



Electronic Copy

Statement of Qualifications

VDOT ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Contract ID Number: C00106573DB101
State Project No.: 0007-253-009, P101,
R201, C501, B601
Federal Project No.: STP-5A01(704)



Submitted to:

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

Submitted by:

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



in association with





**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

3.2 Letter of Submittal



in association with





January 31, 2018

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

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

Dear Mr. Kindy:

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,
Archer Western Construction, LLC

EJ O'Neill
Vice President



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

3.3 Offeror's Team Structure

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3.3 OFFEROR’S TEAM STRUCTURE

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

Table 3.3.1 Team Members


The Archer Western Team


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


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


The Archer Western Team	
	Archer Western Construction, LLC Offeror and Lead Contractor (VDOT Prequalification A210)
	A. Morton Thomas and Associates, Inc. Lead Designer
	Bowman Consulting Group, Ltd. Utility Coordination and Right of Way Acquisition
	Creative Design Resolutions, Inc. Bridge Aesthetics
	DMY Engineering Consultants, Inc. Geotechnical Engineering and Construction Quality Control (DBE/SWaM)
	HMMH Noise Analysis
	Sharp & Company Public Outreach (DBE/SWaM)
	T3 Design Corporation Traffic Engineering (DBE/SWaM)
	KCI Technologies Quality Assurance


Subconsultants - In addition to AMT, Archer Western has included subconsultants with specialized expertise for this project. The subconsultants are extremely knowledgeable in VDOT policies and procedures and experienced with similar VDOT Design-Build projects. These firms, listed alphabetically, are:


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

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

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

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

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

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

3.3.1 IDENTITY OF AND INFORMATION ABOUT THE KEY PERSONNEL

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

Table 3.3.2

Qualification Highlights	Relevant Projects
Kevin Kegebein – Design-Build Project Manager (AWC)	
<ul style="list-style-type: none"> • 19 years of Construction Experience • DB Experience • Highway and Bridge Experience 	<ul style="list-style-type: none"> • Harrison/Halsted Bridge Reconstruction • Ohio River Bridge East End Crossing (DB) • US 65/60 Interchange Improvements

Qualification Highlights	Relevant Projects
Laura Mehiel, PE - Design Manager (AMT) - VA PE License 0402034707	
<ul style="list-style-type: none"> • 31 Years of Transportation Experience • Continuous work on DB projects for past 17 years • DM on >\$300M of VDOT projects in last 10 years 	<ul style="list-style-type: none"> • VDOT I-495 Capital Beltway Hot Lanes • VDOT Southgate Drive / US 460 Interchange • FHWA US Route 1 at Ft. Belvoir Bypass (DB)
Anthony Tundo – Construction Manager (AWC)	
<ul style="list-style-type: none"> • 10 years of Industry Experience • VDOT DB Experience • Highway and Bridge Experience 	<ul style="list-style-type: none"> • Jones Branch Connector over I-495 • I-395 HOV Ramp at Seminary Rd (DB)
Rami Chehade, PE, CCM – Quality Assurance Manager (KCI) - VA PE License 0402055770	
<ul style="list-style-type: none"> • QAM experience on several VDOT DB Projects • 14+ years QA/QC Experience • Construction management Experience 	<ul style="list-style-type: none"> • Military Highway Continuous Flow Intersection (DB) • FHWA US Route 1 at Ft. Belvoir Bypass (DB) • I-564 Intermodal Connector
Richard Bennett - Lead Utility Coordination Manager (Bowman)	
<ul style="list-style-type: none"> • 50 + years of Industry Experience • VDOT DB Experience • Utility Coordination on Several VDOT Projects 	<ul style="list-style-type: none"> • VDOT I-495 Capital Beltway Hot Lanes • VDOT I-95 and Route 1 Interchange • VDOT Jamestown Road Widening

3.3.2 ORGANIZATIONAL CHART DEMONSTRATING WELL-INTEGRATED ORGANIZATION

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

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

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

Design-Build Project Manager (DBPM) – Kevin Kegebein reports to AWC’s Project Executive, EJ O’Neill. Mr. Kegebein will have primary responsibility for execution of the design, construction, project management, quality, safety, and public outreach and stakeholder communication. He is AWC’s principal point of contact for VDOT. Mr. Kegebein has four direct reports: Quality Assurance Manager, Design Manager, Construction Manager, and Safety Manager.

Quality Assurance Manager (QAM) – Rami Chehade, PE, CCM is the independent QAM and will report directly to the DBPM. Direct reports include the lead QA inspectors and the offsite materials sampling and testing laboratory. Through the DBPM, the Quality Assurance organization will establish communication paths to the construction Quality Control and construction organization to ensure that the QAM is apprised of activities and to ensure that corrective actions and remediation are implemented.

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

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

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

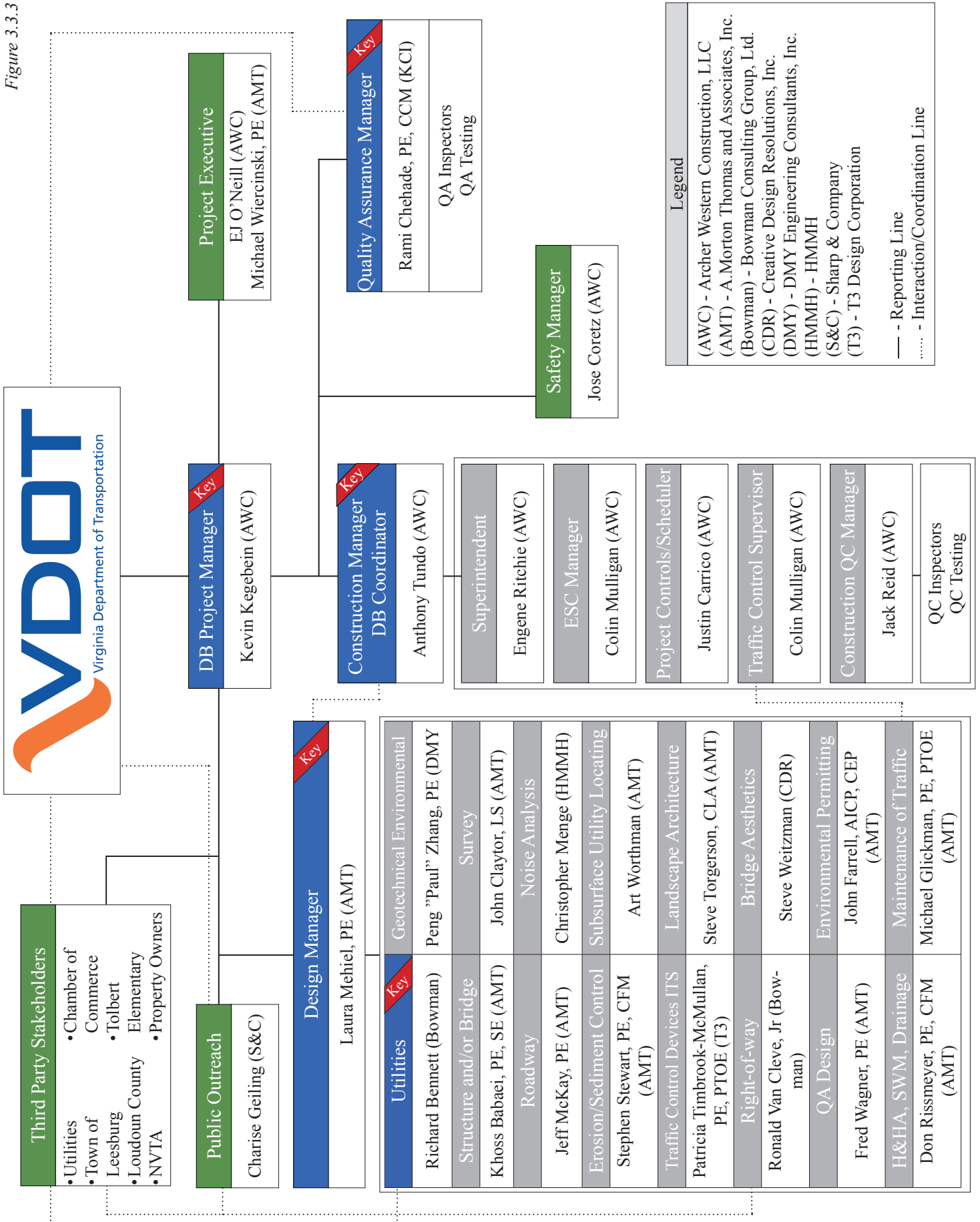
Utility Coordination Manager – Richard Bennett will report directly to the DM. Mr. Bennett will be responsible for the coordination and design of utility relocations during the project design and construction phases. He will initiate early contact with both utility owners and design engineers to identify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

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

- **Safety Manager (SM) – Jose Cortez** will report to the DBPM. He is responsible for all aspects of safety during the life of the project. He will tailor AWC's corporate safety program to this project and oversee its implementation and adherence.
- **Traffic Control Supervisor (TSC) – Colin Mulligan** will report to the CM. He is responsible for all aspects related to implementing, monitoring, and managing our TMP. He will work closely with the PRS providing details to the stakeholders, first responders, and traveling public regarding traffic movement through the project.
- **Public Outreach** – Charise Geiling with Sharp & Company, will be responsible for ensuring that our team interacts with stakeholders, businesses, and residents. The Team will support the NOVA District Communications Office with all project messaging and information necessary to convey the status of the project as well as any information on upcoming events.

Effective Communication - Developing and maintaining clear and open lines of communication within the team, with VDOT, and with stakeholders is key to delivering a project that meets everyone's expectations.

Figure 3.3.3



In addition to the reporting lines shown on our organizational chart, we will rely upon best practices from our most successful design-build projects. Examples include:

- **Partnering** – Whether formal or informal, the team will take a true partnering approach with VDOT and stakeholders. By aligning goals and establishing a framework for communications early in the project, we will be better able to respond to concerns in an atmosphere of mutual trust and work together to resolve issues before they significantly affect the project. We have found working in a formal partnering process resolves disputes early and mitigates risk to VDOT.
- **Internal Communications** – Maximizing interaction between our design and construction teams is founded on our Task Team and zipper strategy approach where a particular design discipline is paired with their construction counterpart. Our weekly task team meetings serve as a forum to work through design and constructability issues.

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

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

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

The QA process will be independent of the QC process and fully staffed. QA personnel will not be assigned other duties or responsibilities. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or found to be non-conforming.



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

3.4 Experience of Offeror's Team

3.4 Experience of Offeror's Team



in association with



3.4 EXPERIENCE OF OFFEROR’S TEAM

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

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

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

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

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

Table 3.4

Similar Project Experience AW=AWC, AM=AMT	Team Members	Design-Build	Highway Overpass	Multi-Phase MOT	Utility Coordination/ Relocation	Noise Mitigation	Public Information Program	Signalization/ Lighting/CCTV	ROW Acquisition
Project Name and Location									
I-395 Seminary Rd HOV Ramp, VA, \$57M	AWC	✓	✓	✓	✓	✓	✓	✓	✓
Jones Branch Connector over I-495, VA, \$39M	AWC		✓	✓		✓		✓	
I-95 Richmond Bridges, VA, \$73M	AWC		✓	✓	✓		✓		
SR 400 Ramps over I-85, GA \$22M	AWC	✓	✓	✓	✓	✓	✓	✓	

Similar Project Experience AW=AWC, AM=AMT Project Name and Location	Team Members	Design-Build	Highway Overpass	Multi-Phase MOT	Utility Coordination/ Relocation	Noise Mitigation	Public Information Program	Signalization/ Lighting/CCTV	ROW Acquisition
I-10/I-95 Operational Improvements, FL, \$117M	AWC	✓	✓	✓	✓	✓	✓	✓	✓
I-95/I-295 N. Interchange, FL, \$177M	AWC	✓	✓	✓	✓	✓	✓	✓	✓
SR 115/21st Street Interchange, FL \$31M	AWC	✓	✓	✓	✓		✓	✓	
Route 460 Connector Phase I, VA, \$113M	AMT	✓	✓	✓	✓		✓		✓
InterCounty Connector B, MD, \$478M	AMT	✓	✓	✓	✓				✓
InterCounty Connector A, MD, \$560M	AMT	✓	✓	✓	✓				✓
US 219 from I-68 to Old Salisbury Rd., MD, \$45M	AMT	✓	✓	✓	✓		✓	✓	✓
I-66 / Route 15 Park and Ride, VA, \$5M	AMT	✓			✓		✓	✓	✓
Route 1 Improvements at Fort Belvoir, VA, \$82M	AMT	✓		✓	✓	✓	✓	✓	✓
Southgate Drive / US 460 Interchange, VA, \$47M	AMT		✓	✓	✓		✓	✓	✓
MD 4 / Suitland Parkway Interchange, MD, \$68M	AMT		✓	✓	✓		✓		✓



**VDOT ROUTE 7 AND
BATTLEFIELD
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3.5 Project Risks

3.5 Project Risks



in association with



3.5 PROJECT RISKS

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

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

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

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

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

Traffic Conditions Increase level of Risk

- *Route 7: Principal Arterial, 51,000 ADT (2016), 55 MPH*
- *Battlefield Parkway: Minor Arterial, 14,000 ADT (2016), 35 MPH*
- *Heavily congested corridor with significant delays and queues during weekday morning (6-10 AM) and evening (3-7 PM) commuting hours*

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

- Diminished safety for the traveling public and construction personnel.
- Further delays in driver commutes.
- Negative impacts to project stakeholders, businesses, and local attractions.
- Limited shoulder areas could prevent emergency responders from traveling through the work zone and would not allow a place of refuge for disabled vehicles.
- Entering and exiting the work zones could cause accidents or back-ups.
- Loss of public support should public outreach not be clearly and properly conducted.

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

1. The biggest challenge for MOT on this project is the raising of Battlefield Parkway up to 25 feet without shifting its alignment. The lanes must be shifted onto temporary pavement, and turning movements must be maintained at the intersection. We will consider alternatives, such as creating a temporary alignment for Battlefield Parkway to the west of the intersection, with follow-on temporary detours to complete final ramp “plugs”; using the new ramps (temporarily widened) in combination with temporary pavement on Battlefield Parkway to carry all Battlefield Parkway movements to signalized median crossovers to maintain lefts and throughs via u-turns; or creating a temporary diamond arrangement of Battlefield Parkway with 2 closely spaced signals.
2. A multi-disciplinary design and construction team will work closely to develop the optimal construction staging that both maintains safety and allows for efficient construction. Important members of the team will include: construction, personnel, highway designers, H&H engineers, and traffic engineers.
3. The TMP will include project-specific details and strategies to allow the project to be constructed in multiple phases. Examples include full-depth shoulders to facilitate the shifting of traffic away from active work-zones, temporary drainage structures/pipes/ditches to ensure adequate pavement drainage during phased construction, and the location of temporary shoring where the new roadway is adjacent to, but higher or lower than the existing roadway. The location of construction entrances will be addressed in the TMP to ensure safe ingress/egress to/from work zones. Details like these will allow the TMP to function as an effective and complete document.
4. Raising public awareness of traffic pattern changes must occur early-on and continue throughout the project. Our Team, will ensure that the affected motorists are made aware of the impending changes and duration of impacts likely to be faced. Technology-based public outreach tools, including social media, including apps such as Waze and Google Maps, are extremely effective methods of communicating traffic updates. Travelers that use Route 7 and Battlefield Parkway during construction will need real-time traffic information and information on upcoming traffic switches, delays, temporary traffic stoppages for setting beams, and emergency operations. The AW Team will stay in



Implementation of TTCP on I-395 HOV Ramp at Seminary Rd.

constant communication with the Northern Region Operations (NRO) Traffic Operations Center and VDOT Public Affairs, and make use of VA511, Public Service Announcements, and advertisements. We will support efforts to maintain social media sites such as Facebook, Twitter, the project website, or other electronic outreach tools such as mass email blasts to travelers that have expressed a desire to receive such information. Pardon our Dust meetings will be held prior to major traffic switches.

5. Temporary guide signs, advance warning signs with flashing beacons, temporary pavement markings and illuminated night-time work zones (if applicable) will be provided along the interstate and/or Route 8 as per the approved TMP, and checked frequently for effectiveness and proper placement/maintenance. Existing nearby Variable Message Signs (VMS) and Portable Variable Message Signs (PVMS) specific to the project, will be effectively utilized in advance of the work zone(s) to inform the traveling public.
6. An Incident Management Plan will be incorporated into the TOP to provide field personnel with action plans, to decrease response times within work zones while increasing safety for first responders. The plan will contain guidelines for incident notification, categorized responses based upon incident type and expected duration, and mitigation measures such as pre-established lane closures, detours and signing. This would include determining a detour option for Battlefield Parkway as well as an emergency contingency plan for the temporary complete closure of Route 7 EB and/or WB for a period exceeding 20 minutes. Detour options are to be based upon the results of traffic analyses performed for the worst-case hour during the allowable night-time period.
7. We will evaluate each phase of construction against the MOT Plan to determine if any field adjustments are needed. AW takes an active role early-on in the development of the TMP and will work closely with the designers regarding preferred construction sequencing and means and methods. AW construction personnel hold Basic, Intermediate and Advanced Level Work Zone Certifications, to implement and monitor all traffic control devices and ensure compliance with MUTCD and VA WAPM.

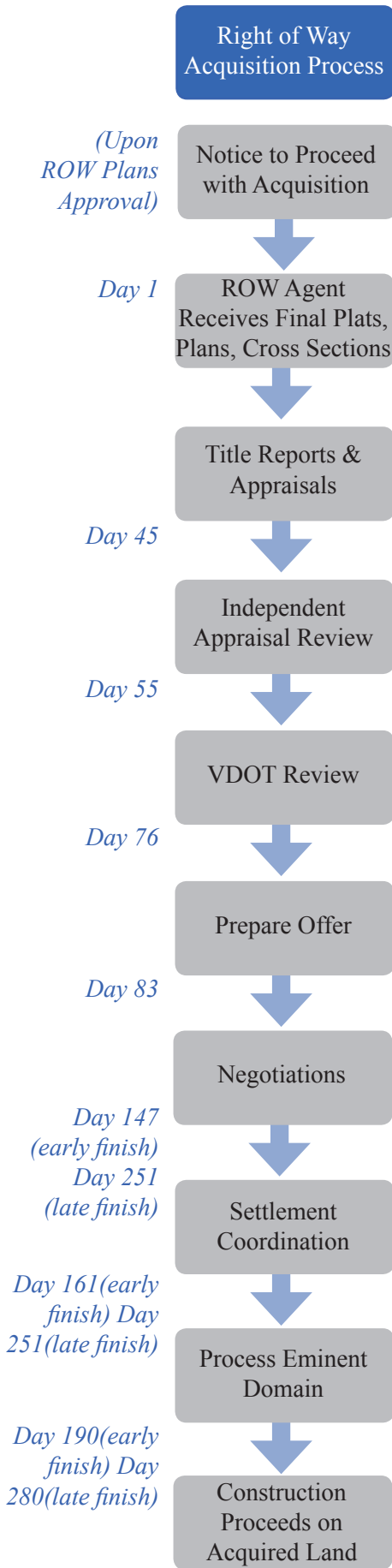
All analyses will follow the methodology detailed in the 2015 VDOT Traffic Operations and Safety Analysis Manual (TOSAM). VA WAPM, TTC 45.1 (Total Limited Highway Closure Operation) and TTC 47.1 (Limited Access Highway Closure Operation with a Long Term Detour) will be utilized to design the work zone and detour, respectively.

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

Project Risk #2 - Schedule Risks Caused by ROW Acquisition

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

Why this risk is critical – ROW acquisition is on the critical path for completing the construction of ramps C and D, which will most likely be part of the initial phase construction so that we can shift traffic away



from the intersection and begin construction of the new bridge. Many other project elements are intricately tied to having available ROW, such as construction of new access roads and utility relocations.

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

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

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

ROW Plan Process strategies include:

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

Appraisal/Acquisition strategies include:

7. We have assigned an experienced ROW Manager with VDOT experience
8. Bowman is staffed with 15 right-of-way (ROW) specialists to internally address the needs of the Project. Having the ability to control our own workload, pace of acquisition and staffing is an immense benefit since we will not be subjected to the limited capacities of outside agencies.

9. To ensure fast, efficient, and accurate appraisals, our team will procure the services of several, local appraisers to augment our services where needed. Appraisal reviews will be performed by a VDOT approved review appraiser that has worked with Bowman on previous projects.
10. Our ROW Team will follow all applicable laws and regulations and have assigned experienced appraisers and ROW agents to the project. The appraisals will be completed by VDOT prequalified, Virginia licensed Certified General Appraisers.

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

Project Risk #3 - Schedule Risks Caused by Utility Relocations

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

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



Potential Conflicting Transmission Lines at Route 7 and Battlefield Parkway

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

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

Mitigation strategies – Our staffing plan and project approach includes a robust utility coordination program that will serve to mitigate risk to schedule associated with utility impacts and relocations.

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

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

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

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

1. The AW Team will be proactive from the Notice of Award forward on addressing the Utility requirements as well as performing the engineering necessary to advance the design. Our Team will look at alternatives to eliminate or minimize utility conflicts and relocations. We will establish the VDOT-required Master Agreements.
2. Our Team's Utility Manager, Richard Bennett, will lead the coordination efforts. A part of his efforts will include contact with the utility owners, securing information to be considered in the detail design. These items will be factored into the master schedule and right-of-way acquisition.
3. We will integrate utility relocations into the project schedule so that the critical path is established. The ROW plan schedule include easements necessary to clear various areas for utility relocations. The ROW schedule will link to our utility agency coordination where possible to create work segments.
4. Our team will continue the interactions with the utility owners providing latest design information and interacting on the utility company's design and estimating. Proposed relocation plan and estimates may be segmented into sections that can be constructed in a timely manner. Interaction includes:
 - Providing design plans to Utility Companies prior to ROW submission to define easement locations
 - Sharing the project schedule with Utility Providers
 - Establishing Utility Task Force (including Providers) with regular meetings, weekly if necessary
5. The AW Team understands that there is no one-size-fits-all solution for utility companies; each has specific administrative, procedural, and technical requirements. Adhering to these requirements mitigates the risk in coordinating with the utility companies.
6. To assure VDOT's timely review and approval of P&E packages, we will follow all VDOT protocols including UFI meeting, UT-9 preparation, and using RUMS for data uploads.

Richard Bennett has handled utility relocation coordination on major projects such as the Woodrow Wilson Bridge replacement and Route 495 HOT Lane projects and has a proven record of planning and coordinating utility relocations being performed by the utility companies so that they are out of the way in the scheduled areas on time.

Role of VDOT or other Agencies - VDOT's timely review and approval of the utility relocation P&E assemblies will be necessary, so that utility relocation construction can commence. No additional efforts will be required of VDOT or other agencies.



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Appendix



Appendix



in association with





**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

SOQ Checklist



in association with



ATTACHMENT 3.1.2

Project: 0007-253-009

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	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				1
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	4,5
Experience of Offeror's Team				8,9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				10-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Form C-78-RFQ



in association with



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

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

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ – December 8, 2018
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

January 31, 2018
DATE

EJ O'Neill
PRINTED NAME

Vice President
TITLE



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

List of Affiliated and Subsidiary Companies

Affiliated
Companies



in association with



ATTACHMENT 3.2.6

State Project No. 0007-253-009

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 checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Archer Western Contractors, LLC	2410 Paces Ferry Rd SE, Suite 600, Atlanta, GA 30339
Affiliate	Walsh Construction Company, LLC	929 West Adams Street, Chicago, IL 60607
Affiliate	Walsh Construction Company II, LLC	929 West Adams Street, Chicago, IL 60607
Affiliate	Walsh Construction Company of Canada	800 Bay Street, Suite 401, Toronto, ON M5S3A9



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Debarment Forms

Debarment Forms



in association with



ATTACHMENT 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0007-253-009

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

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


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

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

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

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

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

	EJ O'Neill	1/26/18	Vice President
Signature		Date	Title

Archer Western Construction, LLC

Name of Firm

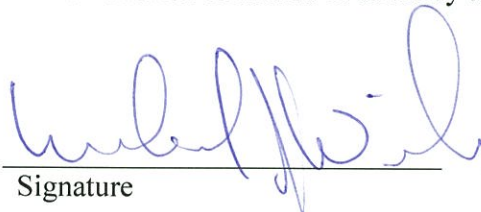
ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-253-009

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

	January 15, 2018	Principal
Signature	Date	Title

A. Morton Thomas and Associates, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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



Signature

January 15, 2018
Date

Scott Delgado, PE, Branch Manager/Principal
Title

Bowman Consulting Group, Ltd.
Name of Firm

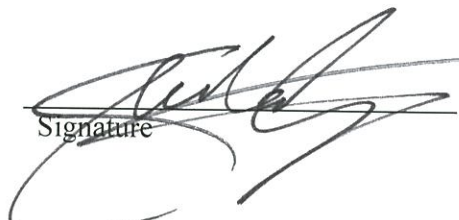
ATTACHMENT 3.2.7(b)

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LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

 Signature	<u>1/15/2018</u> Date	<u>President/CEO</u> Title
<u>Creative Design Resolutions, Inc.</u> Name of Firm		

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

January 9, 2018

Date

Vice President

Title

DMY Engineering Consultants Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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



Signature

1/16/18

Date

Mary Ellen Eagan
President & CEO

Name and Title

Harris Miller Miller & Hanson Inc.

Name of Firm


ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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


Signature _____ Date 1/18/18 Title President

Sharp & Company, Inc.
Name of Firm _____

ATTACHMENT 3.2.7(b)


CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

 <hr style="border: none; border-top: 1px solid black; margin-top: 5px;"/> Signature	<u>1-15-18</u> Date	<u>PRESIDENT</u> <hr style="border: none; border-top: 1px solid black; margin-top: 5px;"/> Title
<u>T3 DESIGN</u> <hr style="border: none; border-top: 1px solid black; margin-top: 5px;"/> Name of Firm		

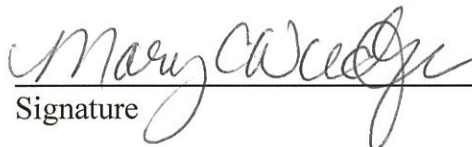
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

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

KCI Technologies, Inc.
Name of Firm



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Offeror's VDOT Prequalification Certificate

Prequalification
Certificate



in association with





COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

ARCHER WESTERN CONSTRUCTION, LLC

Vendor Number: **A210**

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

PREQUALIFIED

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

Issue Date: January 31, 2018

This Rating and Classification will Expire: January 31, 2019

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



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Surety Letter

Surety Letter



in association with





Travelers Bond
215 Shuman Blvd.,
Naperville, IL 60563
Telephone: (630) 961-7052
Fax: (630) 961-7020

January 2, 2018

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

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

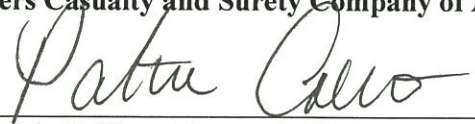
To Whom It May Concern:

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

As surety for **Archer Western Construction, LLC**, **Travelers Casualty and Surety Company of America**, with A.M. Best Financial Strength Rating A++ and Financial Size Category XV, is capable of obtaining 100% performance bond and 100% labor and materials payment bond based on the current estimated contract value of approximately \$42,000,000, and said bonds will cover the Project and any warranty periods as provided for in the contract documents on behalf of the contractor in the event that **Archer Western Construction, LLC** be the successful bidder and enter into a contract for this Project. All issuance of bonds is subject to the review and approval of all contract terms, conditions and bond forms.

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

Yours truly,
Travelers Casualty and Surety Company of America

By: 
Patricia Collins, Attorney-in-Fact

(Seal)



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

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

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



State of Connecticut

City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

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

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

My Commission expires the **30th** day of **June**, 2021




Marie C. Tetreault, Notary Public

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

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

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

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

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

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

Dated this 2nd day of January, 2018




Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

SCC and DPOR Information Tables

SCC and DPOR
Tables



in association with



ATTACHMENT 3.2.10

State Project No. 0007-253-009

SCC and DPOR Information

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

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

ATTACHMENT 3.2.10
State Project No. 0007-253-009
SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
A. Morton Thomas and Associates, Inc.	Laura Michelle Mehiel	Chantilly, VA & Baltimore, MD	901 Dulaney Valley Road, Suite 710 Towson, MD 21204	PE	0402034707	04/30/2019
KCI Technologies, Inc.	Rami Chehade	Sterling, VA	43065 Battery Point Place Leesburg, VA 20176	PE	0402055770	05/31/2018



**VDOT ROUTE 7 AND
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Full size SCC and DPOR supporting registration/
license documentation



in association with



SCC and DPOR
Documentation

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Archer Western Construction, LLC

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

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Principal Office

929 W ADAMS ST
CHICAGO IL60607

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Registered Agent/Registered Office

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

Screen ID: e1000

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

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A. MORTON THOMAS & ASSOCIATES, INC.

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

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Principal Office

800 KING FARM BOULEVARD 4TH FL
ROCKVILLE MD20850

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Registered Agent/Registered Office

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

Screen ID: e1000

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

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BOWMAN CONSULTING GROUP, LTD.

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

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Principal Office

3863 CENTERVIEW DRIVE
SUITE 300
CHANTILLY VA20151

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Registered Agent/Registered Office

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

Screen ID: e1000

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Creative Design Resolutions, Inc.

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Court Services
Additional Services

General

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

Select an action

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Principal Office

3413 WINDOM RD
BRENTWOOD MD20722

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Registered Agent/Registered Office

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

Screen ID: e1000

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DMY ENGINEERING CONSULTANTS INC.

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UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 07688955
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 9/6/2013
Status: Active
Shares Authorized: 10000

Select an action

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Principal Office

45662 TERMINAL DRIVE
SUITE 110
DULLES VA20166

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Registered Agent/Registered Office

WEIYI MA
45662 TERMINAL DRIVE
SUITE 110
DULLES VA 20166
LOUDOUN COUNTY 153
Status: Active
Effective Date: 9/6/2013

Screen ID: e1000

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General

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

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Principal Office

77 SOUTH BEDFORD ST
BURLINGTON MA01803

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Registered Agent/Registered Office

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

Screen ID: e1000

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SHARP & COMPANY INCORPORATED

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UCC or Tax Liens

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Additional Services

General

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

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Principal Office

794 NELSON ST
ROCKVILLE MD20850

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Registered Agent/Registered Office

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

Screen ID: e1000

Need additional information? Contact scinfo@sc.virginia.gov Website questions? Contact: webmaster@sc.virginia.gov

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T3 Design Corporation

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UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

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Principal Office

10340 DEMOCRACY LANE STE 305
FAIRFAX VA22030

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Registered Agent/Registered Office

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

Screen ID: e1000

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KCI Technologies, Inc.

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Court Services

Additional Services

General

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

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Principal Office

936 RIDGEBROOK RD
SPARKS MD21152

Registered Agent/Registered Office

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

Screen ID: e1000

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
07-31-2019

NUMBER
2705141795

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS CBC H/H RBC



ARCHER WESTERN CONSTRUCTION LLC
929 W ADAMS ST
CHICAGO, IL 60607



Jay W. DeBoer
Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

(DETACH HERE)



CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS CBC H/H RBC
NUMBER: 2705141795 EXPIRES: 07-31-2019

ARCHER WESTERN CONSTRUCTION LLC
929 W ADAMS ST
CHICAGO, IL 60607



(FOLD)

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

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0411000586

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

PROFESSIONS: LS, ENG



A MORTON THOMAS AND ASSOCIATES INC

14555 AVION PKWY STE 150

CHANTILLY, VA 20151



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

Jay W. DeBoer
Jay W. DeBoer, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000587

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

PROFESSIONS: ENG, LS



A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235



Jan W. DeBoer
Jan W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000587 EXPIRES: 02-28-2018
PROFESSIONS: ENG, LS
A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235



(FOLD)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407003077

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

PROFESSIONS: ENG, LA



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



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

Jay W. DeBoer
Jay W. DeBoer, Director

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DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003077 EXPIRES: 12-31-2019
PROFESSIONS: ENG, LA
A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD, 4TH FLOOR
ROCKVILLE, MD 20850



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

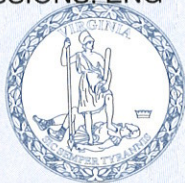
Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000693

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

PROFESSIONS: ENG



A MORTON THOMAS AND ASSOCIATES INC
1520 BREEZEPORT WAY
STE 500
SUFFOLK, VA 23435



Jay W. DeBoer
Jay W. DeBoer, Director

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

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0411000421

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

PROFESSIONS: LS, ENG



BOWMAN CONSULTING GROUP LTD
650A NELMS CIRCLE
FREDERICKSBURG, VA 22406



Jan W. DeBoer
Jan W. DeBoer, Director

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

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DPOR-LIC (05/2015)

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000421 EXPIRES: 02-28-2018
PROFESSIONS: LS, ENG
BOWMAN CONSULTING GROUP LTD
650A NELMS CIRCLE
FREDERICKSBURG, VA 22406



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DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000610

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

PROFESSIONS: ENG, LS



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



Jay W. DeBoer
Jay W. DeBoer, Director

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

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DPOR-LIC (05/2015)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000610 EXPIRES: 02-28-2018
PROFESSIONS: ENG, LS
BOWMAN CONSULTING GROUP LTD
3951 WESTERRE PKWY
SUITE 150
RICHMOND, VA 23233



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DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407005631

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

PROFESSIONS: ENG



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



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


Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0405001624

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

PROFESSIONS: ENG



T3 DESIGN CORPORATION
10340 DEMOCRACY LN STE 305
FAIRFAX, VA 22030



July W. DeBoer
July W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0411000938

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



KCI TECHNOLOGIES INC


6802 PARAGON PLACE

SUITE 410

RICHMOND, VA 23230



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


Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

04-30-2019

NUMBER

0402034707

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



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



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

Jay W. DeBoer
Jay W. DeBoer Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

05-31-2018

NUMBER

0402055770

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



RAMI CHEHADE
43065 BATTERY POINT PLACE
LEESBURG, VA 20176



Jay W. DeBoer
Jay W. DeBoer, Director

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

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DPOR-LIC (05/2015)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402055770 EXPIRES: 05-31-2018

RAMI CHEHADE
43065 BATTERY POINT PLACE
LEESBURG, VA 20176



(FOLD)

DPOR-BC (05/2015)



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Key Personnel Resume Forms



in association with



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kevin Kegebein, Project Manager II
b. Project Assignment: Design-Build Project Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Archer Western Construction, LLC (Full Time)
d. Employment History: With this Firm <u>12</u> Years With Other Firms <u>7</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Archer Western Construction, 2017-Present, Project Manager: As a Project Manager, Mr. Kegebein is responsible for project administration, including project start-up, staffing, and contract negotiation with subcontractors and suppliers. He oversees maintenance of quality control systems, schedule requirements, construction of the project, cost accountability, and the establishment of management systems. It is Mr. Kegebein's duty to ensure close coordination among all project team members, ensuring owners a successful project delivery. Walsh Construction Company (Archer Western Affiliate), 2006-2017, Project Manager: See above description Volk, Inc, 2004-2006, Draftsmen/Project Coordinator: Mr. Kegebein prepared wall sections, details, and floor plans for design submittals. Field work consisted of field measuring and leveling circuits, onsite supervision, and scheduling. Fence Masters, Inc, 2003-2004, Fence Detailing: Mr. Kegebein created shop drawings on AutoCAD for numerous amounts of fence gates, fence sections, and latches. He also worked with different types of fence systems from ornamental to PVC. McCarthy Erectors/Randall Light SPO, 2000-2003, Steel Detailing: Mr. Kegebein began studying the process of structural steel detailing with the use of AutoCAD. He created shop drawings for many small jobs including Jewel and Dominick Stores.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Purdue University, West Lafayette, Indiana / Bachelor of Science / 2004 / Construction Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

Project Name:	\$46 M Harrison/Halsted Bridge Reconstruction, Chicago, IL	Start Date:	2014
Project Role:	Project Manager	End Date:	2016
Client/Owner:	ILDOT	With Current Firm?	Yes
<p>As Project Manager was the owner's point of contact for the project and he developed and managed the project control and document control systems, coordinated contractor requests for information. and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.</p> <p>This project included the reconstruction of Harrison Bridge over SB 90/94, Halsted Bridge over 290/CTA, and Retaining Wall 13 at SW Abutment of Harrison Bridge. The reconstruction of intersection at Halsted & Harrison and widening of Ramp ES. Also included is the erection of a canopy spanning the center of Halsted Bridge and integrated with the entrance to the UIC/Halsted Blue Line CTA Station.</p> <p>Similarities to Route 7 Battlefield Project: <i>Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage</i></p>			
Project Name:	\$863 M Ohio River Bridges East End Crossing DB, Louisville, KY and IN	Start Date:	2012
Project Role:	Roadway DB Project Manager	End Date:	2014
Client/Owner:	INDOT	With Current Firm?	Yes
<p>As Roadway DB Project Manager Mr. Kegebein was responsible for the roadway design and construction and exercised control of the design, construction, quality management, safety and environmental compliance, contract administration, procuring and furnishing all materials, equipment, services and labor in a timely manner. Mr. Kegebein answered questions/inquiries relevant to the Project, from stakeholders, citizens, elected officials, etc. He also coordinated the required public outreach and public meetings, as well as attended all project team progress meetings.</p> <p>This Design, Build, Finance, Operate, and Maintain project is the extension of I-265 from Utica, IN to I-71 in Prospect, KY. The project includes construction of a new cable stay bridge over the Ohio River and 600 meter twin bore tunnel under the Drumanard Estate in Kentucky, two major steel bridges in Kentucky, and other roadwork.</p> <p>Similarities to Route 7 Battlefield Project: <i>Integrated DB Management, Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Geotechnical Solutions, Roadway & Storm Drainage</i></p>			
Project Name:	\$58 M U.S. 65/60 Interchange Ramp Replacement, Springfield, Missouri,	Start Date:	2009
Project Role:	Project Manager	End Date:	2012
Client/Owner:	MoDOT	With Current Firm?	Yes
<p>As Project Manager Mr. Kegebein was the owner's point of contact for the project and he developed and managed the project control and document control systems, coordinated contractor requests for information. and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.</p> <p>The complex, \$57 million-plus project includes replacing two cloverleaf loop ramps with directional "flyover" ramps. Bridges will be built on US 60 over the railroad tracks just west of US 65. This project also consists of building four bridges over BNSF railroad tracks (two bridges as part of "flyover" ramps and two bridges carrying U.S. 60 traffic), replacing the northbound U.S. 65 bridge over U.S. 60 and rebuilding southbound U.S. 60 bridge over U.S. 60, and replacing westbound U.S. 60 bridge over Lake Springfield and widening eastbound U.S. 60 bridge over Lake Springfield.</p> <p>Similarities to Route 7 Battlefield Project: <i>Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage</i></p>			
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A</p>			

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Anthony Tundo, Assistant project Manager II
b. Project Assignment: Construction Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Archer Western Construction, LLC (Full Time)
d. Employment History: With this Firm <u>4</u> Years With Other Firms <u>3</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Archer Western Construction, 2014 – Present, Assistant Project Manager - Mr. Tundo supervises on-site teams and manages daily field operations. This includes management of project timelines, development of progress reports for owner meetings, and coordination/supervision of contractors. Other duties include managing bid solicitation, contract drafting, buyouts, shop drawing review and submittal review, cost estimating, plan distribution, project pay requests, and change order/purchase order drafting. The Assistant Project Manager also monitors materials and equipment installed by contractors, enforces quality control, and ensures compliance with safety standards and contract requirements. Contour Construction, 2012- 2014, Project Manager/Estimator - Review foreman’s reports and enter reports into project management software for cost tracking. Review 2 week schedules with superintendents; while addressing equipment and labor needs. Create and update project schedules. Submit AIA payment applications to project owners or prime contractor. Perform takeoffs using EarthWorks Pro and On-Screen Takeoff. Create takeoff spreadsheets for repeated calculations. Solicit and organize subcontractor quotes. Create project estimates using Estimating Link. R.B. Robinson Contracting Inc., 2011- 2012, Field and Office Engineer - Reviewed and verified timesheets submitted by site foreman. Built 3D GPS models, created localization files, and installed supporting files into GPS rover and grade control equipment. Managed daily schedule of equipment, truck, and labor needs. Created takeoffs and estimates using InSite and Heavy Bid software. Tracked and summarized change orders for invoicing. Managed the initial use of mobile time recording. Scheduled delivery of materials Barrett Paving Materials Inc., 2009 – 2011, Project Engineer Intern NY State Dept. of Transportation, 2008 –2009, Transportation Construction Inspector Syracuse Utilities, 2007- 2008, Labor
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Cornell University – Ithaca, NY – 2011 - BS Civil & Environmental Engineering Morrisville State College – Morrisville, NY – 2008 – Associates Degree Engineering Science
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

Project Name:	\$39M Jones Branch Connector over I-495 Tysons, VA,	Start Date:	2016
Project Role:	Construction Manager	End Date:	2018
Client/Owner:	VDOT	With Current Firm?	Yes
<p>As Construction Manager Mr. Tundo developed and managed the project control and document control systems, coordinated contractor requests for information, and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates.</p> <p>The project involved a new four-lane road and bridge constructed from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to the I-495 Express Lanes, and Scotts Crossing Road.</p> <p>Similarities to Route 7 Battlefield Project: <i>Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage</i></p>			
Project Name:	\$70 M I-395 HOV Ramp at Seminary RD & NB Auxiliary Lane Extension, Alexandria, VA	Start Date:	2014
Project Role:	Construction Manager	End Date:	2016
Client/Owner:	VDOT	With Current Firm?	Yes
<p>As Construction Manager responsible for establishing and managing the RFI process, creating work plans for self-perform crews, performing quantity takeoff for purchase orders and subcontracts, created and managed the project schedule, assisted DBPM in financial forecast and updating cost reports. Other responsibilities included claims avoidance, utility coordination, applying health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates</p> <p>This design-build project included constructing a new I-395 HOV Ramp to the existing Seminary Rd Bridge, replacing the superstructure of the Seminary Rd Bridge, constructing a new pedestrian bridge, widening and rehabilitating the Sanger Ave Bridge, widening the I-395NB General Purpose Lanes, widening the Seminary Rd Off-Ramp, and widening the Duke St On-Ramp. In addition to the pedestrian bridge, major features of work include new steel beams and deck for the Seminary Rd Bridge, new Bulb-T beam and deck for HOV Ramp, four sound walls, MSE wall, concrete bearing piles, micropiles, and asphalt paving.</p> <p>Similarities to Route 7 Battlefield Project: <i>Integrated DB Management, Bridge Construction, Retaining walls, Utility Relocations, TMP/MOT, Environmental Aspects, Phased Construction, Geotechnical Solutions, Roadway & Storm Drainage</i></p>			
Project Name:	\$26 M Ithaca Collegetown Terrace Ithaca, NY,	Start Date:	2013
Project Role:	Civil Supt./Construction Manager	End Date:	2014
Client/Owner:	Private Owner	With Current Firm?	no
<p>As the Civil Superintendent/Construction Manager Mr. Tundo's specific responsibilities included creating and managing the project schedule, managing subcontractor and self-perform crews, reported production quantities, material quantities, manhours and equipment hours in daily reports. Other responsibilities included conducting change-order reviews, claims avoidance, utility coordination, and applying health and safety plans:</p> <p>The project involved construction of a two apartment buildings totaling over 240 units. Scope of worked included building foundation excavation & backfill, waterline, sanitary sewer, and storm water sewer, asphalt paving, and temporary retaining wall.</p> <p>Similarities to Route 7 Battlefield Project: <i>Retaining walls, Utility Relocations, Environmental Aspects, Geotechnical Solutions, Roadway & Storm Drainage</i></p>			
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Mr. Tundo is currently assigned to our VDOT Jones Branch Project, until April 2018.</p>			

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.			
a. Name & Title: Laura Mehiel, PE Associate			
b. Project Assignment: Design Manager			
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): A. Morton Thomas and Associates, Inc. (Full Time)			
d. Years experience: With this Firm <u>6</u> Year With Other Firms <u>25</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Associate <i>A. Morton Thomas and Associates, Inc..... 2011 - Present</i> Senior Project Manager and Associate in Charge of mega projects and innovative delivery projects. Oversees highway development/design teams for transportation projects throughout the Commonwealth of Virginia, including design QC responsibilities. DPM for design-build and other innovative contracting techniques. Senior Project Manager / Operations Manager <i>HNTB Corporation..... 1998 – 2011</i> Senior Project Manager who oversaw highway development/design teams for transportation projects including design/build throughout VA, MD, and DC, including QC role. Engineer in Charge of the Columbia, MD office, supervising a staff of highway, hydraulics, traffic, and construction professionals. Held operational, business development, and technical oversight roles.			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Delaware, Newark Delaware / BCE / 1986 / Civil Engineering			
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992..... Virginia Professional Engineer #34707 Also registerd in DC, DE, MD, NC, PA, TN			
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment; projects older than fifteen (15) years will not be considered for evaluation.</i> (List ONLY three (3) relevant projects* for which you have performed similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)			
Project Name:	Design-Build Route 1 at Fort Belvoir Fairfax County, VA	Start Date:	2013
Project Role:	Design Manager	End Date:	2017
Client/Owner:	FHWA – Eastern Federal Lands/VDOT	With Current Firm?	Yes
Design Manager responsible for managing a multi-disciplinary team for widening/new alignment of 3.6 miles of US Route 1 from 4 lanes undivided to a 6 lane divided facility. The \$82M project includes roadway widening/new alignment, safety and capacity improvements, bridges and culverts, new trail and sidewalk, retaining walls, and pile-stabilized slopes. Two intersections of the project carry on average more than 62,000 vehicles per day during construction, requiring well planned maintenace of traffic design to keep traffic safely moving through the work zone.			

Ms. Mehiel and her team designed the project in 3 stages with 7 sub-phases, generally by widening to the west, shifting traffic to the new pavement, then completing the reconstruction of the existing lanes to serve as northbound. Extensive temporary drainage measures were required to carry storm flows across the existing roadway while carrying traffic. Ms. Mehiel managed all design including geometric alignments, intersection improvements, traffic analysis, bridge and wall design, MOT plans/TMP, drainage and SWM design, wetland/stream permits, topographic and utility surveys, geotechnical explorations, and Erosion and Sediment Control. She organized and ran two design public hearings and conducted stakeholder design workshops, and four Pardon Our Dust meetings. A total of 24 separate “release for construction packages” were prepared, including two advance grading packages to initiate grading early and to facilitate utility relocations. She managed environmental permits including wetland/ stream impacts, floodplain model of the new bridge crossing, and on-site reforestation for tree impacts. Her efforts helped facilitate schedule, by obtaining wetland permits within 7-months, and by negotiating to remove time-of-year restrictions for 5 Waters of the U.S. and to allow sand bag diversions in 4 others. She also managed the right of way acquisition process, with her direct team preparing all Right of Way Plans, and her subconsultant providing appraisals, negotiations, COT’s and relocations. Ms. Mehiel was responsible for Design Quality Control compliance. She has been involved in the construction phase, providing design support such as refined MOT sequencing, shop drawing reviews, RFI’s, and partnering.

Project Name:	Southgate Drive / US 460 Bypass Interchange Blacksburg, VA	Start Date:	2012
Project Role:	Design Project Manager	End Date:	2014
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes

Design Manager on this \$47M “turn-key” project which was the #1 priority of the Salem District, a multi-million dollar interchange, roadway improvement and bridge project adjacent to Virginia Tech. Ms. Mehiel oversaw a cutting-edge design that incorporated multiple innovative intersections including two roundabouts and a DDI interchange. She managed a multi-discipline team of 22 in-house staff and five subconsultants to prepare alternatives analyses, public hearing/design approval, and 100% PS&E, all in a period of 20 months. She provided technical leadership and ensured QC compliance for the design of highway, interchange, and shared-use path, roundabout design, TMP/MOT, SWM, and drainage facilities, and managed the staff who performed traffic modeling, bridge and retaining wall design, geotechnical investigations, right of way plans, design waivers, and environmental permits. Laura organized and facilitated a stakeholder outreach plan which included alternative workshops, design charettes, graphics, simulations and renderings for the Design Public Hearing. The shared use trail is grade separated in three locations, and the project includes gateway aesthetic treatments on walls and abutments.

Project Name:	Design-Build I-495 HOT (Express) Lanes Fairfax County, VA	Start Date:	2007
Project Role:	Area 1 Design Manager	End Date:	2010
Client/Owner:	Fluor-Lane / VDOT	With Current Firm?	No

This billion dollar “mega project” on the Virginia portion of I-495 in Northern Virginia was divided into four (4) separate Design-Build segments, with separate Design Managers and teams handling each. Area 1 was from south of Braddock Road to north of US 50, containing four (4) interchange over nearly five miles of interstate roadway.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Richard Bennett Director of Right-of-Way and Utility Coordination Services
b. Project Assignment:	Lead Utility Coordination Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time):	Bowman Consulting (Full Time)
d. Years experience: With this Firm <u>3</u> Year With Other Firms <u>49</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):	<p>Director of Right-of-Way and Utility Coordination Services <i>Bowman Consulting</i> 2014 - Present Richard currently manages right-of-way acquisition efforts, relocation consulting, utility coordination and railroad coordination. He has extensive knowledge in federal and state laws, rules, regulations and procedures regarding right of way acquisition, relocation assistance, utility relocations, and accommodation.</p> <p>State Director of Right-of-Way and Utilities <i>Virginia Department of Transportation</i> 2008 – 2014 Richard oversaw statewide right-of-way, utility relocation, and railroads throughout Virginia for the Virginia Department of Transportation. He managed and directed a staff of approximately 160 specialists and was responsible for project delivery of these specific programs.</p> <p>Project and Branch Manager <i>Greenhorn & O'Mara, Inc.</i> 1999 – 2008 Richard's primary responsibility was to oversee right-of-way acquisitions, utility relocation coordination, and construction engineering services for transportation projects. He managed and directed a staff of approximately 50 specialists. Richard also provided services on major and locally administered projects.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Old Dominion University Norfolk, VA Course Studies in Engineering Technology 1967 Virginia Commonwealth University Richmond, VA Course Studies in Real Estate and Appraisals 1980
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment; projects older than fifteen (15) years will not be considered for evaluation.</i>	<p>(List <u>ONLY</u> three (3) relevant projects* for which you have performed similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

Project Name:	VDOT Route 495 Capital Beltway Hot Lanes (I-95 to Dulles Access Road), Fairfax County, VA	Start Date:	2004
Project Role:	Lead Utility Project Manager	End Date:	2008
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>Lead Utility Project Manager for this 14-mile interstate widening project which included the addition of HOT lanes in the median of I-495. The \$1.2-billion project included the reconstruction of seven interchanges and the accompanying crossroads. The Utility Team coordinated the utility relocations with each project, which included an interchange, and for the multiple construction phases developed by the design-build contractor. The affected utilities included both electrical distribution and transmission facilities, gas distribution facilities, multiple telecommunication and cable companies' facilities and water and sanitary sewer facilities owned by the Authority, City and County. Mr. Bennett and his Team verified utilities affected by the project, suggested design changes to minimize conflicts, determined relocation concepts, determined cost responsibilities, conducted a UFI, coordinated utility designs, reviewed and authorized utility relocation construction, monitored the utility relocation construction and process billings.</p>			
Project Name:	VDOT Route 95 and Route 1 Interchange, City of Alexandria and Fairfax County, VA	Start Date:	2000
Project Role:	Lead Utility Project Manager	End Date:	2005
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>Lead Utility Project Manager for this 1.7-mile interstate widening project which included a multi-directional interchange and the widening of over 1/2-mile Route 1 which is a major urban thoroughfare. The Utility Team coordinated the utility relocations with the multi-phase road and bridge construction contracts. The affected utilities included both electrical distribution and transmission facilities, gas distribution facilities, telecommunication and cable facilities and water and sanitary sewer facilities owned by the Authority, City and County. Mr. Bennett and his Team determined potential utility conflicts and suggested design changes to minimize conflicts, determined relocation concepts, determined cost responsibilities, conducted a UFI, coordinated utility designs with the utility companies, reviewed and authorized utility relocation construction and monitored the utility relocation construction. The Team also designed relocation plans for the underground relocation of over 1 mile of electrical distribution system which was built by the Highway Contractor. With a project value of \$285 million, utility relocations costs were in excess of \$20 million.</p>			
Project Name:	VDOT Jamestown Road Widening at the Intersection of Route 199, City of Williamsburg, VA	Start Date:	2003
Project Role:	Area 1 Design Manager	End Date:	2006
Client/Owner:	Fluor-Lane / VDOT	With Current Firm?	No
<p>Utility Project Manager for this \$7 million project widening of Jamestown Road and improving its signalized intersection with Route 199. The Utility Team coordinated the utility relocations with the design-build contractor's operations. The affected utilities included electrical distribution, telecommunication and cable facilities and water and sanitary sewer facilities owned by the City. The Utility Coordination Team verified utilities affected by the project, determined relocation concepts, determined cost responsibilities, conducted a UFI, coordinated utility designs, reviewed and authorized utility relocation construction, monitored the utility relocation construction and process billings. The Team also designed plans for the adjustment/ relocation of the City's water and sanitary sewer facilities.</p>			
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A</p>			

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Rami Chehade, PE, CCM
b. Project Assignment: Quality Assurance Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): KCI Technologies, Inc. - Full Time
d. Employment History: With this Firm <u>1.5</u> Years With Other Firms <u>11.5</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <u>July 2016 to Present: KCI Technologies, Inc., Sterling VA/Washington DC - Construction Engineering & Inspection Practice Leader.</u> General Responsibilities: Managing a Team of Construction Managers, Project Engineers, Office Engineers, Field Engineers and Inspectors working on several DDOT, VDOT & Federal Highway IDIQ & Design Build Construction Contracts. <u>October 2015 to July 2016: Institute for Building Technology & Safety, Ashburn, VA - Compliance & Quality Manager.</u> General Responsibilities: Responsible for managing several projects, such as: Construction Code Compliance and quality control Inspections of Metro Silver Line Extension Phase 2, Packages A & B, schools, and other type of buildings, and for Plan Review of similar structures. <u>August 2012 to October 2015: Transurban USA, Inc., Alexandria, VA- Maintenance Supervisor.</u> General Responsibilities: Responsible for all infrastructure operations & maintenance activities for the I-495/I-95 Express Lanes Roadways & Operations Center. <u>October 2006 to August 2012: Fort Myer Construction Corporation, Washington, DC - Project Manager.</u> General Responsibilities: Managing several multi-million dollar, locally & federally funded, public transportation & heavy highway construction projects. <u>July 2005 to June 2006: Fairfax County Government, Fairfax, VA - Engineer II/Project Manager.</u> General Responsibilities: Assisted the Branch Manager in supervising several construction contracts for the Fairfax County Park Authority, Planning & Development Branch. <u>June 2004 to May 2005: The Pennsylvania State University Police Department, University Park, PA - Auxiliary Officer.</u> General Responsibilities: Traffic & Crowd Control & Campus Security details.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, University Park, PA. Masters Civil Engineering 2005 (Construction Engineering & Management) American University of Beirut, Beirut, Lebanon, Bachelors of Engineering 2003 (Civil & Environmental)
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VA Professional Civil Engineer 05/03/2016. License # 0402055770 DC Professional Civil Engineer 05/29/2013. License # 907224 LA Professional Civil Engineer 06/02/2016. License # 40836 Certified Construction Manager, CCM, 2015, CMCI ID # 6085
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

Project Name:	Military Highway Continuous Flow Intersection – Norfolk, Virginia	Start Date:	2016
Project Role:	Quality Assurance Manager	End Date:	2018
Client/Owner:	VDOT	With Current Firm?	Yes
<p>As Quality Assurance Manager Mr. Chegade’s duties include the coordination and performance of QA inspections and testing of work elements and construction materials, review and tracking QA and QC inspections, material quantities and certifications, and maintaining the project Materials Notebook. Mr. Chegade provides review and approval of Contractor pay requests to confirm work and materials are in conformance with contract requirements. He is responsible for issuing “non-conformance reports” for any non-compliant work observed and the overall maintenance and organization of the project’s QA and QC documentation for delivery to VDOT during project closeout.</p> <p>This Design-Build 1.58-mile divided roadway project includes the installation of Continuous Flow Intersection (CFI) elements along US-13. Project elements include the realignment, widening (from six to ten lanes) and resurfacing of Military Highway to accommodate the CFIs, a new box culvert at stream crossing, surcharging and settlement monitoring, signalized intersections with ITS devices, utility relocation from above to below-grade, permanent stormwater management features (basins, wet ponds), sidewalks and noise walls.</p>			
Project Name:	US Route-1 Widening Fort Belvoir, Virginia	Start Date:	2014
Project Role:	Quality Assurance Manager	End Date:	2017
Client/Owner:	VDOT	With Current Firm?	Yes
<p>As Quality Assurance Manager Mr. Chegade oversees Quality Assurance inspection and testing services in accordance with both FHWA and VDOT specifications for all work elements, including traffic control, environmental controls, layout, construction methods, and materials. This includes the review and recommendation to accept or reject daily work reports by the Contractor, inspection of the Contractor’s QC procedures and verifying procedures are in conformance with the Quality Control Plan. Mr. Chegade is responsible for staff performing and documenting daily activities, including as-built drawings, daily diary and Inspector’s Daily Reports (IDRs). CEI duties also include informing the Client of possible constructive changes and recommending technical solutions; performing independent estimates, precondition surveys, material submittal and testing procedures reviews as well as measuring material quantities used and updating the project Material Register.</p> <p>This \$85M design-build project included the widening—from four to six lanes—3.5 miles of U.S. Route 1 from Telegraph Road north to Mount Vernon Memorial Highway; a multi-use trail, pedestrian sidewalk, on-road bicycle accommodations, sound walls, drainage and utility improvements. Retaining walls were required at several locations to accommodate grade changes and reduce excavation. An approximately 170-foot bridge replaced an existing 75-foot bridge over the Accotink Creek. The multi-span bridge will be supported on driven H-piles with pre-cast concrete girders and a cast-in-place concrete deck. The project’s storm-water management system was designed using VDOT’s MS4 water quality requirements and includes use of bio-filtration and bio-retention methods and the conversion of multiple storm-water management ponds into permanent wetlands. Other features include a box-culvert used as a wildlife crossing and a triple-culvert structure.</p>			
Project Name:	I-564 Intermodal Connector Norfolk VA	Start Date:	2014
Project Role:	Quality Assurance Manager	End Date:	2018
Client/Owner:	FHWA - EFL	With Current Firm?	Yes
<p>As Quality Assurance Manager Mr. Chegade oversees Quality Assurance inspection and testing services in accordance with FHWA and VDOT specifications for all work elements, including traffic control, environmental controls, layout, construction methods, and materials. This includes the review and recommendation to accept or reject daily work reports by the Contractor, inspection of the Contractor’s QC procedures and verifying procedures are in conformance with the Quality Control Plan. Mr. Chegade is responsible for staff performing and documenting daily activities, including as-built drawings, daily diary and Inspector’s Daily Reports (IDRs).</p> <p>This \$120M Design Build, project include four travel lanes separated by a grass median, the realignment of I-564 for future crossings under the Elizabeth River, the redirection of truck traffic from Hampton Boulevard to the ports, and the installation of variable message signs and traffic cameras. The project consists roughly of 5 concrete bridges and 2.82 miles of new four lane limited access highway and a reconfigured commercial vehicle inspection station for Naval Station Norfolk.</p>			
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A</p>			



**VDOT ROUTE 7 AND
BATTLEFIELD
PARKWAY INTERCHANGE**

Work History Forms

Work History Forms




in association with



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	
VDOT Jones Branch Connector over I-495 Tysons, Virginia	Johnson, Mirmiran & Thompson	Name of Client/ Owner: VDOT Project Manager: Chan B. Basnayake, PE, PMP, CCM Phone: (703) 259-2947 Email: Chan.Basnayake@vdot.virginia.gov	11/19/19	11/19/19 (Estimated)	\$39,694	\$39,706 (due to Owner directed changes)	\$28,588


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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

<p>Firm's Role: Archer Western is the prime contractor for the VDOT Jones Branch Connector over I-495 project.</p> 	<p>Finishing Projects on Time or early: This challenging road and bridge widening project has two early completion incentives. One is for an interim milestone and the other is for substantial completion.</p> <p>Use of Innovative solutions and techniques: Archer Western designed complex support of excavation systems in order to support adjacent bridge structures while the excavation for the new structures was taking place. In addition, AWC developed meticulous work plans for the installation of these systems which are in close proximity to the heavily traveled Capital Beltway.</p> <p>Previous Design-Build Experience: While this project was delivered using the traditional design-bid-build delivery method, AWC worked with a third party MOT designer to optimize the MOT plans to provide a larger and safer work area. AWC has also submitted several VECPs to VDOT on the project.</p> <p>Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: Archer Western identified a MOT phasing alternative to provide additional work space and reduce the number of MOT phases. Archer Western contracted T3 Design to collect traffic data, run traffic models, draw new plan sheets, and provide 2070 signal timing sheets. The revised TTCF has been implicated into the project and is working as designed.</p> <p>Public Relations: VDOT and AWC have held several public outreach meetings. AWC has held meetings at the Gates of McLean community to update the residents on the project, and inform them of potential impacts on their community during construction.</p> <p>DBE Program Commitments: A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC is currently meeting the 12% goal.</p>	<p>Similar Scope Elements</p> <table border="0"> <tr> <td>✓ Highway overpass construction</td> <td>✓ Robust public relations construction</td> </tr> <tr> <td>✓ Retaining wall construction</td> <td>✓ Stormwater management</td> </tr> <tr> <td>✓ Multi-phase MOT</td> <td>✓ Multiple stakeholders</td> </tr> <tr> <td>✓ Similar construction techniques</td> <td>✓ Work in an around environmentally sensitive areas</td> </tr> <tr> <td>✓ Urban project with high traffic volumes</td> <td>✓ Proposed CM (Tundo) serving in similar role</td> </tr> </table> <p>DBE Performance: Goal 12% / Current 12%</p>	✓ Highway overpass construction	✓ Robust public relations construction	✓ Retaining wall construction	✓ Stormwater management	✓ Multi-phase MOT	✓ Multiple stakeholders	✓ Similar construction techniques	✓ Work in an around environmentally sensitive areas	✓ Urban project with high traffic volumes	✓ Proposed CM (Tundo) serving in similar role
✓ Highway overpass construction	✓ Robust public relations construction											
✓ Retaining wall construction	✓ Stormwater management											
✓ Multi-phase MOT	✓ Multiple stakeholders											
✓ Similar construction techniques	✓ Work in an around environmentally sensitive areas											
✓ Urban project with high traffic volumes	✓ Proposed CM (Tundo) serving in similar role											
<p>Project Narrative: This project involves a new four-lane road and bridge will be constructed from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to the I-495 Express Lanes, and Scotts Crossing Road. The project scope includes the following:</p> <ul style="list-style-type: none"> • 3 EA bridges (B627, B628, B629) to construct/widen to accept two lanes of traffic each direction with bike lanes and median • Widen Scott Crossing Rd to accept two lanes of traffic each direction with bike lanes and median • MSE Walls, Noisewalls, Retaining Walls • ITS/Electrical work including signals, underbridge lighting, DMS signs, incorporating 495 Express Lanes • Underground utilities (electrical, watermain, fiber optic, gas, drainage) 		<p>Risk Mitigation: AWC experienced mitigating the same three critical risks identified earlier in the SOQ. Specific mitigation strategies are described below:</p> <ul style="list-style-type: none"> • Schedule Risks caused by ROW Acquisition – All ROW was acquired prior to VDOT procuring the contract. AWC was not responsible for ROW acquisition. • MOT/Workzone Safety – A detailed TMP is being implemented, dedicated MOT supervisor is onsite during all closures, closures and detours were restricted to nights and weekends. • Utility Coordination/Relocation – AWC is working closely with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur.. 										

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	
VDOT I-95 Richmond Bridges Richmond, Virginia	AECOM (Formerly URS Corporation)	Name of Client/ Owner: VDOT Project Manager: Scott Fisher Phone: (804) 674-2452 Email: scott.fisher@VDOT.Virginia.gov	10/24/2014	10/16/2014	\$67,958	\$73,537 (due to Owner directed changes & bonus payment)	\$51,476


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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

<p>Firm's Role: Archer Western was the prime contractor for the VDOT I-95 Richmond Bridges replacement project.</p>  <p>Project Narrative: This project consisted of the rehabilitation of 20 interstate bridges on I-95 in Richmond, Virginia, including 2 miles of shoulder widening and the extension of acceleration lanes. Bridge work is primarily superstructure work that included nightly bridge deck/beam removal and immediate replacement with precast composite deck sections. Substructure work is focused on the rehabilitation of existing substructure elements, although it includes the construction of new substructure and retaining walls, as required for the widening of four bridges. Maintenance-of-traffic (MOT) requirements were extensive, because I-95/I-64 in Richmond was reduced to one lane in each direction for approximately 200 nights of superstructure replacement in a two-year period, with corresponding lane closures or traffic detours on underlying City of Richmond streets. The project also included an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECs.</p>	<p>Finishing Projects on Time or early: This challenging bridge replacement and reconstruction project was completed 3 months ahead of schedule and earned a \$3,000,000 "NO EXCUSES" early completion bonus.</p> <p>Use of Innovative solutions and techniques: While the use of Accelerated Bridge Construction (ABC) Techniques was used on a previous VDOT project, additional innovations were included on this project including:</p> <ul style="list-style-type: none"> • Match-casting the pre-constructed composite bridge units assuring the quality of the finished product • Enhancing the accuracy of the As-Built Survey by utilizing Laser Scanning technology • Utilized "Live Load" shoring to replace the existing pier caps allowing the existing bridges to remain in operation <p>Previous Design-Build Experience: While this project was delivered using the traditional design-bid-build delivery method, the design of the precast bridge units and the erection schemes for each bridge were accomplished using design build with the construction engineer contracted to AWC.</p> <p>Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: Lane closures and detours were restricted to nights and weekends with monetary penalties involved if the lanes were not reopened by the specified time. The use of Accelerated Bridge Construction Techniques (precast bridges) reduced bridge replacements from several weeks to days.</p> <p>Public Relations: VDOT led an exhaustive public information program with AWC support to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included 1-on-1 meetings with businesses, community open houses, and a website with interactive maps and details.</p> <p>DBE Program Commitments: A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC exceeded the 5% goal and achieved 8.9 %</p>	<p>Similar Scope Elements</p> <table border="0"> <tr> <td>✓ Highway construction and widening</td> <td>✓ Robust public relations</td> </tr> <tr> <td>✓ Bridge construction</td> <td>✓ Stormwater management</td> </tr> <tr> <td>✓ Retaining wall construction</td> <td>✓ Multiple stakeholders</td> </tr> <tr> <td>✓ Multi-phase MOT</td> <td>✓ Work in an around environmentally sensitive areas</td> </tr> <tr> <td>✓ Similar construction techniques (concrete girder bridges, concrete pavement, asphalt pavement)</td> <td>✓ Proposed Lead Roadway Engineer (McKay) served in same role</td> </tr> <tr> <td>✓ Urban project with high traffic volumes</td> <td></td> </tr> </table> <p>DBE Performance: Goal 5% / Actual 8.9%</p> <p>Risk Mitigation: AWC experienced mitigating the same three critical risks identified earlier in the SOQ. Specific mitigation strategies are described below:</p> <ul style="list-style-type: none"> • Schedule Risks caused by ROW Acquisition – All ROW was acquired prior to VDOT procuring the contract. AWC was not responsible for ROW acquisition. • MOT/Workzone Safety – A detailed TMP was implemented, dedicated MOT supervisor was onsite during all closures, VDOT standard devices were installed in accordance with the TMP. • Utility Coordination/Relocation – AWC worked closely with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. 	✓ Highway construction and widening	✓ Robust public relations	✓ Bridge construction	✓ Stormwater management	✓ Retaining wall construction	✓ Multiple stakeholders	✓ Multi-phase MOT	✓ Work in an around environmentally sensitive areas	✓ Similar construction techniques (concrete girder bridges, concrete pavement, asphalt pavement)	✓ Proposed Lead Roadway Engineer (McKay) served in same role	✓ Urban project with high traffic volumes	
✓ Highway construction and widening	✓ Robust public relations													
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✓ Urban project with high traffic volumes														

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	
I-395 HOV Ramp at Seminary Rd. & NB Aux Lane Ext. Alexandria, Virginia	Parsons	Name of Client/ Owner: VDOT Project Manager: Arif Rahman, PE Phone: 703-259-1940 Email: MD.rahman@VDOT.virginia.gov	12/2015	5/2016	\$55,448	\$70,250 (due to Owner directed changes)	\$57,755

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

<p>Firm's Role: Archer Western was the design-builder and prime contractor for the VDOT I-395 HOV Ramp at Seminary Road and NB Auxiliary Lane Extension.</p>  <p>Project Narrative: This design-build project includes constructing a new I-395 HOV Ramp to the existing Seminary Road Bridge, replacing the superstructure of the Seminary Road Bridge, constructing a new pedestrian bridge, widening and rehabilitating the Sanger Ave Bridge, widening the I-395 Northbound General Purpose Lanes, widening the Seminary Road off-ramp, and widening the Duke St on-ramp. In addition to the pedestrian bridge, major features of work include new steel beams and deck for the Seminary Road Bridge, new Bulb-T beam and deck for the HOV Ramp, four sound walls, MSE wall, concrete piles, micropiles, and asphalt paving.</p>	<p>Use of Innovative solutions and techniques: While the design solutions and construction techniques on this project have been used on previous VDOT projects, additional innovations on this project included:</p> <ul style="list-style-type: none"> • Use of lightweight reinforced concrete deck on the existing Seminary Road bridge to ensure the portions of the existing structure that remained were not overloaded. • The connection of the new HOV ramp structure to the existing Seminary Road bridge structure involved a rigid connection to the web of the steel beam. Additional design and QC procedures were used to verify the connection would be stable and functional. • The new pedestrian overpass was value engineered post award to a concrete girder and deck structure simplifying construction and minimizing impacts to traffic. <p>Previous Design-Build Experience: This project was delivered using the design-build delivery method.</p> <p>Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: Lane closures and detours were restricted to nights and weekends with monetary penalties involved if the lanes were not reopened by the specified time. The new auxiliary lane along I-395 was scheduled and completed prior to the start of construction of the new HOV ramp and Seminary Road bridge rehabilitation adding capacity to I-395 through the construction zone/</p> <p>Public Relations: VDOT led an exhaustive public information program with AWC support to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included 1-on-1 meetings with businesses, community open houses, and a website with interactive maps and details.</p> <p>DBE Program Commitments: A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC exceeded the 20% goal and achieved 24.5 %</p>	<p>Similar Scope Elements</p> <ul style="list-style-type: none"> ✓ Highway construction and widening ✓ Bridge construction ✓ Retaining wall construction ✓ Multi-phase MOT ✓ Similar construction techniques (concrete girder bridges, concrete pavement, asphalt pavement) ✓ Urban project with high traffic volumes <p>DBE Performance: Goal 20% / Actual 24.5%</p> <p>Risk Mitigation: AWC experienced mitigating the same three critical risks identified earlier in the SOQ. Specific mitigation strategies are described below:</p> <ul style="list-style-type: none"> • Schedule Risks caused by ROW Acquisition – AWC began the ROW acquisition services early in the design phase once critical parcels were identified.. • MOT/Workzone Safety – A detailed TMP was implemented, dedicated MOT supervisor was onsite during all closures, closures and detours were restricted to nights and weekends. • Utility Coordination/Relocation – AWC implemented a robust SUE program to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. 	<ul style="list-style-type: none"> ✓ Robust public relations ✓ Stormwater management ✓ Multiple stakeholders ✓ Work in an around environmentally sensitive areas ✓ Proposed CM (Tundo) served in same role
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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: MD 4 / Suitland Parkway Interchange Location: Prince George's County, MD	Name: Joseph B. Fay Co., Inc.	Name of Client: Maryland DOT – SHA Phone: 410-545-0300 Project Manager: Moreshwar Kulkari Phone: 410-545-8845 Email: mkulkarni@sha.state.md.us	02/2017	Summer 2020 (Estimated)	\$67,713	\$67,713 (Estimated)	\$3,800
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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.							
SIMILARITIES Complexity <ul style="list-style-type: none"> ✓ High Traffic (> 40,000 ADT) ✓ Grade separation of existing intersection ✓ Multiple Existing Utilities ✓ Phased Construction "under traffic" 		PROJECT NARRATIVE: As part of a corridor improvement plan for MD 4, AMT prepared final design and bid documents for a new grade separated interchange at MD 4 and Suitland Parkway, and all associated roadway improvements. AMT provided concept planning, preliminary and final design, and construction phase services.					
Context <ul style="list-style-type: none"> ✓ National Highway System ✓ Aesthetics Focus ✓ New Interchange ✓ Congestion Relief & Safety Improvements ✓ Relocated Side Street for Access Control and/or Queue Distance ✓ Interchange Justification Report ✓ Adjacent Wetlands/WOUS ✓ T&E Species 		The project includes new interchange ramps; MD 4 mainline realignment to create a grade separation; roadway reconstruction and widening; new frontage roads; retaining walls; multi-use trail; intersection improvements; utility corridor; and reconstruction of a historic stone bridge. The AMT team developed multiple interchange configuration alternatives using an inclusive stakeholder process, resulting in the selection of a diamond interchange with a directional flyover ramp. Key stakeholders in the planning and design included the National Park Service (NPS), FHWA-Eastern Federal Lands, Joint Base Andrews (JBA), Prince George's County, and utility companies.					
Locale <ul style="list-style-type: none"> ✓ Urban Area ✓ Adjacent Commercial Development 		PROJECT SCOPE Following 100% design completion and an initial advertisement at end of 2015, the project was chosen by MDOT-SHA as one of the first two "practical design" assessment projects. Two years earlier, AMT had developed a phased construction recommendation, supported by traffic analysis and cost estimates, deferring the flyover ramp and other work to future contracts as a means to phase the project based on funding. The 2015 Practical Design process resulted in a similar plan, with reduction of through lanes and removal of three (3) bridges, including the flyover, projected to reduce initial construction cost between 25% and 30%. The following modifications to the original design were made, still meeting the project's purpose and need without compromising safety:					
Scope <ul style="list-style-type: none"> ✓ Bridge ✓ Interchange/Ramp Design ✓ Roadway Design ✓ Sidewalk/Trail Design ✓ Drainage/SWM ✓ TMP/MOT ✓ Overhead Signage ✓ Environmental Permitting ✓ Survey/SUE ✓ Utility Design ✓ Public Involvement 		<ul style="list-style-type: none"> • Removed proposed flyover ramp and provided third left-turn lane on the NB MD 4 ramp to Suitland Parkway. This yielded high cost savings due to the removal of three structures. The risk was low as regional traffic growth had slowed, the interchange will function sufficiently, and the flyover ramp could be constructed in a future contract. Lesser impacts to NPS property, and tree impacts reduced. • Reduced bridge width by one lane generated additional savings. Level of service was acceptable. • Reduced the mainline by two lanes inside the interchange. Travel forecasts didn't justify adding a third lane for the next 20 years. The roadway was graded for the ultimate design. • Removed on/off ramps into Pepco property providing access to/from MD 4 instead of through the Westphalia intersection. Grading was maintained so as not to preclude future ramp construction. 					
Delivery <ul style="list-style-type: none"> ✓ Concurrent, Interdisciplinary Design ✓ Accelerated Schedule ✓ Practical Design Approach ✓ Contractor-initiated Design 		Notable aspects of the project include: <ul style="list-style-type: none"> • <i>Transportation Management Plan (TMP)</i> – SHA's first TMP for a "significant" project. Conducted an extensive MOT Alternatives Analysis, given complex construction phasing. Work zone strategies were recommended to mitigate traffic impacts, including an incident management detour plan. • <i>Stormwater Management and E/S Control</i> – Comprehensive SWM analyses to determine the most effective quantity/quality solution. Prepared extensive E/S phasing plans compatible with MOT. • <i>Landscape Architectural Design</i> – Prepared landscape architectural plans consistent with the National Park Service's (NPS) "viewshed" requirements. In a collaborative effort with NPS staff, reforestation plans and specific NPS design requirements were incorporated in the roadway, bridge and landscaping plans. A 3D visualization was a key tool for reaching design consensus with the NPS. 					
<ul style="list-style-type: none"> • <i>Utility Coordination and Relocations</i> – The project corridor contained gas mains, water and sewer, overhead power lines, fiber optic, and numerous communication lines. Utilities located in the median had to be relocated in some areas due to storm drain impacts. AMT used lightweight fill in an embankment area to reduce load of an existing sewer line. • <i>Environmental Impacts and Mitigation</i> – Although located in an urban area, the project has both wetlands and streams present within its limits. Just over an acre of wetlands will be temporarily impacted, though permanent impacts were minimized to only 1709 SF. The project also permanently impacts 2479 feet of Waters of the U.S., and 27 acres of forest. Reforestation was designed by the AMT team for 24 acres of on-site reforestation. Compensatory mitigation for stream impacts is provided through a stream restoration site. 							
AMT'S ROLE: As the Lead Designer, AMT was responsible for interchange alternatives development and analyses, preliminary and final engineering design, traffic engineering and maintenance of traffic, hydraulics, utility coordination, and public involvement.							
OFFICE LOCATION: Design services were provided from AMT's Baltimore, Chantilly, and Rockville offices.							
VERIFIABLE EVIDENCE OF GOOD PERFORMANCE: <ul style="list-style-type: none"> • Performed within 9 months with bids within 1% of engineering cost. • Landscape Architect plans consistent with NPS "viewshed" requirements. • First "significant" TMP under taken for a SHA project. • First "Practical Design" implementation. 							
PROPOSED PERSONNEL INVOLVED <ul style="list-style-type: none"> • Laura Mehiel, P.E. • Steve Torgerson, CLA • Fred Wagner, P.E. • Art Worthman • Michael Wiercinski, P.E. 							
<p align="center">Final "Practical Design" Alternative 2016 Bids: \$67.7M to \$89.4M</p>				<p align="center">2013 Phased Construction Concept Proposed by AMT Project 1 Engineer's Estimate: \$78.9M</p>			



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: New Interchange and Roadway Improvements at Southgate Drive and US 460 Bypass Location: Blacksburg, VA	Name: Branch Civil, Inc.	Name of Client: VDOT Salem District Phone: 540-387-5320 Project Manager: Phillip Hammack, PE Phone: 540-378-5041 Email: Phillip.Hammack@VDOT.Virginia.gov	04//2015	12/2018 (Estimated)	\$46,700	\$46,700 (Estimated)	\$4,916

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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

<p>SIMILARITIES</p> <p>Complexity</p> <ul style="list-style-type: none"> ✓ High Traffic (> 40,000 ADT) ✓ Unpredictable Geology ✓ Multiple Existing Utilities ✓ Phased Construction "under traffic" <p>Context</p> <ul style="list-style-type: none"> ✓ >60 MPH Design Speed (US 460) ✓ VDOT GS-5 (US 460) ✓ New Interchange ✓ Congestion Relief & Safety Improvements ✓ Relocated Side Street for Access Control and/or Queue Distance ✓ Interchange Justification Report ✓ Adjacent Wetlands/WOUS ✓ T&E Species (Bats) <p>Locale</p> <ul style="list-style-type: none"> ✓ Urbanized Area ✓ Virginia ✓ Adjacent Development <p>Scope</p> <ul style="list-style-type: none"> ✓ Bridge/Walls w/Architect. Treatment ✓ Roadway Design ✓ Interchange Ramps ✓ Geotechnical ✓ Drainage/SWM ✓ TMP/MOT ✓ Overhead Signage ✓ ITS (Traffic Camera) ✓ Environmental Permitting ✓ Right of Way Plans ✓ Survey/SUE ✓ Utility Design ✓ Public Involvement <p>Delivery</p> <ul style="list-style-type: none"> ✓ Concurrent, Interdisciplinary Design ✓ Accelerated Schedule ✓ Contractor-initiated Design 	<p>PROJECT NARRATIVE: AMT provided full design services on this critical roadway improvement and interchange design project in the Salem District, adjacent to Virginia Tech in Blacksburg. The purpose was to eliminate the existing signalized at-grade T-intersection at the heaviest used, primary entrance to Virginia Tech campus. The project provides a grade separated interchange in a new location southeast of the existing intersection to accommodate current and planned traffic movements and realignment of Route 314 from US 460 to the Virginia Tech campus. The pre-construction intersection experienced significant backups during the morning and evening peak hours as well as during major/special events, which hampered through movements along the US 460, also creating a safety concern due to rear-end collisions. The project is a heavily traveled NHS highway with more than 40,000 vehicles per day passing through the project.</p> <p>As the Engineer of Record, AMT provided services as an extension of VDOT staff, performing many reporting and management functions that VDOT would typically self-perform. Key challenges of the project included an aggressive schedule of 19 months from the start of the alternatives phase to completion of 100% design, managing consensus from the many diverse stakeholders (particularly Virginia Tech), preparing alternative foundation design concepts to respond to site specific geologic conditions which included spread footings at Abutment A, prebored H-piles at the pier, and both drilled shafts and micropiles at Abutment B; and minimizing impacts to: wetlands; old-growth tree stands; rare, threatened, and endangered species; and other environmentally sensitive areas.</p> <p>PROJECT SCOPE</p> <ul style="list-style-type: none"> • Traffic Analysis, including traffic/crash data collection and analysis, traffic operation analysis, no-build and build forecasts, origin/destination study, safety analysis, and travel time study. • Interchange Alternatives and Final Interchange Design, which included an IJR for alternative interchange configurations to assess: meeting purpose and need, geometrics, traffic operations (LOS) and sensitivity analysis, safety, right of way impacts, environmental impacts, construction cost, hydraulics, bridge and structure options, utilities, and constructability. • Roadway Design and Trail Relocation Design, for a total of 3.6 miles of roadway alignment and two reconfigured at-grade intersections (new roundabouts), and one mile of "off-line" trail including two grade separated trail crossings 	<ul style="list-style-type: none"> • Geotechnical Engineering to support bridge foundation design, wall design, and pavement design. Prepared alternative foundation designs as "bid options" due to presence of shallow rock found at some boring locations. Options included drilled shafts, and driven piles in combination with socketed piles. • Bridge and Structures Design for dual bridges over US 460, 1,100 feet of retaining walls, and box culverts (to serve as trail underpasses) • Traffic Engineering, including signing plans with eight (8) Overhead Sign Structures, signal design, lighting, CCTV Traffic Camera, maintenance of traffic plans, Transportation Management Plan, and pavement markings. • Hydraulic Design including drainage, erosion and sediment control, and stormwater management following VDOT and DEQ requirements (VSMP and SWPPP). • Public and Stakeholder Outreach including development of a tailored coordination/communication plan for each stakeholder. Included turn-key Public Hearing support for brochure, displays, simulations, and renderings • Landscape Architecture/Aesthetic Design to provide a gateway design for the entrance to the University • Right of Way plans per VDOT requirements. • Utility relocation design per Municipality/Owner Requirements <p>AMT'S ROLE: As the Engineer of Record, AMT was responsible for management and oversight of all aspects of engineering design including roadway, bridges, traffic engineering and maintenance of traffic, hydraulics, utility coordination, and public relations.</p> <p>OFFICE LOCATION: Design services were provided from AMT's Chantilly, Richmond and Suffolk offices.</p> <p>VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:</p> <ul style="list-style-type: none"> • Completed PAC milestone within 19 months of NTP • Conducted successful public involvement with positive feedback from Virginia Tech, Blacksburg and Salem District Administrator • Award-winning (2016 Merit Award from ASLA, VA Chapter) <p>PROPOSED PERSONNEL INVOLVED</p> <ul style="list-style-type: none"> • Laura Mehiel, P.E. • Fred Wagner, P.E. • Khoss Babaei, P.E. • John Farrell, AICP • Don Rissmeyer, P.E. • John Claytor, LS • Michael Wiercinski, P.E. • Steve Weitzman (CDR)
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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)



a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Design-Build US Route 1 Improvements at Fort Belvoir Location: Fairfax County, VA	Name: Corman Construction, Inc. / Wagman, Inc. Joint Venture	Name of Client: FHWA-Eastern Federal Lands Highway Division Phone: 865-286-6115 Project Manager: Timothy Brown Phone: 703-259-2749 Email: Timothy.Brown@DOT.gov	06/2013 (Design Build NTP)	09/2017	\$69,300	\$82,000 (due to Owner directed changes)	\$5,981 (Excludes Real Estate & Construction QC Fees)

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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SIMILARITIES

- Complexity**
- ✓ High Traffic (> 50,000 ADT)
 - ✓ Raise Profile "Under Traffic"
 - ✓ Multiple Existing Utilities
 - ✓ Right of Way During Construction

- Context**
- ✓ National Highway System
 - ✓ VDOT GS-5 Roadway
 - ✓ Congestion Relief & Safety Improvements
 - ✓ Relocated Side Streets for Access Control and/or Queue Distance
 - ✓ Adjacent Wetlands & WOUS - Permit
 - ✓ T&E Species (Bats)

- Locale**
- ✓ Urban Area
 - ✓ Northern Virginia
 - ✓ Adjacent Commercial Development

- Scope**
- ✓ Bridges and Walls w/Aesthetic Treatment
 - ✓ Roadway Realignment
 - ✓ Geotechnical & Pavement Engineering
 - ✓ Drainage/SWM
 - ✓ TMP/MOT
 - ✓ ITS (EVP, Cameras, Traffic Count Loop)
 - ✓ Noise Wall Model & Design
 - ✓ Environmental Permitting
 - ✓ Right of Way Acquisition
 - ✓ Survey/SUE
 - ✓ Utility Design & Coordination
 - ✓ Public Involvement
 - ✓ CEI

- Delivery**
- ✓ Design-Build
 - ✓ Concurrent, Interdisciplinary Design
 - ✓ Accelerated Design Schedule
 - ✓ Contractor-initiated Design
 - ✓ Contractor-provided QAM
 - ✓ Contractor-provided Constr. QC

SUMMARY OF IMPROVEMENTS

- An improved 3.68-mile six-lane divided NHS highway, adding a 32' median to accommodate future transit.
- Twin, 2-span bridges (260 feet long), raised from the existing Rte 1 profile to clear Accotink Creek Floodplain
- Designed roadway and bridges NOT TO PRECLUDE future widening for BRT Bus Lanes
- New Retaining Walls (MSE, VDOT RW-1) and New Noise Walls adjacent to Inlet Cove community.
- A precast slab bridge supported on helical piles for a new shared use path
- Extensive TMP with 3 major phases and 5 sub-phases to provide safe and efficient traffic during construction
- Utility relocation/coordination, including relocating utility poles along entire alignment
- Five SWM ponds, 200+ drainage structures, five miles of storm drain pipe, and E/S control phased with MOT
- Permits for multiple impacts to stream channels (3,500 LF) and wetlands (approximately 2.3 acre), with jurisdiction by VMRC, Army COE Norfolk, and DEQ. In-stream time of year restrictions applied to 2 streams.
- Extensive right-of-way acquisitions, including more than 100 tenant relocations

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



Common Sense Engineering was applied during design. Through the use of milling, overlay, and build-up in area where allowable, proposed maintenance of traffic was simplified requiring smaller shifts in traffic to address grade changes at the curb line, providing pavement widening as needed. In areas of complete reconstruction, AMT established a bifurcated roadway profile to help minimize earthwork and limit impacts on the adjacent Fort Belvoir and other historic properties.

Two of the major complexities on this project were dealing with variable geotechnical conditions, and maintaining traffic on heavily traveled principal arterials during major reconstruction. We developed slope stability design solutions including pile supported slopes and seep relief designs, which in turn allowed the slopes to be contained within ROW and minimize overall footprint. The Maintenance of Traffic Plan included 3 major phases with 5 sub-phases to maintain 50,000 vehicles per day through major intersections and on the through corridor, primarily achieved by building the new southbound lanes first with temporary widening into the median, shifting all traffic to NB, then re-building southbound.

AMT also provided phased drainage/culvert construction plans, creative stormwater management approach to minimize the number of facilities (using the "1 percent rule" and nutrient banking), and advance grading packages to facilitate early utility pole relocations. The project is coordinated with several concurrent and/or adjacent projects administered by others - North Post Access Control Point (Fort Belvoir), Lyndam Hills Phase 2 Development, and Jeff Todd Way.

Right of Way Acquisition: Twenty-five parcels required either partial or total acquisition, and more than 100 tenants were provided relocation as part of the design-build contract, under the management of AMT.

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

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

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

PROPOSED PERSONNEL INVOLVED

- Laura Mehiel, P.E.
- Don Rissmeyer, P.E.
- Fred Wagner, P.E.
- John Claytor, LS
- Khoss Babaei, P.E.
- Michael Wiercinski, P.E.
- John Farrell, AICP
- Rami Chehade, P.E. (KCI)

