individual qualifications for the Route 7 Project.

AI WORK HISTORY AS LEAD CONTRACTOR

- Richmond Airport Connector Road Design-Build
- B26 Hampton Boulevard Grade Separation
- Route 60 and German School Road

JMT WORK HISTORY AS LEAD DESIGNER

- Fairfax County Parkway Design-Build
- Route 7 (Leesburg Pike)
- US 40 at MD 715 Interchange Improvements

In addition to the projects submitted on our Work History forms, AI-VA and JMT have significant previous experience working on projects similar to the Route 7 Project in contract value, delivery method, scope and relevant risks. This experience will ensure smooth management and delivery of the Route 7 Project with little external support from the Department. Relevant project experience is detailed in the following table:

Project & Location	Firm	Contract Value	VDOT	Design-Build	Scope of Work					Relevant Risks				
					Road Widening	Structures/ Retaining Walls	Ramps / Interchange	Median Construction	Shared Use Path	Stormwater Management	Geotechnical Challenges	High Volume of Traffic	ROW Acquisition	Public Involvement
US 40 / MD 715 Improvements	AI / JMT	\$17.7M		✓	✓	✓	✓	✓		✓			✓	
I-81 Sec 023	AI / JMT	\$55.1M				✓	✓		✓		✓			
MD 43 (Campbell Boulevard)	AI / JMT	\$49M				✓	✓			✓	✓			
Richmond Airport Connector Road	AI	\$39.4M		✓	✓	✓	✓	✓		✓	✓		✓	
B26 Hampton Blvd Grade Separation	AI	\$43M	✓			✓		✓		✓	✓	✓	✓	
Route 60 & German School Road	AI	\$41.5M	✓		✓	✓		✓		✓	✓	✓	✓	
Middle Ground Blvd Extension	AI	\$32.5M	✓	✓	✓	✓		✓	✓		✓	✓	✓	
I-581/Elm Ave Interchange Improvements	AI	\$20.4M	✓	✓	✓	✓	✓			✓	✓	✓	✓	
SR 202 Section 403, 404, 405	AI	\$211M			✓	✓	✓			✓	✓	✓	✓	
SR 476, Section RDC	AI	\$78M		✓	✓	✓	✓	✓	✓	✓	✓			
Fairfax County Parkway Phase I, II & IV	JMT	\$112M	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	
Route 7	JMT	\$9.3M	✓		✓	✓		✓	✓	✓	✓		✓	
Route 15 PPTA	JMT	\$678K		✓	✓	✓			✓	✓	✓	✓		
Rte 61 Bridge Replacement	JMT	\$15.6M	✓	✓	✓						✓			
Mark Center Short & Mid Term Improvements	JMT	\$7.8M	✓	✓	✓	✓	✓			✓		✓	✓	
Route 15/460 DB Approaches & Bridge over Buffalo Creek	JMT	\$2.9M	✓	✓	✓						✓			
9 th Street Bridge Replacement over NY Ave	JMT	\$54.5M		✓	✓	✓	✓	✓		✓		✓	✓	



SUBCONSULTANT DESCRIPTIONS - AI-VA and JMT have assembled a knowledgeable team with qualified staff to successfully complete the Route 7 Project for VDOT. Both AI-VA and JMT have long-standing relationships with their subconsultants and have teamed previously with the subconsultants for the Route 7 Project. Brief descriptions of the qualifications of each subconsultant are provided below.



Quinn Consulting Services Incorporated (QCS) will provide independent Quality Assurance for the Route 7 Project and will lead the development and implementation of a project specific QA/QC plan. QCS is a DBE/WBE engineering consulting firm that provides quality assurance and quality control services on design-build projects. QCS has provided QA services on the *Waxpool Road design-build project* in Loudoun County, the *I-81 Truck Climbing Lanes* in Rockbridge County, the *Route 50 Traffic Calming near Gilberts Corner project* in Loudoun

County, and the *Battlefield Parkway design-build project* in Loudoun County. QCS will utilize **Specialized Engineering**, a certified SWaM firm, for materials testing.



Schnabel Engineering Consultants, Inc. (Schnabel), founded in 1956, will provide geotechnical services including geotechnical investigations and borings, material analyses, pavement design and analyses, and geotechnical recommendations for design and construction. With a multi-disciplinary staff of more than 300, Schnabel has provided geotechnical engineering services on over 75 bridge and roadway projects throughout Virginia located in a wide variety of geologic settings. Schnabel has a long history of providing geotechnical services to JMT including the *Fairfax County Parkway* and the *Route 15/460 Approaches and Bridge over Buffalo Creek design-build projects*.



Travesky & Associates, LTD (Travesky) will coordinate public relations for the Route 7 Project. Travesky specializes in government and community relations. The Travesky team possesses excellent human relations skills and the ability to communicate effectively in sensitive political environments. Team members are proficient in analyzing a project area to identify the demographics, key stakeholders, best communication venues, and important issues and concerns. Their public involvement techniques for this project will include targeting the “mega commuters” travelling through the Route 7 Project area for their daily commute. Notable projects on which Travesky has managed public relations include the *I-81 Truck Climbing Lanes*, *Route 460 Corridor Improvements*, the *Northern Virginia Megaprojects GEC*, and *Fairfax County Parkway*.



NXL Construction Services, Inc. (NXL), a certified DBE, will provide Construction Quality Control for the Route 7 Project. Founded in 1989 based in Richmond, NXL has offices throughout Virginia. NXL provides inspection, office engineer services and consultation on all phases of construction and takes pride in being able to staff projects, including large multi-year contracts, with minimal turnover in personnel. NXL has provided construction inspection on the *I-495 Hot Lanes design-build project*, the *Woodrow Wilson Bridge / Telegraph Road Interchange project*, and the *Pacific Boulevard Widening project in Loudoun County, VA*. NXL will utilize **DMY Engineering Consultants, LLC**, a certified DBE for materials testing for the Route 7 Project.



EEE Consulting, Inc. (EEE), a Virginia DMBE certified SWaM, specializes in environmental and environmental engineering. EEE will obtain State and Federal water quality permits required for the Route 7 Project and ensure that NEPA commitments are fulfilled. EEE’s transportation experience includes contracts with VDOA, VDOT, VDRPT, WMATA, NCDOT, STB, FTA, and local governments. EEE is extremely familiar with the environmental work necessary for acquisition of the water quality permits and has provided similar services to JMT on numerous recent projects including the *Fairfax County Parkway Design-Build project* in Fairfax County, VA, the *Mark Center Short and Mid Term Improvements*, and the *11th Street Bridge*.

In preparation of this SOQ, the AI/JMT Team attended the May 7, 2012 public hearing and has visited the Route 7 Project site on three separate occasions to view the existing site characteristics and identify potential design/construction risks that the Route 7 Project presents, including the W&OD trail, and to view the prevailing AM/PM traffic patterns through the project area. Following issuance of the RFQ, the AI/JMT Team has reviewed and evaluated the RFQ plans and technical reports to further evaluate and assess potential Route 7 Project risk factors. After weighing each potential risk, we have determined the three risks most relevant and critical to the success of the Route 7 Project to be *variable geotechnical characteristics, work zone safety and mobility, and evolving stormwater management criteria*. Management of these risks from the assessment phase, through the design, and culminating with the construction is integral to the AI/JMT Team’s approach and our collective success on similar DB projects.

RISK 1 – VARIABLE GEOTECHNICAL CHARACTERISTICS

Risk Description - Assessing and defining the potentially variable geotechnical characteristics present at the project site will be a critical risk for the Route 7 Project. The AI/JMT Team has reviewed the Geotechnical Data Report (GDR) and identified several variable characteristics that prove challenging.

The Route 7 Project is located within the Catocin Formation, just west of the boundary with the Culpeper Triassic Basin. Separating the two geologic formations is a thin geologic band known as the Weverton Formation which is associated with periods of activity of the nearby Bull Run fault. Rocks within the Catocin Formation contain metamorphosed igneous and sedimentary rocks.

In general, subsurface soils typically consist of manmade fills overlying residual low plasticity silts, clays, and sands. Waste fills from previous construction may be encountered in the median. Portions of the residual soils contain isolated locations of highly plastic silts and clays. Decomposed and highly weathered rock derived from the in-place weathering of the underlying bedrock was found under the fill and residual soils. The depth to bedrock and ground water was notably shallow in several locations. Some of the fill soils contain organics, vegetative debris, and construction debris.

Impact - The risk is critical because variable conditions create schedule risks and construction challenges. The AI/JMT Team has identified the following geotechnical-related risks for the Route 7 Project based on the GDR. The impacts include additional cost and time to mitigate the risk.

Unsuitable Existing Fill Materials – Potentially unsuitable existing fill has been identified throughout much of the roadway alignment, including within the median.

Unsuitable High-plasticity Soils – High plasticity soils were encountered within 10 feet of existing grade in 28 of the soil borings.

Shallow Groundwater – Based on the GDR, shallow groundwater was observed at several boring locations as shallow as six inches below the existing grade.

Shallow Rock – The borings identified rock observed at depths less than 10 feet below existing grade. Exposed rock was also observed in median cuts and in high cut slopes. Rock excavation could be required at storm water basin SWM-2, and infiltration may not be possible where rock is present.

Retaining Wall at Route 9 Bridge Abutment – Unknown soil conditions below the abutment may not be conducive to the proposed soil-nail wall construction. The impacts of unsuitable soils at this retaining wall location include needing additional and/or longer soil nails or the need to redesign the wall.

Steep Slope Angles – The proposed 2H:1V slopes may not have an adequate factor of safety for stability. Impacts include need to redesign and build a slope with an adequate factor of safety.

Weak Existing Pavement – GDR included six locations where existing pavement is weaker than expected.

Mitigation - The AI/JMT Team will mitigate this risk with personal and project experience and detailed planning utilizing the following techniques.



Figure 3.5.2. Geotechnical Challenges. *The AI/JMT Team will mitigate the geotechnical risk and variable site characteristics with proven mitigation strategies to provide successful project delivery.*

Experienced Geotechnical Team – Through JMT’s design experience and Schnabel’s geotechnical experience successfully completing VDOT and local municipality projects with similar geologic conditions within the Piedmont region, and AI’s construction experience with similar geotechnical conditions, the AI/JMT Team is well suited to manage risks associated with variable geotechnical conditions. Risk management will begin with Schnabel completing geotechnical investigations, evaluations; continue with sound and solid recommendations for design; continue with incorporation of the updated GDR recommendations in the design; and culminate with implementation within the construction phase.

Additional Geotechnical Investigation - The AI/JMT Team will assess the quality of information contained in the GDR and perform a geotechnical engineering investigation that meets or exceeds Chapter 3 of VDOT’s Materials Manual of Instructions. Specific items that will be considered include:

- Thoroughly evaluating subsurface conditions to properly characterize the subsurface conditions including the performance of necessary calculations to better quantify the potential risks.
- Performing additional laboratory testing including moisture contents and proctor values to estimate the extent of unsuitable soils that requiring undercut and replacement, and to evaluate the extent of soils that can be modified or stabilized versus undercut and replacement with select materials.
- Performing triaxial shear strength testing on proposed embankment fill materials for slope stability analyses and evaluation of factors of safety where fill slope heights are greater than 10 feet.
- Providing rock coring and rock mechanics engineering where cut slopes in rock are needed.
- Evaluating the extent of weak existing pavement by performing additional pavement cores.

Detailed Work Planning - By completing additional geotechnical investigation prior to the start of construction, detailed work operation planning can maximize efficiency of construction operations and minimize safety hazards to both the construction team and commuters driving through the work zone.

Soil Undercutting / Stabilization - If necessary, unsuitable existing fill and high-plasticity soils will be removed for pavement and retaining wall support. Cement stabilization may be evaluated for pavement support within the median or other areas where unsuitable or marginal existing fill is encountered. AI is experienced in managing extensive undercuts and soils stabilization while minimizing schedule impacts.

Dewatering / Underdrain - Dewatering using collector trenches and pumping for installation of pipes using trenchless technology or for construction of earth retention structures may be necessary. Various types of

pavement underdrains will likely be needed in addition to typical pavement edge drains. AI is experienced in managing complex dewatering systems and has installed extensive underdrain systems.

Flat or Benched Slopes - Where inadequate factors of safety with regard to slope stability are encountered, slightly flatter or benched slopes could be needed to produce a suitable factor of safety, especially for higher slopes. With safety as a primary priority of the AI/JMT Team, slopes will be designed and constructed to provide minimal risk for both the long term and during construction.

Safe Rock Excavation - Where rock excavation is needed adjacent to traffic, caution will be taken to minimize this risk. AI is experienced both in hoe-ramming and blasting adjacent to roadways with high traffic volume. If hoe-ramming is necessary, shielding will be used to protect adjacent traffic. If blasting is necessary and reasonable, a critical blasting plan will be developed to make certain safe conditions are maintained, which may require short-term lane closures of Route 7.

VDOT’s Role - The AI/JMT Team will initiate early discussion with VDOT’s geotechnical and materials engineers to develop a unified approach to managing the geotechnical challenges on the Route 7 Project. We expect that VDOT will provide timely reviews of submittals for geotechnical reports, studies, and recommendations and provide assistance in coordinating with outside agencies and third party stakeholders.

RISK 2 – WORK ZONE SAFETY AND MOBILITY

Risk Description - The roadway corridor experiences high volumes of traffic and recurring traffic congestion on a daily basis. Average daily traffic (ADT) for the four lane roadway is approximately 60,500 vehicles per day with morning inbound peaks and afternoon outbound peaks of approximately 3,000 vehicles per hour and “reverse-commuter” traffic of approximately 800 to 1,000 vehicles per hour. Existing travel lanes are nearly saturated and susceptible to interruptions due to even minor incidents. Congested conditions extend for several hours during both the morning and afternoon peak periods.



Figure 3.5.3. Traffic Volume. *With an ADT of 60,500 vehicles and peak travel of 3,000 vehicles per hour, the AI/JMT Team places high priority on providing a safe work area and maintain mobility.*

Contractor access to the work zone in the median will be crucial. The narrow work area is further influenced by steep slopes between the westbound and eastbound lanes. Rock slopes and narrow right of way constraints limit shifting travel lanes to provide a wider buffer from construction zones. Improper planning of the work zone could lead to risks to safety risks and contribute to additional travel and work delays. Reconstruction of the W&OD trail and the Route 9 interchange pose challenges to construction sequencing while maintaining traffic safety, access and mobility.

Impact - The safety of the traveling public and our workers is of paramount importance during construction of the Route 7 Project and for the design features of the final roadway system. Careful consideration of transportation management strategies will be critical in reducing risks to safety while helping to preserve mobility through the corridor. Avoiding delays not only improve mobility but will also reduce the frequency of delay-related incidents. Expert application of work zone management will help to reduce vehicular accidents and reduce traffic-related risks.

Communicating with the traveling public will be a vital challenge in advising the public of pending changes to travel patterns and avoiding driver frustration and promoting safety. Adding to this challenge are many long distance commuters and commuters traveling toward employment centers in Northern Virginia and DC from western Virginia and West Virginia that use this route. Failure to maintain traffic adequately would endanger the traveling public and our workers; in addition, complaints from frustrated drivers could delay construction. Either of these options is unacceptable to the AI/JMT Team and VDOT.

During construction, travelers will be challenged by unexpected road conditions, shifting traffic patterns, and distractions due to work activities. Few alternative routes are available to utilize for congestion management during construction. Since two lanes of traffic must be maintained at all times, work will be conducted in close proximity to a large volume of high-speed traffic and access to work areas will require careful planning. The final design introduces changes in access patterns to adjacent roadways. Commuting routes and access by emergency vehicles may be adversely impacted.

Mitigation – To manage this risk, the AI/JMT Team has developed multiple mitigation strategies.

Public Communication – Outreach strategies will be developed to ensure public awareness of construction activities throughout the project focusing on alerting long distance commuters and local users of impending road condition and traffic pattern changes in advance. This will allow the AI/JMT Team to manage the user’s expectations and allow users to adjust their activities to compensate for the construction activities.

Detailed TMP and TTCP – A Transportation Management Plan will be developed and implemented. This plan will design a detailed temporary traffic control plan (TTCP), identify the best methods for disseminating the public communications, and define means to conduct transportation operations during construction. Detailed staging and construction access will be addressed and defined within the TTCP.

Collaborative Team Input into Plan Development – Through close collaboration between the design and construction MOT experts, alternative construction phasing and methods will be considered during development of the TTCP. Developing the plan simultaneously with determining construction means and methods will make certain that the TTCP accounts for field conditions and is implemented correctly. By resolving construction challenges during plan development, the duration of potential traffic impacts will be minimized and safely improved as a result of shorter construction durations and constraints.

Input from the VDOT, the Town of Leesburg, Loudoun County, NVRPA, first responders, and other stakeholders will be sought. Conceptual designs, which include innovative approaches to certain issues found during the design process, may include a consideration of barrier along the median due to traffic volumes and the need for work zone access. These concepts will be refined with the goals of maintaining access to properties; maintaining trail access while providing ADA compliant pathways and facilities; managing traffic congestion; and promoting the safe travel for all users and all modes of travel through the corridor.

The proposed TTCP and final roadway configurations will be analyzed for traffic operations using the appropriate traffic modeling software, such as SYNCHRO and/or VISSIM. Adjustments and modifications to the plans will be made in order to assure acceptable levels of services are maintained throughout the construction period as well as once construction is complete.

Reasonable Lane Closures – Maintaining two lanes in both directions at all times will limit construction means and methods significantly. The AI/JMT Team may utilize off-peak work hours to minimize traffic impacts. However, depending on the window allowable for lane closures, working hours during night shifts could be limited. The AI/JMT Team will consider requesting lane closures for westbound traffic during the morning traffic peak and alternatively eastbound during the evening commute. This would allow extended working hours while minimizing the overall duration of construction interruption.

Experienced Staff – Our design staff members are certified by VDOT for Advanced Work Zone Traffic Control with knowledge in the application of current versions of the MUTCD, the Virginia Supplement to the MUTCD, the Virginia Work Area Protection Manual, and ADA guidelines. On the construction side, our MOT Coordinator is certified by VDOT for Intermediate Work Zone Traffic Control. As part of AI’s safety standards, AI field supervisors are certified by VDOT for Intermediate Work Zone Traffic Control and field employees responsible for implementing traffic patterns are certified by VDOT for Basic Work Zone Traffic Control. ***AI managed ADT of over 100,000 vehicles on the SR 202 Project, and over 130,000 on the SR 476 Section RDC project.***

VDOT's Role – The AI/JMT Team anticipates that VDOT, as well as the Town of Leesburg, Loudoun County, the NVRPA, and other stakeholders will provide timely reviews of the TMP/TTCP as it is developed and assist in its implementation on a regional basis. We anticipate the Department will provide partnering support in coordinating with project stakeholders and with community outreach.

RISK 3 – EVOLVING STORMWATER MANAGEMENT CRITERIA

Risk Description – With stricter enforcement of the Chesapeake Bay Preservation Act, stormwater management (SWM) criteria for VDOT are evolving rapidly and could change further during the Route 7 Project. New VDOT negotiations with DCR have led to a series of modifications in criteria that apply to the Route 7 Project. Stormwater Program Advisory SWPA 12-01 is the primary recent change in criteria that affects the project's design. The Route 7 Project completed the Public Hearing process in May 30, 2012 (prior to a July 1, 2012 criteria milestone) but the RFP was not released until October 31, 2012 (after another major criteria milestone on October 1, 2012); this defines this Route 7 Project as a Category 2 activity. Criteria for Category 2 activities fall in a “limbo” period where neither the old SWM criteria nor the new SWM criteria fully apply – interim analyses and “common sense” decisions are required to define the final design. These unresolved design criteria pose a risk to both to the AI/JMT Team and VDOT.

Impact - This risk is critical to the success of the Route 7 Project for various reasons.

The Level of Effort for Design is Undefined – The current requirements (SWPA 12-01) call for investigation of “all” reasonable Best Management Practices (BMP's). The only stated constraints on reasonableness are a requirement to retain the right of way limits as shown at the Public Hearing and to avoid construction delay. Following these studies, a determination of feasibility is needed, presumably from VDOT, DCR and perhaps other agencies. Design effort and duration is difficult to determine. For example, a substantial amount of right of way is available near the Route 9 interchange where BMP's could be “reasonable” but BMP's in this location could also lead to secondary considerations for excavation, screening for the W&OD Trail, and require additional enclosed storm drain systems to collect runoff. In other locations, right of way is constrained allowing fewer options but variances to the criteria would need to be approved by DCR.

Unknown Geotechnical Conditions at Potential BMP Locations – Underlying rock and poor soil permeability pose challenges for BMP infiltration, compounded by areas with very shallow water tables. *Construction Costs and Durations are Indeterminate* – The size and extent of SWM facilities and types of BMP's cannot be determined until near the end of the design process. The AI/JMT Team will be required to obtain the VSMP permit based on a VDOT-approved SWM concept.

Mitigation – The AI/JMT Team, including EEE and JMT drainage experts, has been working closely with Mr. Roy Mills, State Stormwater Program Administrator, and Mr. Pawan Sarang, the NOVA District Hydraulics Engineer as SWM criteria have been evolving. Our recent experience on other VDOT projects is helping to resolve some, but not all, of the risks described above. Specific mitigation items include:

- Holding early meetings with VDOT SWM (and maintenance) staff to outline guidelines for analyses and design.
- Developing conceptual designs to direct geotechnical investigations to locate rock, soil, and groundwater constraints.
- Conducting scheduled meetings and over-the-shoulder reviews to quickly foresee and resolve design and constructability decisions including input from VDOT and relevant agencies.
- Adapting concepts and facilities that have proven to be successful on other projects.
- Preparing full documentation of the decision process to facilitate DCR concurrence in the permit process.

VDOT's Role – VDOT will help to define these criteria as part of the RFP process. The AI/JMT Team will request timely input from VDOT for decisions based on reasonability and practicality. The AI/JMT Team also expects VDOT to assist with outside agencies and 3rd party stakeholders, including NVRPA and DCR.

**Appendix 3.2.6 Affiliated and
Subsidiary Companies**

ATTACHMENT 3.2.6

State Project No. 6007-053-133, R201, C501

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

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. 6007-053-133, R201, C501

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

**Appendix 3.2.7 Debarment
Forms**

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

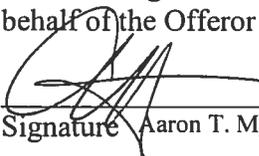
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

	<u>01/02/2013</u>	<u>Vice President/General Manager</u>
Signature Aaron T. Myers	Date	Title

American Infrastructure-VA, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

<u>Robert Gallegos</u>	<u>1/8/13</u>	<u>Senior Vice President</u>
Signature	Date	Title

Johnson Mirmiran and Thompson, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

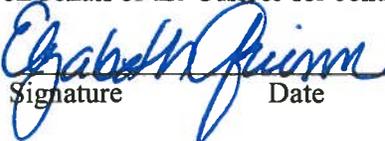
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

	December 17, 2012	President
Signature	Date	Title
<hr/>		
Quinn Consulting Services, Inc.		
<hr/>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

12/18/12

President

NXL Construction Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

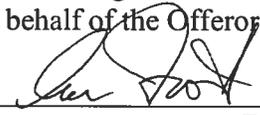
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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 President
Title

EEE Consulting, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

	December 20, 2012	Principal
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

	December 17, 2012	President
Signature	Date	Title

Travesky & Associates, Ltd.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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

1/8/2013

Date

President and CEO

Title

DMY Engineering Consultants, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

<u>David Serlenti</u>	<u>12-14-12</u>	<u>Principal/secretary</u>
Signature	Date	Title
<u>Specialized Engineering</u>		
Name of Firm		

DEC 17 2012



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

AMERICAN INFRASTRUCTURE-VA, INC.

Vendor Number: G303

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

PREQUALIFIED

Work Classes: GRADING; MAJOR STRUCTURES; ASPHALT CONCRETE PAVING; MINOR STRUCTURES; ROADWAY MILLING; SURFACE TREATMENT

Issue Date: 01/31/2012

This Rating and Classification will Expire: 01/31/2013

Suzanne FR Lucas Prequalification Officer

Don E. Siffes, State Contract Officer

ROSENBERG & PARKER®

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

Philadelphia · Toronto

January 10, 2013

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

Re: American Infrastructure-VA, Inc.
Contract ID Number: C00058599DB54, Federal Project No.: STP-5401(518), State Project No.:
6007-053-133, R201, C501 - A Design-Build Project Route 7 – Westbound Truck Climbing Lane
From: Route 9 To: West Market Street

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.

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

Sincerely,

Rosenberg & Parker, Inc.

Harry C. Rosenberg
Chairman

HCR/mgh

cc: Mr. John Souder, 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

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
American Infrastructure-VA, Inc	0113780-1	Corporation	Active	44209 Wade Dr. Chantilly, VA 20152	Contractor (Class A)	2701009872	12/31/2014
Johnson Mimiran & Thompson, Inc.	F149901-3	Corporation	Active	9201 Arboretum Pkwy, Suite 310 Richmond, VA 23236	ENG/LS	0411000029	02/28/2014
				13921 Park Center Rd. Herndon, VA 20171	ENG	0411000441	02/28/2014
				272 Bendix Rd., Ste 260 Virginia Beach, VA 23452	LS/ENG	0411000440	02/28/2014
				72 Loveton Circle Sparks, MD 21152	ENG/LA/ ARC/LS	0407001314	12/31/2013
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Dr. Suite 220 Chantilly, VA 20151	ENG	0407003733	12/31/2013
NXL Construction Co., Inc.	0349742-7	Corporation	Active	114 E Cary St. Suite 200 Richmond, VA 23219	ENG, LS	0407003031	12/31/2013

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2) - Continued							
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Rd. Mechanicsville, VA 23116	ENG	0407003798	12/31/2013
Schnabel Engineering Consultants, Inc.	0712674-1	Corporation	Active	One Cary Street Richmond, VA 23220	ENG	0411000700	02/28/2014
DMY Engineering Consultants, LLC	S313497-2	Limited Liability Corpotaion	Active	45662 Terminal Dr. Suite 110 Dulles, VA 20166	ENG	0407005631	12/31/2013
DIW Group Inc Specialized Engineering	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederick, MD 21703	ENG	0407004748	12/31/2013
Travesky & Associates, Ltd.	0292417-3	Corporation	Active	N/A	N/A	N/A	N/A

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
<u>Business Name</u>	<u>Individual's Name</u>	<u>Office Location Where Professional Services will be Provided (City/State)</u>	<u>Individual's DPOR Address</u>	<u>DPOR Type</u>	<u>DPOR Registration Number</u>	<u>DPOR Expiration Date</u>
Johnson Mirmiran and Thompson	Robert G. Reed	Herndon, VA	2398 Little River Rd. Haymarket, VA 20169	PE	0402018550	04/30/2013
Quinn Consulting Services Inc	John Kevin Vicinski	Chantilly, VA	4609 Marble Rock Ct. Chantilly, VA 20151	PE	0402026380	08/31/2013
Quinn Consulting Services Inc	Kaushikumar Bhupendraprasad	Chantilly, VA	10170 Spring Dr. Gordonsville, VA 22942	PE	0402039004	06/30/2014
NXL Construction Co., Inc.	Nicodemes L DeLeon	Richmond, VA	114 East Cary St. Suite 200 Richmond, VA 23219	PE	0402023030	02/28/2014



Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

01/03/13

17:03:07

CORP ID: 0113780 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/03/08
 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 RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
 ACCEPTED AR#: 212 16 0177 DATE: 10/10/12 HENRICO COUNTY
 CURRENT AR#: 212 16 0177 DATE: 10/10/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	670.00					100,000

 (Screen Id:/Corp_Data_Inquiry)

Class A license renewal for American Infrastructure-VA, Inc has been approved.

The paper copy has not yet been received, please see DPOR detail below for reference.

Details of license number 2701009872

Name:	AMERICAN INFRASTRUCTURE-VA INC
License Number:	2701009872
License Description:	Contractor (Class A)
Class Definitions	
Business Type:	Corporation
Address:	44209 WADE DRIVE CHANTILLY, VA 20152
Specialties/Classifications:	
Classification Definitions	• HIGHWAY / HEAVY
Specialty Definitions	
Expiration Date:	December 31, 2014

[print](#)

Complaints

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

01/03/13

17:01:33

CORP ID: F149901 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/17/06
 CORP NAME: Johnson, Mirmiran & Thompson, Inc.

DATE OF CERTIFICATE: 10/17/2006 PERIOD OF DURATION: INDUSTRY CODE: 70
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: ROBERT GALLAGHER

STREET: 9201 ARBORETUM PKY STE 140 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23236
 R/A STATUS: 2 OFFICER EFF. DATE: 09/06/07 LOC : 120
 ACCEPTED AR#: 212 53 1768 DATE: 08/21/12 CHESTERFIELD CO
 CURRENT AR#: 212 53 1768 DATE: 08/21/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					1,000

 (Screen Id:/Corp_Data_Inquiry)

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

**EXPIRES ON
02-28-2014**

**NUMBER
0411000029**

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

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

PROFESSIONS: ENG, LS

**JOHNSON, MIRMIRAN & THOMPSON, INC.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236**



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.

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

EXPIRES ON
02-28-2014

NUMBER
0411000441

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

JOHNSON MIRMIRAN & THOMPSON INC
13921 PARK CENTER RD
HERNDON, VA 20171



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.

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

EXPIRES ON
02-28-2014

NUMBER
0411000440

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: LS, ENG

**JOHNSON MIRMIRAN & THOMPSON INC
272 BENDIX ROAD
SUITE 260
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.

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

**EXPIRES ON
12-31-2013**

**NUMBER
0407001314**

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

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

PROFESSIONS: ENG, LA, ARC, LS

**JOHNSON MIRMIRAN & THOMPSON INC
72 LOVETON CIRCLE
SPARKS, MD 21152**



Gordon N. Dixon
Gordon N. Dixon, Director

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Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

01/03/13

17:03:55

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#: 212 14 5571 DATE: 09/11/12 ARLINGTON COUNT
 CURRENT AR#: 212 14 5571 DATE: 09/11/12 STATUS: A ASSESSMENT INDICATOR: 0

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

 (Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

NUMBER
0407003733

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

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151



(DETACH HERE)

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

(FOLD)

NOV 13 2012

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Commonwealth of Virginia
State Corporation Commission

S
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CORPORATE DATA INQUIRY

01/03/13

17:04:35

CORP ID: 0349742 - 7 STATUS: 00 ACTIVE STATUS DATE: 11/17/89
 CORP NAME: NXL CONSTRUCTION CO., INC.

DATE OF CERTIFICATE: 11/17/1989 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: NICOMEDES L DE LEON

STREET: 9606 GEORGE'S BLUFF RD AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23229
 R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC : 143
 ACCEPTED AR#: 212 15 2072 DATE: 09/24/12 HENRICO COUNTY
 CURRENT AR#: 212 15 2072 DATE: 09/24/12 STATUS: A ASSESSMENT INDICATOR: 0

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

 (Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2013

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

NUMBER
0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219



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: 0407003031 EXPIRES: 12-31-2013

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC NXL CONSTRUCTION
SERVICES INC

114 E CARY ST STE 200
RICHMOND, VA 23219



(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.



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

01/03/13

17:07:17

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

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/15/12 LOC : 143
 ACCEPTED AR#: 212 52 4099 DATE: 06/27/12 HENRICO COUNTY
 CURRENT AR#: 212 52 4099 DATE: 06/27/12 STATUS: A ASSESSMENT INDICATOR: 0

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

 (Screen Id:/Corp_Data_Inquiry)

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

**EXPIRES ON
12-31-2013**

**NUMBER
0407003798**

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

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

PROFESSIONS: ENG

**EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116**



Gordon N. Dixon
Gordon N. Dixon, Director

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



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

01/03/13

17:05:17

CORP ID: 0712674 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/12/09
 CORP NAME: Schnabel Engineering Consultants, Inc.

DATE OF CERTIFICATE: 08/12/2009 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: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 06/16/11 LOC : 143
 ACCEPTED AR#: 212 52 7550 DATE: 07/23/12 HENRICO COUNTY
 CURRENT AR#: 212 52 7550 DATE: 07/23/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	130.00					10,000

 (Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000700

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



Gordon N. Dixon
Gordon N. Dixon, Director



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

01/09/13

LLCM3220

LLC DATA INQUIRY

18:49:07

LLC ID: S313497 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/11/10
 LLC NAME: **DMY Engineering Consultants, LLC**

DATE OF FILING: 01/11/2010 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 45662 TERMINAL DR STE 110

CITY: DULLES STATE: VA ZIP: 20166-0000

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

R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE

SUITE 110

RTN MAIL:

CITY: DULLES STATE: VA ZIP: 20166-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 06/23/11 LOC: 153 LOUDOUN COUNTY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC_Data_Inquiry)

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

**EXPIRES ON
12-31-2013**

**NUMBER
0407005631**

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

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) **COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005631 EXPIRES: 12-31-2013
PROFESSIONS: ENG
DMY ENGINEERING CONSULTANTS, LLC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

01/09/13

18:44:55

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97
 CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CHARLES MITCHELL

STREET: 21601 AVENS CT AR RTN MAIL:

CITY: ASHBURN STATE : VA ZIP: 20148
 R/A STATUS: 2 OFFICER EFF. DATE: 01/30/97 LOC : 153
 ACCEPTED AR#: 212 54 4988 DATE: 11/26/12 LOUDOUN COUNTY
 CURRENT AR#: 212 54 4988 DATE: 11/26/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,700.00					2,000,000

 (Screen Id:/Corp_Data_Inquiry)

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

EXPIRES ON
12-31-2013

NUMBER
0407004748

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

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

PROFESSIONS: ENG

**DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703**



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Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

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

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004748 EXPIRES: 12-31-2013
PROFESSIONS: ENG
DIW GROUP INC SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



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Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

01/03/13

17:05:57

CORP ID: 0292417 - 3 STATUS: 00 ACTIVE STATUS DATE: 05/22/92
 CORP NAME: TRAVESKY & ASSOCIATES, LTD.
 DATE OF CERTIFICATE: 09/11/1986 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: MARIE B. TRAVESKY
 STREET: 3900 JERMANTOWN RD., STE. 300 AR RTN MAIL:
 CITY: FAIRFAX STATE : VA ZIP: 22030
 R/A STATUS: 2 OFFICER EFF. DATE: 04/03/92 LOC : 303
 ACCEPTED AR#: 212 12 7629 DATE: 07/30/12 FAIRFAX CITY (F
 CURRENT AR#: 212 12 7629 DATE: 07/30/12 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 12 100.00 5,000

 (Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

04-30-2013

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

NUMBER

0402018550

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

ROBERT G REED
2398 LITTLE RIVER ROAD
HAYMARKET, VA 20169



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Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
08-31-2013

NUMBER
0402026380

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

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026380 EXPIRES: 08-31-2013

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

(DETACH HERE)

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

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON
06-30-2014

NUMBER

0402039004

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

**KAUSHIKKUMAR BHUPENDRAPRASAD VYAS
10170 SPRING DRIVE
GORDONSVILLE, VA 22942-7581**



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA**

**EXPIRES ON
02-28-2014**

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

**NUMBER
0402023030**

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

**NICOMEDES L DE LEON
114 EAST CARY ST
SUITE 200
RICHMOND, VA 23219-3735**



Gordon N. Dixon
Gordon N. Dixon, Director

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**COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402023030 EXPIRES: 02-28-2014**

**NICOMEDES L DE LEON
114 EAST CARY ST
SUITE 200
RICHMOND, VA 23219-3735**



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

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**Appendix 3.3.1 Key
Personnel Resume Forms**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	M. JEFF HUMPHREYS, JR., DESIGN-BUILD PROJECT MANAGER / SENIOR ESTIMATOR
b. Project Assignment:	DESIGN-BUILD PROJECT MANAGER
c. Name of Firm with which you are now associated:	AMERICAN INFRASTRUCTURE – VA, INC.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>29</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
NOTABLE EXPERTISE AND TRAINING	
<ul style="list-style-type: none"> ▪ Design Team Coordination ▪ Construction Quality Management ▪ Contract Administration ▪ Constructability Reviews 	<ul style="list-style-type: none"> ▪ Design-Build Projects ▪ High Volume of Traffic ▪ Interstate Widening ▪ Aggressive Schedule Management
<p>AMERICAN INFRASTRUCTURE, DESIGN-BUILD PROJECT MANAGER/SENIOR ESTIMATOR; 2009- PRESENT: Mr. Humphreys is responsible for managing design team coordination, construction quality management, and contract administration. Mr. Humphreys has managed the start up of multiple design-build projects including the Middle Ground Boulevard Extension (\$32.5M), the I-581/Elm Ave Interchange Improvements (\$20.4M), and the Route 29 Bridge over Tye River projects (\$6.7M) for VDOT. Mr. Humphreys is responsible for all aspects of project start ups, including design team coordination, project planning and scheduling, and submittal coordination. His responsibilities also include overall management of the 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. Mr. Humphreys also manages all aspects of project estimating, engineering, pay estimates, coordination with owner, subcontractors, suppliers and other stakeholders, customer satisfaction, and safety for all phases of construction.</p> <p>JOSEPH B. FAY COMPANY (BALTIMORE, MD), PROJECT MANAGER/SENIOR ESTIMATOR; 2005 - 2009: Duties included initial estimating and project procurement, project management, scheduling, negotiations, recruitment, owner and public relations. Mr. Humphreys was responsible for overseeing safe and successful project construction, bridge rehabilitation, and bridge demolition projects in the Mid-Atlantic Region.</p> <p>KEY CONSTRUCTORS, INC. (CLARKSVILLE, VA), VICE PRESIDENT/STRUCTURES DIVISION MANAGER; 2003 - 2005: Responsible for the safe and successful development and operation of all corporate bridge projects with an annual volume of \$14M. Estimated and managed safe and successful bridge construction projects in Virginia and North Carolina.</p> <p>D.W. LYLE CORPORATION (MCKENNEY, VA), VICE PRESIDENT, CONSTRUCTION; 1998 – 2003: Responsible for management of all field operations and personnel on various public projects for VDOT and NCDOT, as well as private projects up to \$20M. His duties included estimating, construction and delivery of design-build projects.</p> <p>FAIRFIELD BRIDGE COMPANY, INC. (FISHERSVILLE, VA), PROJECT MANAGER; 1980 – 1998: Mr. Humphreys joined the Fairfield Bridge Company in 1980 as a Project Manager responsible for bridge and highway projects throughout Virginia. The projects ranged from \$100K to \$16M and he was responsible for preparing bridge project estimates and managing the construction activities on awarded projects.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Nelson County High School/1976-1980/General Studies, Building Trades Pennsylvania State University/1986/Two CEU’s in Supervisor Training
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Erosion and Sediment Control Contractor Certification #4983C
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ul style="list-style-type: none"> a. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> b. <i>Note whether experience is with current firm or with other firm.</i>

c. Provide beginning and end dates for each assignment.

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

VDOT I-581/ELM AVENUE INTERCHANGE IMPROVEMENTS DESIGN-BUILD PROJECT, ROANOKE, VA (\$20.4M)

1. Responsible for the design management, construction quality management, contract administration, overall estimating, constructability, and overall management of this project. The project improves the I-581/Elm Ave Interchange and includes road widening, bridge reconstruction, and ramp/interchange construction. The aggressive schedule will be managed by working longer hours, multiple shifts, night work, and multiple crews. The potential environmental permitting risk of NEPA reevaluation is being mitigated by partnering with the City and VDOT to have an easement dedicated.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ High Volume of Traffic
- ✓ ROW Acquisition
- ✓ Public Involvement

2. *American Infrastructure; Design-Build Project Manager* 3. *Aug 2012 – Anticipated May 2013 (Design /Preconstruction) Aug 2015(Const)*

VDOT MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD PROJECT, NEWPORT NEWS, VA (\$32.5)

1. Responsible for the design management and preconstruction start up of the project, which involves the construction of a 1.2 mile connector roadway, including a bridge over the CSX railway, and the widening of two highly congested primary roadways. Similar to the Route 7 Project, the scope of work on this project includes road widening, structures, median construction, and a shared use path. Mr. Humphreys coordinated development of the MOT plans to minimize temporary traffic control measures. Through involvement in the design development, Mr. Humphreys helped expedite the start of construction on critical work operations to mitigate the schedule risk. Mr. Humphreys recommended and coordinated soils and water sampling to determine the potential for hazardous materials early in the design process to mitigate this potential risk. In addition, Mr. Humphreys coordinated with the designer to expedite delineation changes through partnering relationships with the USACE and VA DEQ.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ High Volume of Traffic
- ✓ ROW Acquisition
- ✓ Public Involvement

2. *American Infrastructure; Senior Project Manager* 3. *June 2011 – Anticipated Jan 2013 (Design /Preconstruction) Dec 2014 (Const)*

VDOT ROUTE 29 BRIDGE OVER TYE RIVER DESIGN-BUILD PROJECT, AMHERST/NELSON COUNTIES, VA (\$6.7M)

1. Mr. Humphreys advised the construction team on concrete operations, rigging, demolition operations and various special activities. These activities included environmental permitting and water quality management and bridge deck placement for this five-span bridge. Mr. Humphreys' involvement contributed to this project being delivered 11 months ahead of schedule. Similar to the Route 7 Project, this project scope of work included road widening and structures/retaining walls.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges

2. *American Infrastructure; Sr. Estimator & Bridging Advisor* 3. *2009-2011*

VDOT ROUTE 360 BRIDGE REPLACEMENT OVER DAN RIVER AND N & S RAILROAD, SOUTH BOSTON, VA (\$25M)

1. Mr. Humphreys managed and directed all bridge construction activities for this project, which included the construction of 2200 LF twin bridges, demolition of the existing bridge over the Dan River and N & S Railroad, and replacement of a bridge over Route 360. He planned, organized and staffed key field positions; managed all required documents and submittals with the owner all QC, safety issues, project cost and schedule, all materials, supplies, equipment and subcontractors and public relations for the project. Project scope included road widening, structures, and median construction.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ High Volume of Traffic

2. *Key Constructors, Inc; VP, Structures Division Manager* 3. *May 2003 – Apr. 2005*

VDOT ROUTE 288 PPTA PROJECT, CHESTERFIELD TO GOOCHLAND COUNTIES, VA (\$236M)

1. Contracted as a dedicated bridge subcontractor, Mr. Humphreys managed and assisted in complete project cost estimating and scheduling as well as design team constructability issues and project phasing for structures and associated roadway. Mr. Humphreys directly managed all aspects of work activities constructed by D W Lyle Corporation including 15 bridges and roadway grading activities.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges

2. *D. W. Lyle Corporation, Vice President, Construction* 3. *Mar. 2001 – Apr 2003*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.									
a. Name & Title:	b. KAUSHIK VYAS, P.E., QUALITY ASSURANCE MANAGER								
b. Project Assignment:	c. QUALITY ASSURANCE MANAGER								
c. Name of Firm with which you are now associated:	d. QUINN CONSULTING SERVICES, INCORPORATED								
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>24</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): NOTABLE EXPERTISE AND TRAINING <table border="0"> <tr> <td>▪ VDOT QA/QC Procedures</td> <td>▪ Design-Build Projects</td> </tr> <tr> <td>▪ Road Widening Inspection & Overall Supervision</td> <td>▪ Quality Assurance Team Coordination</td> </tr> <tr> <td>▪ Structures/ Retaining Walls Inspection & Overall Supervision</td> <td>▪ Project Specific QA/QC Plan Review</td> </tr> <tr> <td>▪ Project Plan & Specification Compliance</td> <td>▪ Quality Assurance Documentation Review</td> </tr> </table> <p>QUINN CONSULTING SERVICES, INC., QUALITY ASSURANCE MANAGER; MARCH 2010 – PRESENT, As quality assurance manager, Mr. Vyas works exclusively on VDOT design-build projects in lead QA and QC roles. Responsible for the quality assurance (QA) inspection and testing of all materials used and work performed on the projects, to include monitoring of the contractor's quality control (QC) program. Ensuring that all work and materials, testing, and sampling are performed in conformance with the contract requirements, and the "approved for construction" plans and specifications.</p> <p>TRC, FORMALLY SITE-BLAUVELT, TRANSPORTATION ENGINEER; APRIL 2001 – MARCH 2010, As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines. Responsible for the quality assurance (QA) inspection and testing of all materials used and work performed on the projects, to include monitoring of the contractor's quality control (QC) program. Ensuring that all work and materials, testing, and sampling are performed in conformance with the contract requirements, and the "approved for construction" plans and specifications.</p> <p>GUJARAT ELECTRICITY BOARD, CIVIL ENGINEER; JUNE 1985 – JULY 2000, As Civil Engineer, worked as a Civil Engineer in power plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of thermal power plant project. Mr. Vyas also worked in Transmission wing- in which work involved was construction of substations, transmission lines, roads, concrete structures, and also performed land acquisition procedure for substations.</p>		▪ VDOT QA/QC Procedures	▪ Design-Build Projects	▪ Road Widening Inspection & Overall Supervision	▪ Quality Assurance Team Coordination	▪ Structures/ Retaining Walls Inspection & Overall Supervision	▪ Project Specific QA/QC Plan Review	▪ Project Plan & Specification Compliance	▪ Quality Assurance Documentation Review
▪ VDOT QA/QC Procedures	▪ Design-Build Projects								
▪ Road Widening Inspection & Overall Supervision	▪ Quality Assurance Team Coordination								
▪ Structures/ Retaining Walls Inspection & Overall Supervision	▪ Project Specific QA/QC Plan Review								
▪ Project Plan & Specification Compliance	▪ Quality Assurance Documentation Review								
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering								
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA 2004 / Civil Engineer / 0402 039004								
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> Note your specific responsibilities and authorities for each assignment, not those of the firm. Note whether experience is with current firm or with other firm. Provide beginning and end dates for each assignment. <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p>									

VDOT I-495 CAPITAL BELTWAY EXPRESS LANES/ HOT LANES PPTA PROJECT, FAIRFAX COUNTY, VA (\$1.4B)

1. Quality Assurance Manager on this nearly 1.4 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of high speed, high traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 10 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; and working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ High Volume of Traffic
- ✓ Public Involvement

2. *Quinn Consulting Services; Quality Assurance Manager*
3. *March 2010 – Anticipated February 2013*

VDOT ROUTE 15 WIDENING DESIGN-BUILD PROJECT, PRINCE WILLIAM COUNTY, VA (\$40M)

1. Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involves Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges, median construction, and MSE Walls construction. During project construction, successfully handled geotechnical challenges, environmental management, and public involvement. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and coordination with public relations in regards to the project.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Public Involvement

2. *TRC (formally Site-Baluelvt); Quality Control Manager*
3. *Nov 2007 – Nov 2010*

VDOT ROUTE 895 PPTA PROJECT, RICHMOND, VA (\$314M)

1. Project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges

2. *TRC (formally Site-Baluelvt); Quality Control Manager*
3. *Apr 2001 – July 2002*

LINTON HALL ROAD WIDENING PROJECT, PRINCE WILLIAM COUNTY, VA (\$20M)

1. Project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Project also included stormwater management, shared use path, waterline & other utilities relocations. During project, managed geotechnical challenges and public involvement. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ Public Involvement

2. *TRC (formally Site-Baluelvt); Quality Assurance Manager*
3. *Nov 2007 – Nov 2010*

SPRIGGS ROAD IMPROVEMENTS PROJECT, PRINCE WILLIAM COUNTY, VA (\$30M)

1. Project which included widening of Spriggs Road to make it a four-lane divided highway between Minnieville Road and Hoadly Road. Project also included the construction of road widening, access roads, MSE walls, shared path, stormwater management and utility relocation. Responsibilities included interpreting geotechnical reports as related to actual field conditions and recommending solutions when unsuitable soils were encountered. Monitored ongoing roadway drainage work and soil stabilization work and prepared daily reports, pay item summaries, and project schedule reports.

Relevance to Route 7 Project

- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ Public Involvement

2. *TRC (formally Site-Baluelvt); Quality Assurance Manager*
3. *May 2006 – Oct 2007*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.			
a. Name & Title:	ROBERT G. REED, P.E., REGIONAL TRANSPORTATION MANAGER - VICE PRESIDENT		
b. Project Assignment:	DESIGN MANAGER		
c. Name of Firm with which you are now associated:	JOHNSON, MIRMIRAN & THOMPSON, INC.		
d. Years experience: With this Firm <u>≤1</u> Years With Other Firms <u>39</u> Years	Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):		
<p>NOTABLE EXPERTISE AND TRAINING</p> <table border="0"> <tr> <td> <ul style="list-style-type: none"> ▪ Multidiscipline Design Team Coordination ▪ Design Quality Management ▪ TMP/MOT ▪ Roadway Design ▪ Storm Water Management and Stream Design </td> <td> <ul style="list-style-type: none"> ▪ Design-Build Experience ▪ Roadway Widening ▪ High Volume of Traffic ▪ Effective Citizen Involvement ▪ VDOT-certified Advanced Traffic Control </td> </tr> </table>		<ul style="list-style-type: none"> ▪ Multidiscipline Design Team Coordination ▪ Design Quality Management ▪ TMP/MOT ▪ Roadway Design ▪ Storm Water Management and Stream Design 	<ul style="list-style-type: none"> ▪ Design-Build Experience ▪ Roadway Widening ▪ High Volume of Traffic ▪ Effective Citizen Involvement ▪ VDOT-certified Advanced Traffic Control
<ul style="list-style-type: none"> ▪ Multidiscipline Design Team Coordination ▪ Design Quality Management ▪ TMP/MOT ▪ Roadway Design ▪ Storm Water Management and Stream Design 	<ul style="list-style-type: none"> ▪ Design-Build Experience ▪ Roadway Widening ▪ High Volume of Traffic ▪ Effective Citizen Involvement ▪ VDOT-certified Advanced Traffic Control 		
<p>OVERVIEW: Mr. Reed has been managing designs for Northern Virginia transportation projects for most of his 39-year career. He previously addressed the design issues expected with this Route 7 Project having led designs for six other VDOT projects along the Route 7 corridor. In addition to VDOT, he has worked with other stakeholders along the corridor including the W&OD Trail. Mr. Reed has been working closely with his counterparts at VDOT to implement the recent changes in stormwater management policy on all of his recent projects. His expertise in the pertinent technical design disciplines ensures his ability to responsibly manage project design. He has had a lead role in VDOT projects providing direct QA/QC oversight for the Department and is well qualified to conduct the design QA/QC program for this project. Mr. Reed has participated in many design-build projects.</p>			
<p>JMT, REGIONAL TRANSPORTATION MANAGER; SEPTEMBER 2012 - PRESENT: Mr. Reed manages transportation design and planning projects within the Commonwealth of Virginia with a primary focus serving his long-established clients within Northern Virginia. He serves as transportation program manager for our Herndon office as well as project manager for major transportation design projects with full support from established staff from all JMT offices.</p>			
<p>PARSONS, SENIOR PROJECT MANAGER/DESIGN DIRECTOR; 1997 - 2012: Served as project manager leading all facets of the design of transportation projects for clients including VDOT, FHWA-EFLHD, and Fairfax County DOT. Design projects included interchanges on I-95, widening of the Fairfax County Parkway, numerous intersection reconstructions and road widening projects. He prepared preliminary plans, estimates, and bid documents for design-build projects for Pacific Boulevard, Sycolin Road Overpass, Battlefield Parkway, and the addition of truck climbing lanes on I-81. He was responsible for the conduct of all aspects of his projects including quality control, administration, risk assessment, safety, management of multiple disciplines, negotiation of contracts and subcontracts, as well as financial and schedule controls. Mr. Reed also served as the Design Manager /Assistant Project Manager for the joint venture helping VDOT to oversee the Downtown Tunnel / Midtown Tunnel / Martin Luther King Expressway during the formative stages of the PPTA project for over three years. Mr. Reed led roadway designs conforming to VDOT format using GEOPAK and MicroStation, designed complex maintenance of traffic plans, prepared signal plans, and coordinated geotechnical, structural and bridge designs. He personally led in concept development, closely directed final designs, and provided detailed stormwater management and hydrologic and hydraulic designs for most of his projects.</p>			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Rensselaer Polytechnic Institute, Troy, New York/ BS/1972/Civil Engineering Rensselaer Polytechnic Institute, Troy, New York/ ME/1973/Civil Engineering (Transportation) Kentucky College Of Engineering – Continuing Education/1976&1979) , Engineering Economics Pennsylvania State University – Continuing Education/1977 & 1991), River Mechanics & Stormwater Management		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1988/Virginia Professional Engineer/0402-018550 (also PE in PA (1975), DE, NJ, NC, & MD)		

Route 7 – Westbound Truck Climbing Lane

From: Route 9 To: West Market Street Loudoun County, Virginia



2009/ATTSA-VDOT Advanced Work Zone Traffic Control/Cert. # 121809011

2006 /Parsons Certified Project Manager/72903

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

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

VDOT-ROUTE 7-15 WIDENING (LEESBURG BYPASS), TOWN OF LEESBURG, VA (\$120M)

1. Project Manager to widen the southeast quadrant of the bypass around Leesburg, Virginia. This project included modifications to two crossings of Tuscarora Creek, two interchanges, provided a grade-separated overpass at the Sycolin Road intersection, and designed trail relocation and new connections for the crossing of the W&OD Trail. Led design efforts including roadway and drainage design (including hydraulic modeling for stream crossings), configuration of bridges and retaining walls, and developed a full transportation management plan. Documented and conducted VDOT's Risk Analysis Workshop. Provided design QC and conducted Public Hearing.

Relevance to Route 7 Project	
✓	Design Coordination
✓	QA/QC
✓	High Volume Traffic
✓	TMP
✓	W&OD Trail
✓	Public Involvement

2. *Parsons Transportation Group Inc. of Virginia; Project Manager* 3. 2009 – 2012

VDOT-DOWNTOWN TUNNEL/MIDTOWN TUNNEL/MLK EXPRESSWAY, NORFOLK & PORTSMOUTH, VA (\$1.4B)

1. Design Manager and Assistant Project Manager augmenting VDOT in the development of this PPTA project under the Elizabeth River to add a second tube to the Midtown Tunnel, upgrade the Downtown Tunnel, and provide the Martin Luther King Expressway to connect the Midtown Tunnel to I-264. Managed an international team of expert subconsultants. Provided QC and approval reviews of all design submittals including: alignments; maintenance of vehicular, marine, and rail traffic; establishment and enforcement of design criteria; utility relocations; right of way acquisitions, and review of design exceptions and waivers.

Relevance to Route 7 Project	
✓	Design Manager
✓	P3 / Design-Build
✓	Complex RW & Utility Issues
✓	Trail Relocations

2. *Southeast Transportation Partners – a joint venture including Parsons Transportation Group Inc. of Virginia; Assistant PM/Design Manager* 3. 2010 – 2012

VDOT- I-81 TRUCK CLIMBING LANE, CHRISTIANSBURG, VA (\$126M-FULL SCOPE, \$74M-BEING CONSTRUCTED)

1. Project Manager for preliminary design of this design-build project that provided a 9-mile truck climbing lane for southbound I-81 in Montgomery County with complex phasing to accommodate traffic during construction with heavy truck volumes. Led design of roadway widening, complex rock cuts, development of storm water management system (SWM) with rock substrata, and VDOT Risk Analysis and Value Engineering Workshops. Conducted Public Hearing and provided design QC.

Relevance to Route 7 Project	
✓	Interstate Widening
✓	Design Coordination
✓	Geotechnical Design
✓	SWM in rock
✓	High Volume of Traffic

2. *Parsons Transportation Group Inc. of Virginia; Project Manager* 3. 2007 – 2008

VDOT (MANAGED BY FAIRFAX COUNTY) - FAIRFAX COUNTY PARKWAY WIDENING, FAIRFAX COUNTY, VA (\$140M)

1. Project Manager for a design to widen Fairfax County Parkway from 4 lanes to 6 lanes (a limited access freeway with at-grade intersections) from U.S. Route 50 to the Dulles Toll Road. Included 6 miles of widening along the mainline and the redesign of nearly 6 miles of crossing roadways. Design tasks included: traffic and HOV analyses, signal design, drainage, bicycle and pedestrian facilities, storm water management facilities, erosion and sediment control, grading and paving, traffic signs and markings, temporary traffic control, Value Engineering workshop, as well as right of way and plats. Conducted a series of citizen's information meetings and agency coordination. Provided design QC.

Relevance to Route 7 Project	
✓	Design Coordination
✓	Arterial Widening
✓	Complex Traffic Design
✓	QA/QC
✓	Public Involvement

2. *Parsons Transportation Group Inc. of Virginia; Project Manager* 3. 2005 -2010



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	b. KEVIN R. OTT, SENIOR PROJECT MANAGER
b. Project Assignment:	c. CONSTRUCTION MANAGER
c. Name of Firm with which you are now associated:	d. AMERICAN INFRASTRUCTURE
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 and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): NOTABLE EXPERTISE AND TRAINING <ul style="list-style-type: none"> ▪ 14 Years DOT Experience ▪ 12 Years Design-Build Experience ▪ Design-Build Construction Management ▪ Construction Quality Control ▪ Utility Coordination ▪ Complex Heavy Traffic Interstate Widening ▪ Adult CPR & First Aid with National Safety Council ▪ MD SHA Erosion & Sediment Control Certification <p>OVERVIEW: Mr. Ott lives in Loudoun County, approximately ten miles from the project and is very familiar with the traffic conditions on Route 7. As an active member of his home owners association, Mr. Ott worked with the developer to coordinate design for the widening of Belmont Ridge Road including the impacts to the shared use path adjacent to his community. His local knowledge of the issues that affect the community will prove invaluable for VDOT.</p> <p>AMERICAN INFRASTRUCTURE, CONSTRUCTION MANAGER/SR. PROJECT MANAGER; 2011- PRESENT: Responsible for managing all aspects of his projects including planning and scheduling work activities, submittals, pay estimates, coordination with the owner, design consultants, private utility owners, & other stakeholders, and safety for all phases of construction. He oversees the construction activities in the field to ensure project delivery that meets or exceeds all expectations of quality, timeliness and budget. Mr. Ott manages project teams on multiple highway/civil projects.</p> <p>GRANITE CONSTRUCTION COMPANY, PROJECT MANAGER; 2007-2011: Responsible for management of engineering, budget, schedule, contracts, document controls, and negotiation of contract changes. Managed a staff of 15+ professionals including three departments, over 100 subcontractors and suppliers, and coordinated with design management, quality control, environmental monitoring, public outreach, and construction operations. Assigned, monitored, and adjusted project personnel to ensure timely project completion.</p> <p>GRANITE CONSTRUCTION COMPANY, PROJECT ENGINEER; 2007 - 2007: Responsible for preparing and negotiating change orders with owners and subcontractors, performing cost analysis, and preparing progress payment applications.</p> <p>GRANITE CONSTRUCTION COMPANY, PROJECT ENGINEER/ PRECAST PROJECT MANAGER; 2003 - 2007: Managed segmental precast operation from start-to-finish including the development of the complete work plan for the casting yard where all segments of the precast substructure of the WWB were fabricated. Managed the engineering, construction operations, and quality control departments of the precast operation. Responsible for casting schedule, budget, and quality, including coordination of numerous subcontractors and suppliers.</p> <p>GRANITE CONSTRUCTION COMPANY, PROJECT ENGINEER; 1999–2002: Performed engineering, construction management, and project controls duties including scheduling, work plan development, submittals, cost management, forecast analysis, estimating, and subcontractor/supplier negotiations and oversight of site civil operations.</p> <p>GRANITE CONSTRUCTION COMPANY & ANGELO IAFRATE CONSTRUCTION, FIELD ENGINEER; 1997-1999: Production management on large highway reconstruction and heavy rail projects. Responsible for material procurement, cost tracking, quantity tracking, and contract administration. Coordinated progress payments, developed work plans, provided field engineering and field supervision for structures, retaining walls, paving, electrical, and utility construction activities.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	BS/1997/Construction Engineering – Iowa State University
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	RLD and ESCCC certifications with be obtained prior to commencement 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: RICHMOND AIRPORT CONNECTOR ROAD DESIGN-BUILD PROJECT Location: Henrico County, VA	Name: Dewberry	Name of Client.: Transurban Phone: 804-822-3460 Project Manager: Richard Prezioso Phone: 804-822-3460 Email: rprezioso@transurban.com	05/2011	03/2011	\$38,523	\$39,446 Change due to scope validation after engineering investigation was complete	\$39,446

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 the project two months ahead of schedule;
- Design-Build Institute of America Design-Build Merit Award for Transportation (2011);
- Worked a total of 152,546 man-hours with zero incidents;
- Received an overall rating of "Extremely Satisfied" (American Infrastructure Customer Survey 2010);
- *"Richmond Airport Connector experienced its fair share of the inevitable issues that will arise during the life of a project. What set this project apart from others was the manner in which the issues were addressed. The team managed to separate the issues from other ongoing efforts in a manner that allowed the project to continue making progress while the issue received the necessary focus." – Richard Prezioso (Recommendation letter for DBIA award)*

PROJECT DESCRIPTION

Richmond Airport Connector Road (ACR) is a lump sum, design-build project on which AI was fully responsible for design and construction in collaboration with the lead designer, Dewberry. The project consisted of approximately 1.6 miles (2.58 km) of four-lane roadway that provides motorists with direct access to the Richmond International Airport from Route 895. Major quantities included: 422,737 CY of import, 16,541 LF of Storm Drainage, 111,511 SF of MSE Walls, 3 New Bridges (one crossing over existing 895 toll road), 1 Bridge Widening, 4 Box Culvert extensions, 133,507 TN of Stone Base and Paving. This project required advanced planning and design creativity from AI and Dewberry in order to ensure success. There were set schedule milestones so AI managed critical path items on a daily basis to ensure the goals were met. AI realized early on in the project that settlement periods would affect the critical path and adjusted the work schedule accordingly. AI coordinated work with adjacent property owners. Planning was focused on reducing the impact to the environmentally sensitive site and surrounding wetlands. AI worked together with key stakeholders to provide innovative Value Engineering solutions including adjusting the roadway alignment to reduce overall excavation, altering the storm water management design for ease of constructability and shortening the length of the bridges to reduce future maintenance costs. AI also used innovative solutions for ground improvements and soils management including lime stabilization and geotextile fabrics. AI-VA was responsible for fully managing the QA and QC aspects of this project and is very familiar with the QA & QC procedures that the Department requires on their projects

LESSONS LEARNED / KEYS TO SUCCESS

- **Communication** – Open Communication between AI, Dewberry, the Department and Transurban reduced the need for rework on design changes and allowed the project team to know the Owner's goals before starting the work.
- **Partnering** – AI implemented a formal partnering process with the Department and other stakeholders which included a set schedule, set project goals, and a dispute resolution process all managed by third party FMI.
- **Preplanning** – AI initiated early coordination and approvals from third parties such as CSX, Henrico County, Dominion Power, and the Richmond Airport to expedite schedule.

NXL Construction services, a member of the AI/JMT Team for the Route 7 Project, provided quality management services for the ACR Project.

RELEVANCE TO ROUTE 7 PROJECT

- ✓ Road Widening
- ✓ Structures/Retaining Walls
- ✓ Ramps / Interchanges
- ✓ Median Construction
- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ ROW Acquisition
- ✓ Public Involvement



Construction of straight MSE wall for bridge abutment over I-895



Construction of 800' long, 35' tall 4-sided MSE wall between two bridges



Aerial View of the entire project

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: VDOT B26 – HAMPTON BLVD. GRADE SEPARATION Location: Norfolk, VA	Name: STV	Name of Client.: VDOT Phone: 757-494-5479 Project Manager: Michael Johnson Phone: 757-494-5479 Email: michael.johnson@vdot.virginia.gov	11/2012	Anticipated 11/2013 extended schedule completion due to NS railroad coordination and unknown utilities encountered	\$38,245	Estimated \$43,000 due to approved change orders	Estimated \$43,000

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- *“The 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(Letter to David Passmore, AI-VA CM);*
- *The project is currently 365 days incident and injury free;*
- *VDOT CPE record of 100% for 14 months and never below 92%*

- RELEVANCE TO ROUTE 7 PROJECT**
- ✓ Structures/Retaining Walls
 - ✓ Median Construction
 - ✓ Stormwater Management
 - ✓ Geotechnical Challenges
 - ✓ High Volume of Traffic
 - ✓ Public Involvement

PROJECT DESCRIPTION

This project provides infrastructure improvements for VDOT, the City of Norfolk, Norfolk Southern/Portsmouth Beltline Railroads, the Virginia Port Authority, and the Navy. AI is responsible for coordinating, managing, constructing, and handing over the full scope of work on-schedule, as well as for quality and budget management.

This seven-tenth's of a mile roadway improvement will provide six lanes for through traffic and a median for left turn lanes as needed, as well as improved roadway lighting, signals and drainage. The existing at-grade conflict with the Norfolk Southern/Norfolk Portsmouth Beltline railroad is being removed by excavating Hampton Boulevard 35 feet below existing grade and constructing a depressed roadway with a new underpass retaining wall founded upon over 1800 piles. Completed construction includes the two new at-grade bridges that provide rail and pedestrian access across Hampton Boulevard, the two-span steel railroad crossing bridge, and the a single span concrete bridge that provides vehicle access into Norfolk International Terminal and Naval Air Station Gate 6. A six-lane detour roadway with adequate median for turn lanes has been implemented without any issues and provides access into both NIT and NAS facilities.

Other roadway improvements include more improved access into Fleet Recreational Park, Pier 3 Access Road, and two side streets. In addition, 3,500 m of new rail will be installed to re-route rail traffic over the new steel bridge providing access to the Port of Virginia. This rail will serve to improve the yard layout in the Port.

To facilitate drainage within the project limits, a new pump station and drainage outfall will be built to transport site-runoff to the Elizabeth River. The project also includes installation of new underground utility infrastructure for sanitary sewer, storm drainage and waterline for the Navy, the Department and the City of Norfolk. AI is self-performing earthwork, bridge, and retaining wall construction.

LESSONS LEARNED / KEYS TO SUCCESS

- **Transparency** – By communicating immediately with the Department on any potential issues, AI has created a level of trust with VDOT that has benefited project progress overall and provided open communication process with daily coordination.
- **Piling Upheaval** – AI expected upheaval due to piling, but the actual upheaval was significantly more than anticipated due to the continuous 3' distance between piles. This challenge was successfully managed.
- **Stakeholder Coordination** – The schedule extension and increased project cost are primarily due to coordination issues with Norfolk Southern railroad. Despite having approved the plans prior to construction, NS will not accept the built to plan tracks because of changes in their requirements since the approval. To prevent these types of delays, ongoing coordination with third party stakeholders may help avoid the delays encountered on this project.
- **Unexpected Change** – Always be prepared for unexpected change when working near a Navy or other Federal Facility.



1700 CY Mass Concrete Pour



Subslab being built over 1100 concrete piles



Phase I of underpass complete

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: ROUTE 60 AND GERMAN SCHOOL ROAD Location: Richmond, VA	Name: AECOM	Name of Client.: VDOT Phone: 804-524-6000 Project Manager: Harold Dyson Phone: 804-720-0974 Email: Harold.Dyson@Virginia.VDOT.gov	08/2013	12/2012 Completed early through schedule acceleration	\$35,412	\$45,584 Increase due to extensive design changes, utility conflicts and quantity overruns.	\$45,584

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- Completed eight months ahead of schedule with additional scope of work;
- 100% on VDOT's Contractor's Employee Safety Score;
- Scored 95% or better on all VDOT CPE's

➤ *"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 (In an email to Aaron Myers, AI-VA VPGM)*

RELEVANCE TO ROUTE 7 PROJECT

- ✓ Road Widening
- ✓ Structures/Retaining Walls
- ✓ Median Construction
- ✓ Stormwater Management
- ✓ Geotechnical Challenges
- ✓ High Volume of Traffic
- ✓ Public Involvement

PROJECT DESCRIPTION

The Route 60 project consisted of a total of 4.5 miles of utility and road improvements (i.e. gas, water, sanitary sewer, storm sewer, road reconstruction, curb and gutter, concrete flatwork, paving, lighting, and landscaping) on Midlothian Turnpike (six lane divided highway) and German School Rd. Major contract items included 6,561 meters of water main, 2,302 meters of sanitary sewer, 4,849 meters of gas main, and 9,975 meters of storm drain, 380 storm drain structures, 200 meters of box culvert and 68,072 metric tons of asphalt.

One of the many challenges on this project was that AI worked both day and night on the job since construction started in January 2011. In order 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, but most work on German School Road had to be performed during the daytime hours due to a large number of residential homes.

AI also hit a major road block when there was a survey bust discovered on Route 60. An outside survey company was utilized to resurvey the entire job to locate busts and grade issues throughout the project. In order to correct this problem, AI and VDOT spent weeks using the information gathered by Flora Surveying to come up with a solution to the grade bust. The final solution entailed profile milling to even out the grades on Route 60 and ensure all the drainage already installed would work properly when the final pavement was placed.



German School Road North completed



Concrete Pavers in the median of Route 60

LESSONS LEARNED / KEYS TO SUCCESS

- **Proactive Utility Conflict Identification** – Identify utility/design conflicts proactively before they become critical to the schedule; making sure all items pass through the "Can Filter". By identifying issues in the planning stages, construction progress was not halted by conflicts.
- **Contingency Plans** – Always have a Plan "B" when working on such a complex project and having numerous, unknown, existing utilities. Having a Plan B can allowed crews to quickly move to another work operation without losing production. Without a Plan B, crews would have to regroup and become familiar with a new activity, which would take time and jeopardize safety and production rates.
- **Partnering with VDOT** – Through formal partnering on this project, a good relationship between VDOT and AI's construction team was developed and maintained, helping the project run smoothly. Negotiations were successful because both parties cooperated and kept open lines of communication throughout the project.
- **Plan Revisions** – On this project, there were numerous plan revisions. To manage quality control, it was important to keep plan sets up to date with the latest revisions and ensure that all project staff were working from the latest revision.

NXL Construction services, a member of the AI/JMT Team for the Route 7 Project, provided inspection for the construction manager for this project.



Route 60 West Bound completed

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: ROUTE 7 (LEESBURG PIKE) 0007-029-128, PE-101 – PHASE I 0007-029-128, PE-102 – PHASE II Location: Fairfax County, VA	Name: N/A	Name of Client.: VDOT Project Manager: Mr. Mark Gibney, PE (Phase I); Ms. Kerri Yap, PE (Phase II) Phone: 703-259-2734 (Gibney); 703-259-2950 (Yap) Email: mark.gibney@vdot.virginia.gov Kerri.yap@vdot.virginia.gov	2007 Phase I Advertisement 2017 Phase II	Phase I 10/2015 (Est) (Project delayed due to funding) Phase II 2021 (Est)	Phase I \$30,000 Phase II \$300,000	Phase I \$27,300 (Est) Phase II N/A	Phase I \$3,478 Phase II \$5,815

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's Project Manager, Mark Gibney, PE, PMP, recently wrote in an email "I want to thank you all for your hard work on the Route 7 Widening Project from Rolling Holly Dr to Reston Ave – you guys have been great to work with! The project will be ADVERTISED TODAY!!".

PROJECT DESCRIPTION

JMT, as prime designer working out of their Richmond, VA office, is providing professional engineering services to VDOT for design and capacity improvements to Route 7 (Leesburg Pike) in Fairfax County, VA. Currently the project is split into two phases; Phase I is from Rolling Holly Drive to Reston Avenue (1.2 miles) and Phase II is from Reston Avenue to the Dulles Toll Road (approximately 6.5 miles) Plans are being prepared utilizing MicroStation V8 and GEOPAK. The widening will generally be to the inside, however alternatives were developed to determine the most feasible and prudent options where widening exclusively to the median is not practical. The project includes survey; subsurface utility engineering, preliminary design; complete right-of-way and roadway construction plans (to include standard retaining wall plan sheets); multi-purpose trails on both sides of Route 7; structure and bridge plans to include the design of a bridge replacement (Route 7 over Difficult Run); landscaping plans; signing; signals; roadway lighting; pavement markings; roadway drainage design and hydraulic and hydrologic analysis of bridged waterways and major structures as well as analysis to determine scour; water quality work; final plans; estimates; special provisions; review of shop drawings; construction consultation and load ratings.

The design includes improvements to 33 intersections, including adding turn lanes, medians, islands and signalization in accordance with VDOT NOVA District requirements. Included in the design are signing and pavement marking plans for the mainline roadway and the connections. JMT is conducting signal warrant studies at 9 intersections. 14 existing signals are being impacted by the design and are being designed for the new intersection configurations. Additionally, design alternatives are being developed at major intersections to determine the most feasible and prudent options to improve traffic flow, including assessing alternative intersection options. Synchro/SimTraffic software is being utilized to develop a coordinated system to maximize traffic flow volumes and to decrease delay times along the corridor. Furthermore, bicycle and pedestrian crossing are being analyzed at the signalized intersections due to the multi-use trail paralleling Route 7 through the corridor.

JMT is developing a Type C Transportation Management Plan (TMP) for the project. There is significant bifurcation between the eastbound and the westbound roadways which complicates the phasing of construction. An extensive public involvement program is underway which includes newsletters and a website, to compliment the public involvement meetings and coordination with Fairfax County. The roadway plans include drainage design for both open and closed storm systems, ditches, inlets, culverts, storm water management facilities, erosion and sediment control, hydraulic and hydrologic analysis for major structures and bridges. A very extensive stormwater strategy is being developed for the project to identify areas where stormwater management facilities may serve joint usage facilities for Fairfax County Park Authority and or other developments along the corridor to help minimize environmental and property impacts.

LESSONS LEARNED / KEYS TO SUCCESS (PHASE I)

- > **Constructability** – Developed detailed temporary traffic control plans that included a detour roadway in the existing median to facilitate construction with severe bifurcation between existing roadway while maintaining over 60,000 ADT.
- > **Value Engineering** – Prepared studies and Value Engineering Designs to maximize utilization of existing roadway features to keep the project within the Department's budget and on schedule while meeting the project objective to improved capacity and overall safety.
- > **Community Support** - Considerable public opposition arose against adding dual left-turn lanes from eastbound Route 7 to eastbound Georgetown Pike. JMT simulated multiple alternatives which maintained the existing right-of-way constraints while also providing the operating levels of service expected from the improvements. An agreement was reached for the intersection configuration and operations after several meetings with the community, elected officials and civic groups.

RELEVANCE TO ROUTE 7 PROJECT

- ✓ Project is along Route 7
- ✓ Addressing same capacity issues
- ✓ High volume of traffic
- ✓ High speed roadway
- ✓ National Highway System (NHS)



Colvin Run Mill



Route 7 Over Difficult Run



Route 7 Looking West Near Georgetown Pike

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: FAIRFAX COUNTY PARKWAY (ROUTE 7100) DESIGN BUILD Location: Fairfax County, VA	Name: Cherry Hill Construction, Inc.	Name of Client.: Federal Highway Administration - Eastern Federal Lands Highway Division Phone: (703) 404-6217 Project Manager: Robert A. Morris Phone: (703) 404-6302 Email: robert.morris@dot.gov	Phases I/II 10/2010 Phase IV 7/2010	Phases I/II 9/2010 (Actual) Phase IV 7/2010 (Actual)	\$85,472	\$112,500 Increase due to addition of Phase IV	\$11,538

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

- **To facilitate feedback from the public, the team established a website through which public comments could be submitted. One comment reflects the efforts made by all who were associated with the project. "I am amazed at the pace of the Fairfax County Parkway Extension project, and to all those who are involved in any aspect of this project, I want to thank you for all you are doing!" J. Thompson;**
- The project was recognized by ACEC/VA, ACEC/MD and ACEC/MW with "Awards of Excellence" and was the VTCA Winning Project for VDOT projects greater than \$10M;
- Key staff members of JMT received "Star Partner" awards for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the National Geospatial-Intelligence Agency (NGA) and USACE.

PROJECT DESCRIPTION

JMT, as prime designer working out of their Richmond, Virginia office, was responsible for complete design including work in the following disciplines: highway, structural, water resources, traffic, multipurpose trail, lighting designs, surveys, utility designations, subsurface utility engineering, geotechnical engineering, environmental analysis and permitting. The 4-lane divided limited access highway on new location completes the missing connection of FCP to I-95. The project corridor begins at Rolling Road/Franconia-Springfield Parkway and proceeds southeastward on a new alignment and ends just east of Fullerton Road and includes new interchanges at Boudinot Drive and at the new Fort Belvoir Engineering Proving Ground (EPG) Access Road (Barta Road). The project included widening of southbound I-95 to accommodate a new exit lane. The scope of work includes design of: highway and interchange ramps; bike paths; six new bridges and one bridge widening; retaining walls; noise walls; box culverts; sign structures; grading, drainage; storm water management; erosion and sediment control; landscaping; traffic analysis; traffic simulation, traffic signals; signing and striping; dynamic message signing; and lighting and pavement marking, as well as maintenance of traffic and a Type C Transportation Management Plan for a complicated construction detouring scheme. The project also included special coordination requirements with Fort Belvoir environmental staff due to the presence of contaminated soil/groundwater and the possibility of unexploded ordinance on the site as well as environmental permitting with the USACE for the Accotink Creek bridge construction. The project had an extremely aggressive 750 calendar day schedule. During the bidding process, JMT prepared alternate technical concepts that improved the overall project design and reduced the cost. The JMT/Cherry Hill Construction team was selected based on the alternate technical concepts prepared by JMT and the overall best value that our team's proposal offered to EFLHD. The most significant change identified was the "Fullerton Flip". The original design depicted Fullerton Road crossing over Fairfax County Parkway. JMT was able to revise the profiles for both the Fairfax County Parkway and Fullerton Road to take the Parkway over Fullerton Road. The benefits that raising the grade of FCP brought to the project were:

- Reduced the amount of soil and rock excavation by also raising Boudinot Drive.
- Minimized the disturbance of contaminated material by placing embankment over the Central Motors site.
- Reduced the surplus material on the project, resulting in a balanced earthwork project significantly reducing project cost.



FCP-Barta Road Interchange

LESSONS LEARNED / KEYS TO SUCCESS

- **Minimize Project Impacts** - Coordinated the mitigation and processing of design waivers and exceptions from previously approved CTB plans, allowing the project to remain within boundaries established by the MOA between project stakeholders (VDOT, EFLHD, US Army, and Fairfax County) and keeping the commitments of the ROD.
- **Minimize Surplus Material and Manage Onsite** - Designed significant profile revisions to minimize surplus material, thereby avoiding impacts to HAZMAT and UXO's, and reducing construction traffic on the local road network.
- **Stakeholder Coordination** - Conducted extensive coordination process to satisfy the varying and diverse needs of the major stakeholders.
- **Public Relations for Traffic Changes** - Extensive public relations campaign and partnering approach to project was important for successful implementation of a year long detour of existing ramp.
- **Design Options** - Rapidly accommodated multiple owner options into the plans while maintaining the design and construction schedules.

RELEVANCE TO ROUTE 7 PROJECT

- ✓ Road Widening
- ✓ Structure/Retaining
- ✓ Ramp/Interchange
- ✓ Median Construction
- ✓ Shared Use Paths
- ✓ Storm Water Management
- ✓ High Volume of Traffic
- ✓ Public Involvement



Finished FCP Looking Northwest



Construction of FCP Mainline Bridge over Accotink Creek

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract 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: U.S. 40 / MD 715 INTERCHANGE AND IMPROVEMENTS Location: Harford County, MD	Name: American Infrastructure 	Name of Client.: Maryland State Highway Administration Phone: 410-321-2823 Project Manager: Jessie Free Phone: 410-321-2823 Email: jfree@sha.state.md.us	07/2013	07/2013	17,777	17,777	\$1,434

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
In an article in the Aberdeen Proving Ground News written by Pat Beauchamp, she was concerned that the traffic situation at the site would mean “an additional 20 minutes commute time just to avoid gridlock.” She reported no such scenario on her first commute with new traffic patterns. Impressed with her “smooth commute,” the article complimented the designers, engineers, media, state and local governments, APG personnel, and the “road construction folks.”

PROJECT DESCRIPTION
 Located adjacent to Aberdeen Proving Ground (APG), this project is needed to accommodate additional personnel being relocated to APG as part of the U.S. Department of Defense’s (DOD) BRAC initiative. MSHA is adding capacity to the U.S. 40/MD 715 interchange by means of reconstruction and improving adjoining roadways. The work includes widening of MD 715 in both directions between south of Amtrak Bridge to the APG entrance under Phase 1. The Phase 2 work includes upgrading the U.S. 40/MD 715 interchange including widening the bridge on MD 715 over U.S. 40. JMT designed improvements to U.S. 40 and MD 715, connecting ramps, and adjoining roadways, for a total project length of approx. 2.40 miles. Other services include stream relocation designs for the relocation of 800 LF of a stream; drainage design; SWM; ESC; traffic/lighting; landscaping; utility relocation design and coordination; and obtaining MDE permits for construction. **JMT, as prime designer working out of their Sparks, Maryland office was responsible for:**



Well Planned and Advertised Traffic Pattern Changes Resulted in Smooth Transition for Motorist

- **Surveys** – JMT provided supplemental topo surveys to accurately depict the existing conditions, including a detailed bridge survey; approach roadways; and tie-points; drainage/utilities; and stream channel profile and alignment.
- **Utility Relocation and Design** - Extensive utilities were present within the project site and included gas distribution, transmission and power lines feeding APG and local jurisdictions water mains and sewer lines. JMT provided utility coordination with BGE, Verizon, Verizon Business, Comcast, Harford County and the City of Aberdeen Water and Sewer to address the numerous relocations required. Included in this effort was the relocation design of approx. 1,300 LF of 16” water main, 385 LF of 12” water main, 115 LF of 8” water main, relocation of 12 fire hydrants and the relocation of 405 LF of 8” sewer main that were in direct conflict with the proposed construction. Relocation of an existing 8” sewer force main and 1,500 LF of water main were avoided by innovative design of the DB Team.
- **Roadway Design** - JMT prepared design plans to address the roadway widening required along Eastbound U.S. 40, along Northbound and Southbound MD 715 leading into APG and along Old Philadelphia Road. The roadway widening design included adjustments to the vertical roadway profiles that minimize the wedge and level requirements and addressed the substandard grades that existed along MD 715 and Old Philadelphia Road.
- **Structural Design** - JMT prepared the design plans for the widening of the existing 203’ long, 2-span bridge carrying MD 715 over U.S. 40. The design incorporates aesthetic features on the bridge parapet and abutment wingwalls and ornamental lighting. A 300’ long, 20’ high MSE retaining wall was designed to support relocated Ramp 6. The design had to consider effects of a proposed SWM pond that was directly adjacent to the wall.
- **Traffic Engineering and Lighting** - JMT design included two new traffic signals, updates to an existing traffic signal and interconnect plans. Detailed MOT and detour plans were prepared to address closing Ramp 6 to allow for construction. The detour plan included the design of a temporary signal along U.S. 40 to accommodate movements lost by the closure of Ramp 6. A TMP was prepared to address proposed improvements and impacts to the motoring public. JMT provided lighting design for partial interchange lighting, bridge aesthetic lighting and provided all coordination with BGE Electric to obtain the required power drops and metering of the lighting.
- **H/H Design & Stream Restoration** - The proposed storm drain consists of approx. 20,000 LF of new pipe, 4 SWM ponds and associated ESC design. SWM design features include 3 wet ponds and 1 extended detention dry pond. Other SWM design features include environmental site design grass swales that consisted of two parallel ditches with the outside ditches utilized to convey the offsite drainage area around the project while the roadside ditches treated the runoff from the adjacent roadway. A portion of the proposed U.S. 40 E.B. widening work impacted approx. 800 LF of an Unnamed Tributary to Cranberry Run from its confluence with Cranberry Run up to its connection with an existing upstream forested wetland. Prepared a Geomorphic Assessment/Stream Restoration Design Report and Plans to relocate the stream to accommodate the widening.
- **Geotechnical Investigations** - Including falling weight deflectometer testing of the pavements, and engineering were provided for earthwork stability, pavement sections, bridge foundations/retaining wall design parameters.



Aerial View of Project



Environmental Best Practices foreground, New Retaining Wall and Bridge Background

RELEVANCE TO ROUTE 7 PROJECT

- ✓ Road Widening
- ✓ Structure/Retaining
- ✓ Ramp/Interchange
- ✓ Median Construction
- ✓ Storm Water Management
- ✓ High Volume of Traffic
- ✓ Public Involvement

LESSONS LEARNED / KEYS TO SUCCESS

- **Extensive Public Relations** – The public relations campaign and partnering approach to the project was key to successful implementation of a year long detour of the existing ramp.
- **Utility Conflicts** – Early and continuous coordination and partnering with numerous utility owners was necessary to ensure project schedule milestones were met.
- **Environmental Coordination** – Coordination and communication with Maryland Department of the Environment was key to meeting project schedule milestones.



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