



STATEMENT OF QUALIFICATIONS

A DESIGN BUILD PROJECT

Skiffes Creek Connector

From: Route 60 (Pocahontas Trail)

To: Route 143 (Merrimac Trail)

James City County, Virginia

State Project No.: 0060-047-627, P101, R201, C501, B619, B620

Federal Project No.: STP-5A03(455)

Contract No.: C00100200DB104



ATTACHMENT 3.1.2

SOQ CHECKLIST



ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	<i>i - iii</i>
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	<i>iv</i>
Letter of Submittal (on Offeror's letterhead)				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 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix 3.2.7
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix 3.2.9

ATTACHMENT 3.1.2

Project: 0060-047-627

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 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2 - 3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	3 - 4

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				6 - 7
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8 - 15

ATTACHMENT 2.1.0

FORM C-78-RFQ

Attachment 2.1.0
Form C-78-RFQ



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

RFQ NO. C00100200DB104
 PROJECT NO.: 0060-047-627

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 – February 27, 2019
(Date)
2. Cover letter of RFQ Addendum #1 – April 2, 2019
(Date)
3. Cover letter of RFQ Addendum #2 – April 19, 2019
(Date)

SIGNATURE

5-30-19

DATE

Aaron Troy Myers

PRINTED NAME

Executive Vice President - Operations

TITLE

LETTER OF SUBMITTAL





May 30, 2019

Sudha Mudgade, P.E., PMP, DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications:
Skiffes Creek Connector
From: Route 60 (Pocahontas Trail)
To: Route 143 (Merrimac Trail)
State Project No.: 0060-047-627
Contract ID Number: C00100200DB104

Dear Sudha Mudgade:

The Team of Allan Myers (Myers) and Rinker Design Associates (RDA), herein referred to as the Myers Team, brings together resources with proven VDOT design-build capabilities to design and construct the Skiffes Creek Connector Project (Project). Our Team's qualifications for the Project include recent experience in the project corridor; design and construction of new alignment roadway projects; numerous bridges over CSXT railroad; and recent partnering with VDOT's Hampton Roads District. This experience is complemented by our Team's accelerated schedule capabilities, competitive pricing advantage for self-performing all major design and construction elements, and innovative approaches to design and construction to meet project goals/objectives. Our Team anticipates expediting the construction schedule to provide early opening of the project improvements. The Myers/RDA Team has delivered five successful VDOT design-build projects and looks forward to partnering with the Hampton Roads District to deliver another successful design-build project to the Commonwealth.

As requested by Section 3.2 of the RFQ, our Team presents the following information:

- 3.2.2 Design-Build Project Manager, Thomas Heil will serve as the Point of Contact for Allan Myers.
Thomas Heil, P.E., DBIA, Design-Build Project Manager (571) 485-0387 (Telephone)
12500 Fair Lakes Circle, Suite 150 (610) 222-4348 (Fax)
Fairfax, VA 22033 thomas.heil@allanmyers.com
- 3.2.3 Executive Vice President of Operations, Aaron Myers is the Principal Officer for Allan Myers:
Aaron Myers, Executive Vice President of Operations (804) 290-8500 (Telephone)
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)
Glen Allen, VA 23059 aaron.myers@allanmyers.com
- 3.2.4 Allan Myers VA, Inc., is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.
- 3.2.5 Allan Myers VA, Inc. will serve as the Lead Contractor and Rinker Design Associates, PC will serve as the Lead Designer for the Project.
- 3.2.6 All affiliated and subsidiary companies are identified on the attachment in Appendix 3.2.6.
- 3.2.7 Executed Certification Regarding Debarment Forms are included in Appendix 3.2.7 for all team members.
- 3.2.8 Allan Myers VA, Inc. is active, in good standing, and prequalified to bid on the Project. Allan Myers' prequalification number is G303 and evidence of prequalification is included as in Appendix 3.2.8.
- 3.2.9 Myers has the capability to obtain a performance and payment bond for the \$28M estimated contract value of the Project as exhibited by the surety letter in Appendix 3.2.9.
- 3.2.10 Attachment 3.2.10 SCC and DPOR Information and full-size copies of individual licenses for all business entities and Key Personnel are included in Appendix 3.2.10.
- 3.2.11 Myers will achieve the 13% DBE participation goal for the Project.

Respectfully,



Aaron T. Myers, Executive Vice President of Operations, Allan Myers

3.3

TEAM STRUCTURE



3.3
Team Structure

3.3 TEAM STRUCTURE

Allan Myers (Myers) and Rinker Design Associates (RDA) provide VDOT with an integrated design-build partnership for the Skiffes Creek Connector Project (the Project) that has been working together to deliver VDOT design-build projects for more than 10 years. Our partnership on twelve recent VDOT design-build projects and pursuits demonstrates our commitment to deliver projects both on-budget and ahead of schedule and with focus on VDOT’s project objectives with respect to safety, environmental management, and quality. Our most recent success includes the opening of the I-64 Segment II in the same project corridor ahead of schedule.

Myers/RDA Team’s Recent Design-Build Success
 Our Team is committed to the success of the VDOT design-build program with a focus on completing projects within budget while expediting delivery of the project improvements. Our most recent success is the opening of the I-64 Capacity Improvements Segment II project to three continuous lanes of traffic on April 9, 2019, six weeks ahead of the project completion required by VDOT during the project pursuit.

Figure 3.3.1 Myers/RDA Design-Build Projects Delivered

Project	Project Value	VDOT Design-Build	Myers	RDA	On Schedule	Within Budget
I-64 Capacity Improvements Segment II, Newport News, York and James City Counties, VA	\$141M	✓	✓	✓	✓	✓
I-95/Temple Ave Interchange, Colonial Heights, VA	\$14.9	✓	✓	✓	✓	✓
I-581/Elm Avenue Interchange, Roanoke, VA	\$20.7	✓	✓	✓	✓*	✓
Middle Ground Blvd Extension, Newport News, VA	\$34.2M	✓	✓	✓	**	✓
Franconia-Springfield Pkwy/ Rolling Road Interchange, Fairfax County, VA	\$9.8M	✓	✓	✓	✓	✓

* Final completion of I-581/Elm Avenue and Middle Ground Blvd were delayed to include additional project scope.

The Myers/RDA Team is providing VDOT with a design-build team, key personnel, and subconsultants that successfully worked together on the I-64 Capacity Improvements Segment II project. Team members include:

- CES Consulting will provide Quality Assurance based on their involvement on the I-64 Capacity Improvements Segment II project, where they provided IA/IV for VDOT and worked well with our Team to resolve issues at the most appropriate level for resolution.
- DMY will provide geotechnical engineering services for the Project. DMY has worked with Myers/RDA on four design-build projects and pursuits, and provided the same services to our Team on the I-64 Capacity Improvements Segment II project.
- 3e will provide environmental surveys, analysis, permitting and compliance, as well as any landscaping services that may be requested. Their expertise was critical during construction of the I-64 Capacity Improvements Segment II project by assisting the Team in implementation of environmental commitments and permit compliance.
- STV will support the Team with design and coordination for the new structure over CSXT railroad. For the past 30 years, STV has been providing on-call services to CSXT including oversight on public improvement projects over, under, and along the CSXT railroad. The experience on both design and construction side of projects, brings a comprehensive understanding of CSXT’s needs, desires, and requirements.



3.3.1 KEY PERSONNEL

The Myers/RDA Team is committing an experienced VDOT design-build team to the Project to ensure effective project management and successful risk mitigation. This team has extensive knowledge of the VDOT Hampton Roads District and its unique preferences. With the successful delivery of both the I-64 Segment II and I-95/Temple Avenue projects, the way this team works together is second-to-none. Their integrated working relationships and commitment to the success of their projects and the VDOT design-build program will expedite the schedule, minimize costs, and deliver a project focused on VDOT’s goals.

Figure 3.3.2 Key Personnel Experience Overview

Key Personnel	Years' Experience	Experience	Project Highlights
 Design-Build Project Manager Tom Heil, PE, DBIA	32 years	<ul style="list-style-type: none"> • Extensive VDOT design-build experience • Design/construction oversight and expertise • DBPM for 2 VDOT DB projects 	<ul style="list-style-type: none"> • I-64 Segment II • I-95/Temple Avenue Int. • I-66 Outside the Beltway P3
 Design Manager Darell Fischer, P.E., DBIA	33 years	<ul style="list-style-type: none"> • Extensive VDOT design-build experience • DM for 7 VDOT DB projects • Five successful VDOT design-build projects with Myers 	<ul style="list-style-type: none"> • I-64 Segment II • Middle Ground Boulevard Extension • I-581/Elm Avenue Int.
 Construction Manager Ben Bushey	12 years	<ul style="list-style-type: none"> • Extensive VDOT design-build experience • CM for 2 VDOT DB projects • Four successful VDOT design-build projects with RDA 	<ul style="list-style-type: none"> • I-64 Segment II • I-95/Temple Avenue Int. • I-581/Elm Avenue Int.
 Quality Assurance Manager Bryan Barnson, PE, DBIA	8 years	<ul style="list-style-type: none"> • VDOT design-build experience • Quality assurance, design, and construction expertise 	<ul style="list-style-type: none"> • I-64 Segment II • Pier 5 Replacement • Elizabeth River Tunnel

3.3.2 ORGANIZATIONAL STRUCTURE

The organizational structure on page 5 shows our Team structure and reporting relationships for the management, design, and construction of the Project. This structure supports cost-effective and schedule-conscious project delivery, implementation of innovative design/construction approaches, and provides comprehensive risk management capabilities with internal resources to successfully mitigate all major risk elements including utilities, environmental compliance, right-of-way acquisition, and stakeholder coordination. Design and construction staff will work together to incorporate safety into the design and construction approach and effectively coordinate with third-party stakeholders including environmental agencies, CSXT, and utility owners. The narrative below describes the roles of key and value-added personnel in managing the project and mitigating risks to ensure successful and timely project completion.

 **Design-Build Project Manager**, Tom Heil, PE, DBIA will report to VDOT and serve as the primary point of contact for our Team. He will work closely with DM, Darell Fischer; CM, Ben Bushey; and QAM, Bryan Barnson, to develop and implement a cost-conscious approach to design and construction during the proposal, design, and construction phases. Tom will ensure all contractual obligations and requirements are met and proactively avoid/resolve disputes. He will coordinate with PR Manager, Shannon Moody, and VDOT for public outreach; Schedule Manager, Jon Mountenay, to manage schedule risks before they become critical; and Safety Manager, Josh Brown to prioritize public safety during and post-construction. Tom will be responsible for overall project performance and will ensure the project achieves green-green-green status as evaluated by VDOT for environmental, cost, and schedule management.

 **Quality Assurance Manager**, Bryan Barnson, PE, CCM, DBIA will report to DBPM, Tom Heil, with oversight by VDOT, and will manage the QA inspection and testing to ensure that the work and

materials meet the contract requirements. He will communicate frequently with key staff, participate in regular coordination meetings, and confirm that the construction QC program is functioning properly.

 **Design Manager**, Darell Fischer, P.E., DBIA will report to DBPM, Tom Heil, and will manage a multi-disciplinary team to meet design schedule milestones, ensure design conformance, perform constructability reviews, and implement the QA/QC program. Supported by QA/QC Manager, Rick DeLong, P.E., he will oversee adherence to the VDOT approved Design QA/QC Plan. Darell will coordinate with CM, Ben Bushey, to develop an efficient/constructible design by engaging Ben for weekly design review status meetings and periodic constructability reviews to ensure consistency with means and methods. During construction he will confirm design assumptions and help solve design-related challenges, approve shop drawings, and prepare as-builts. Darell will be responsible for ensuring design performance on the project supports green-green status as evaluated by VDOT for environmental and schedule management.

 **Construction Manager**, Ben Bushey will report to the DBPM, Tom Heil, and will be on-site full-time throughout the duration of construction. He will oversee all construction operations, including maintenance of traffic, utilities, roadway and bridge construction. During the design phase, Ben will work closely with DM, Darell Fischer, and DBPM, Tom Heil, to evaluate innovative design approaches and develop a sequence of work that is consistent with construction means/methods. Ben will manage QC efforts to ensure the work/materials comply with contractual requirements, with support from QC Manager, Craig McAulay. Ben will make certain that construction performance supports green-green-green status as evaluated by VDOT for cost, schedule, and environmental management.

 **Public Relations Manager**, Shannon Moody will work closely with VDOT and DBPM, Tom Heil, to develop and implement a comprehensive public outreach effort. Her integration with construction operations will focus the team on building public trust. As she did on I-64 Capacity Improvements Segment II and I-95/Temple Avenue, she will serve as an internal sounding board for our Team with an understanding project success from a PR perspective and building community support for the Project.

 **Schedule Manager**, Jon Mountenay reports to DBPM, Tom Heil, and will communicate with key staff to maintain focus on the baseline schedule throughout the Project. He will develop a realistic and detailed schedule during the procurement phase, and continuously analyze how design decisions impact the project schedule, budget, and compliance with contractual requirements.

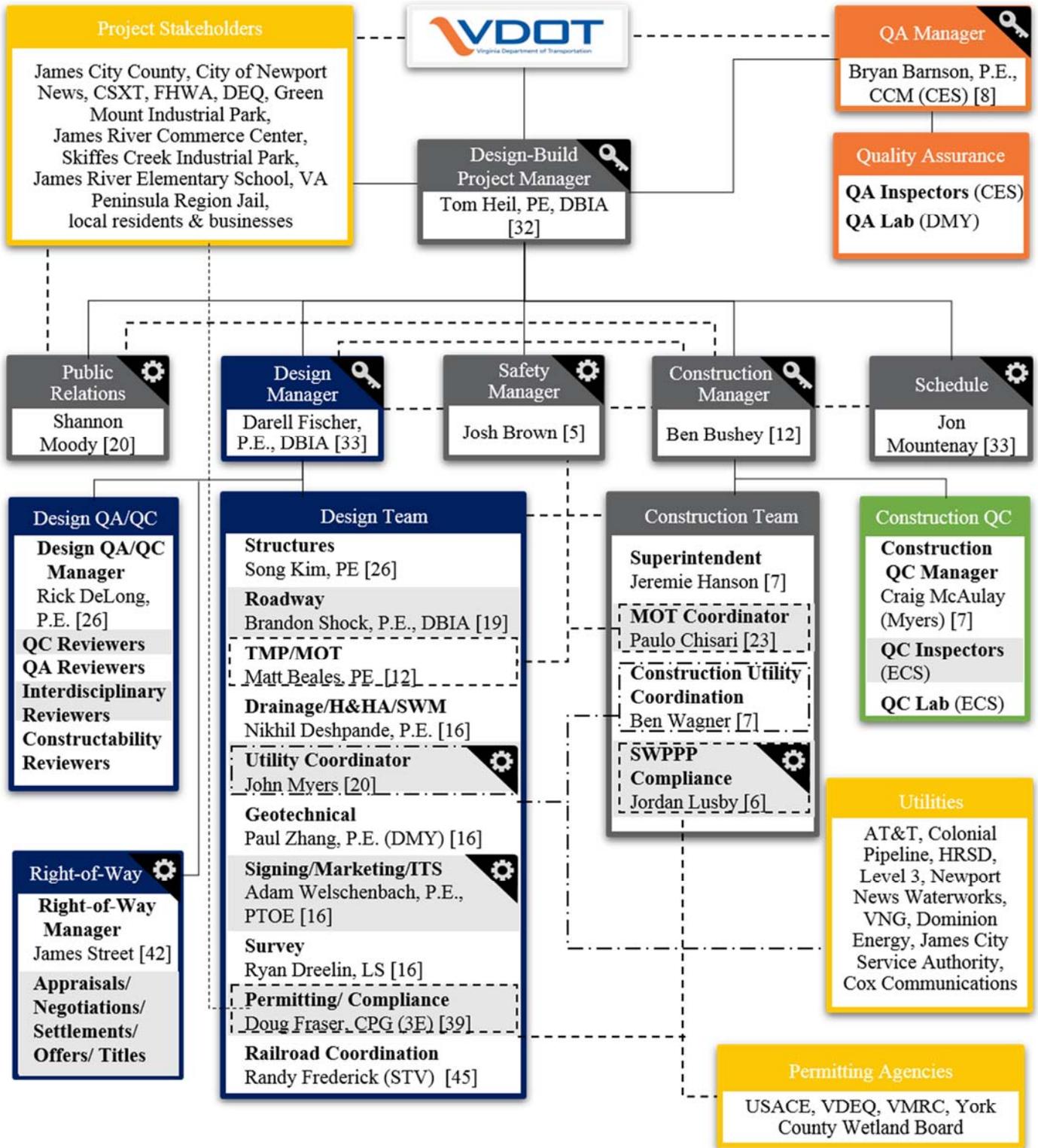
 **SWPPP Coordinator**, Jordan Lusby will oversee the installation and maintenance of erosion and sediment controls to ensure environmental compliance throughout construction and will establish best practices for the implementation and maintenance, similar to the role she filled on the I-64 Segment II.

 **Railroad Coordinator**, Randy Frederick has 45 years of Class I railroad experience. Having spent 26 years of his career working for CSXT, Randy's role as the railroad coordinator and insights/connections with CSXT will help to mitigate the uncertainty of coordinating with the railroad.

 **Utility Coordinator**, John Myers will oversee utility coordination efforts to develop relocation plans and estimates when impacts occur and to obtain letters of "no conflict" where impacts are avoided. John has filled this role on more than 10 design-build projects including I-64 Segment II and the I-66/Route 15 Interchange. He will communicate with our designated Construction Utility Coordinator, Ben Wagner, to ensure that each relocated utility moves to the location designated to them.

 **Environmental Permitting Lead**, Doug Fraser will report directly to Design Manager, Darell Fischer. Doug will draw upon his experience and contacts from the I-64 Segment II, where he performed this same role, to expedite preparation and coordination of all environmental permitting for the Project.

 **Geotechnical Design Lead**, Paul Zhang, PE will lead the geotechnical exploration and design recommendations for this Project. His experience on I-64 Segment II will provide an invaluable database of geological conditions in the area to facilitate quick and accurate mitigation strategies to resolve geotechnical challenges. He will report directly to Darell Fischer, our Design Manager. Together, they will collaborate on strategies to minimize geotechnical concerns and facilitate acceleration of construction.



**** All personnel for this project have design-build project experience**

	Key Personnel	—	Reporting	LEGEND				
	Value-Added Personnel	- - -	Communication	Myers	RDA	CES	Third-Parties	Subconsultants
	[]		Years' of Experience					(STV) (3E) (DMY) (ECS)

3.4

EXPERIENCE OF TEAM



3.4
Experience of Team

3.4 EXPERIENCE OF TEAM

Myers and RDA have built a long-standing partnership on VDOT design-build projects and our recent success together in the project corridor provides our Team with an understanding of the challenges and risks associated with the Project. This continued partnership facilitates transparent communication and successful project delivery focused around VDOT’s goals with respect to safety, cost, environmental management, schedule, and quality. From our Team’s design-build experience, we have established the following approach to delivery of design-build Projects, which will be implemented on Skiffes Creek Connector:

**MYERS/RDA TEAM
KEYS TO DESIGN-BUILD PROJECT SUCCESS**

-  Partnering with VDOT and project stakeholders to expedite issue resolution and proactively address concerns, similar to the approach implemented on the I-95/Temple Avenue project.
-  Safely constructing projects with zero incidents/injuries by implementing our *Home Safe Tonight* approach, which has resulted in a recordable incident rate six times lower than industry average.
-  Providing cost-certainty and maximizing the value of project improvements through practical design optimizations and self-performing construction capabilities, similar to the I-64 Capacity Improvements Segment II project where our Team provided 10% cost savings to the Commonwealth.
-  Implementing a value-added partnership to environmental management that successfully worked through challenges with VDOT on I-64 Segment II to deliver the project on schedule and with a green rating.
-  Expediting the project schedule to open the roadway to users earlier than required, similar to the early delivery of the Route 29 Tye River Bridge which was opened 7 months ahead of schedule, and I-64 Capacity Improvements Segment II which was opened to traffic 6 weeks early.

The Myers/RDA Team’s recent project experience includes extensive grade-separated roadway design/construction, strong working relationships with VDOT’s Hampton Roads District, and experience coordinating bridge construction with CSXT. Myers and RDA have collectively designed/constructed nearly 40 design-build/P3 projects, including 17 VDOT design-build projects. Our Team is further strengthened with STV’s railroad coordination expertise and experience on 35 design-build projects.

The Myers/RDA Team recently completed the \$141M I-64 Capacity Improvements Segment II design-build project for VDOT’s Hampton Roads District, which included railroad coordination during bridge construction. The Team designed and constructed the \$34M Middle Ground Boulevard Extension design-build project in the City of Newport News, a new alignment roadway with a bridge over CSXT. Railroad coordination was also required on the new alignment \$39M Richmond Airport Connector Road design-build project, which was completed two months ahead of schedule. Our track record of successful delivery of similar VDOT design-build projects will ensure on-time and on-budget project delivery.

Other notable projects designed/constructed by our Team members include the award-winning \$14.9M I-95/Temple Avenue design-build (Myers/RDA) and \$20M I-581/Elm Avenue Bridge over NSRR design-build (Myers/RDA). In addition, the \$36M I-66/Route 15 DDI Interchange design-build (RDA), \$28M Sudley Manor Drive design-build (RDA), \$11M Route 1 Bridge over CSXT Railroad (Myers), and \$45M I-581/Valley View Boulevard Interchange design-build (STV).

3.4.1 WORK HISTORY

The work history forms provided in Appendix 3.4.1 highlight the Myers/RDA Team’s experience on design-build projects with similar scope and complexity, many of which were jointly designed and constructed by Myers/RDA. The similar scope and complexity of these projects is shown in Figure 3.4.1.

Figure 3.4.1 Relevance of Project Work History

Project Relevance	I-64 Segment II Design-Build	I-95/Temple Ave Design-Build	I-581/Elm Ave Design-Build	Middle Ground Design-Build	I-66/Rte 15 Design-Build
Construction Value	\$141M	\$14.9	\$20.7	\$34.2M	\$36.1M
VDOT Design-Build	✓	✓	✓	✓	✓
Myers/RDA Team	✓	✓	✓	✓	
On-Schedule	✓	✓	*	**	✓
Within Budget	✓	✓	✓	✓	✓
Roadway Construction	✓	✓	✓	✓	✓
Bridge Construction	✓		✓	✓	✓
Railroad Coordination	✓		✓	✓	✓
Intersection improvements	✓	✓	✓	✓	✓
Alternative Intersection Design Analysis (AIDA)		✓			✓
Improved safety & connectivity	✓	✓	✓	✓	✓
Right-of-way acquisition	✓	✓	✓	✓	✓
Utility coordination	✓	✓	✓	✓	✓
Public Outreach	✓	✓	✓	✓	✓

* Final completion of Elm Avenue and Middle Ground Blvd was delayed to accommodate additional project scope.

Environmental Compliance, Safety, Quality, Workmanship – The Myers/RDA Team is dedicated to the successful achievement of environmental compliance, safety, quality, and workmanship. To achieve success in these areas, *our design and construction teams work together to develop phased erosion and sediment control plans to ensure that drainage patterns and controls are logically, efficiently, and effectively placed to maximize their usefulness.* Where the project interfaces with other transportation elements (i.e. Route 60, Route 143, and the CSXT Railroad), we will design and implement traffic controls that avoids/limits vehicular and train traffic and implement protective measures that maximize work zone safety.

Implementing Quality Assurance and Quality Control – The Myers/RDA Team has implemented a structured and effective QA/QC Program together on five VDOT design-build projects. An example of our successful implementation is evidenced by the receipt of zero NCR’s on the Rolling Road Interchange design-build project. *Our QA/QC program approach is a collaboration between design, construction, and inspection staff with expectations that high-quality work is standard and poor-quality work is not acceptable.* This approach includes clear development of scope, budgets, and schedules; cost-effective solutions to project issues; strict adherence to VDOT and County requirements; coordination of discipline design elements; and self-performance capabilities of all major design and construction elements to manage performance and ensure high quality of the final project.

Innovative Design Solutions and Construction Techniques – The Myers/RDA Team excels at design and construction innovation. *On the I-64 Segment II design-build project, the Myers/RDA Team discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC and reduced the number of SWM facilities by 50% from 54 to 26, providing cost savings as well as reduced future maintenance.* On the I-95/Temple Avenue DB project, we utilized temporary wire walls to simplify MOT, designed reinforced earth slopes to eliminated impacts to environmentally sensitive areas, and realigned drainage systems/purchased nutrient credits to eliminate SWM facilities. On the Middle Ground Blvd. DB project, our Team redesigned the three-span RFP concept bridge over CSXT to two-spans to reduce future maintenance costs and decrease construction time, and improved safety by moving the remaining pier out of the track threshold.

3.5

PROJECT RISKS



3.5
Project Risks

3.5 PROJECT RISKS

The Myers/RDA Team has carefully considered the unique project risks for the Skiffes Creek Connector Project (the Project) to determine the three risks that are most relevant and critical to the Project's success of. We have developed a structured risk management approach that allows our Team to successfully identify, manage, and mitigate risk by handling major risk elements internally, including ROW and utility services of RDA and self-performance of all major elements of construction. Through our review of the available information, visits to the project site, and joint analysis of the major elements of the Project, we considered numerous potential risks to the Project including:

- *Environmental Management and Compliance* – Being a source of drinking water for the City of Newport News and surrounding communities, the Skiffes Creek Reservoir requires diligent protection during construction of the Project.
- *Geotechnical Soils Conditions* – Direct experience along the adjacent section of I-64 indicates the probability of encountering compressive/organic soils, unsuitable soils, and significant settlement.
- *Railroad Coordination* – As the backbone of our country's transportation system, coordination with CSXT railroad requires additional design criteria to meeting existing and future needs.
- *Access Constraints* – Although primarily on new location, the Project connects to US Route 60 and Route 143, two very busy primary roadways, which requires design insight and innovation to ensure safe and efficient operations.
- *Utilities* – Crossing under transmission lines creates a concern with clearances around the lines and towers to avoid impacts. Add to that the need to fill under those lines in order to get over the CSXT railroad and Route 143, and the risk becomes sensitive.
- *Truck Traffic* – Surrounded by several industrial parks that generate significant truck traffic, one of which connects to the southern end of the Project, design consideration to address these increased traffic concerns and to ensure safety and efficiency become critical.

Our assessment led to the selection of ***environmental management and compliance, geotechnical soil conditions, and railroad coordination*** as the three critical risks to discuss in this SOQ. While these risks were selected for discussion, each risk identified during this SOQ phase will be further evaluated and analyzed as part of the project risk register our Team will use throughout design and construction.

ENVIRONMENTAL MANAGEMENT AND COMPLIANCE

Why the Risk is Critical – Environmental awareness and pro-active compliance throughout the Project's design and construction phase are critical factors in determining success. As the Project has successfully navigated the merged NEPA/Section 404 permit process, the Myers/RDA does not believe that obtaining Section 401/404 permits from the regulatory agencies will pose a significant Project risk. However, since the Project crosses Skiffes Creek approximately 0.5 miles upstream from the City of Newport News raw drinking water intake located on Skiffes Creek Reservoir, both the City and VDEQ will request and impose additional environmental requirements to protect the reservoir and its contributing watershed.

As a result, the critical environmental risk that faces the Project, and our Team's ability to maintain an acceptable Project rating during and following construction, is our adherence to the requirements of the following VDOT and regulatory agency environmental compliance programs:

VDOT Environmental Division

- NEPA Environmental Commitments and Requirements - FHWA
- Section 401 Water Quality Certifications - VDEQ
- Section 404 Wetlands / Waterways Permit Compliance Requirements – USACE
- Environmental Compliance Assistance Program (ECAP)
- Environmental Compliance Report (ECR)

VDOT L&D Division

- Section 402 MS-4 Permit Performance Metrics - Delegated from EPA
- Virginia Stormwater Management Program (VSMP) – Construction General Permit (Delegated from VDEQ) including:
 - ✓ VDOT Erosion & Sediment Control (ESC) and Stormwater Management (SWM) Standards and Specifications
 - ✓ Stormwater Pollution Prevention Plan (SWPPP) requirements
 - ✓ C-107 Erosion and Sediment Control Inspection Form

VDOT Construction Division

- Construction Environmental Management Program (CEMP)
- VDOT Design-Build Performance Evaluation Reporting
- Construction Quality Improvement Program

As voiced publicly, at industry forums, and during monthly Project progress meetings, environmental compliance continues to be a priority of the VDOT. This mandate is further supported by VDOT's mission of environmental stewardship, VDOT delegated authorities granted by the EPA and VDEQ, and public scrutiny and overall awareness of the potential negative effects that transportation construction, if not done properly, could have on the environment. For these reasons, VDOT personnel, from the Chief Engineer, to Susan Keen (State L&D Engineer), Kerry Bates (VDOT State Construction Engineer), and many other VDOT senior managers are focused on environmental compliance and dashboard ratings. Due to the potential implications to VDOT and the Myers/RDA Team, this critical risk must be diligently managed.

Potential Impact to the Project – Although the FONSI indicated the Project would not impact public surface water quality because the Skiffes Creek Reservoir is only used to store raw water and that drinking water is treated and stored at the Newport News City Reservoir, we know from I-64 Segment II that Newport News Waterworks will visually monitor Skiffes Creek and the reservoir for discolored water and turbidity. They will promptly contact VDOT and VDEQ to address any water quality concerns. Both VDOT and VDEQ are sensitive to the concerns of public water supply operators and will address concerns accordingly. The impact this risk could have on the Project include construction delays resulting from need to enhance E&S controls and stormwater management or in a worst-case situation, temporary shut-down of work authorized by the Project VSMP and/or Section 401/404 permits if there is a significant sediment release. Many of the soils in the project area are very fine grained which pose challenges to the filtering and settlement efficacy of ESC. If, as a result of unacceptable discharges, the Project is written up, shut-down, or experiences delays, the effect is visible on VDOT's Dashboard which causes senior management to scrutinize activities and take matters into their own hands.

Myers/RDA Team Mitigation Strategies – Our Team has an exemplary track record in successful planning, permitting, and completion of environmentally-sensitive projects for FHWA/VDOT and others throughout the Commonwealth. This record is a result of a proactive and partnering approach including:

- Inter-disciplinary review teams that ensure management effectiveness using tight quality controls and proactive response to evolving project challenges;
- Implementation of a proven and efficient environmental permitting and compliance management program based on increased agency coordination to prevent project delays;
- Immediate analysis of potential critical issues (e.g., threatened and endangered species; cultural resources; time of year restrictions, surveys and monitoring plans) to eliminate/reduce project impacts and establish early planning of mitigation measures;
- Incorporation of compliance reporting and documentation schedules/requirements using project-specific forms/checklists to streamline the entire range of the permitting process; and

- Special attention to the project environmental commitments through step-wise milestone reviews and technical submissions to/from transportation and resource agencies and involved third-party interests.

The Myers/RDA Team will include a full time ESC/Stormwater Manager, Jordan Lusby. Her experience with local conditions from the I-64 Segment II project will be invaluable to the successful construction of the Project. Jordan will work closely with the VDOT NPDES coordinators and Environmental Compliance Inspectors (ECI).

Pre-construction environmental meetings with the VDOT Inspectors, Project QA/QC staff, and construction supervisors will be held, and field inspection of ESC completed prior to initiating land disturbance in new construction areas. Environmental Permitting will be led by EEE Consulting, Inc. (3e) in concert with the RDA Design Team. 3e and the

Environmental Permit Manager Doug Fraser, PG, have a proven track record of expeditiously securing CWA Section 401/404 permits from the USACE, VDEQ and VMRC for major interstate and principal arterial roads in Virginia, and have an excellent relationship with the VDEQ and USACE permit managers.

The Myers/RDA Team will utilize lessons learned from I-64 Segment II and other, local projects to design, construct, and maintain ESC and SWM best management practices (BMPs) that meet or exceed VDOT's ESC and SWM Standards and Specifications which are reviewed and approved annually and the Virginia Erosion and Sediment Control Handbook. Our experience has shown that temporary matting or sod may be necessary on slopes of 3:1 or greater and that redundant ESC controls are sometimes necessary to effectively treat stormwater runoff. The Myers/RDA Team will carefully evaluate the use of ESC phasing that integrates closely with the construction and MOT phasing. In addition, we have found that employing varying ESC in-series and in-combination (super silt fence, filter socks, hay bales, rock check dams, and sediment traps) works best along construction drainage paths. Moreover, with the apparent increase in high intensity and duration rainfall events in recent years, the construction team will actively monitor a variety of weather forecasting outlets, proactively increase preparedness by pre-rain event inspections and pre-emptively clean out, repair/replace, and enhanced ESC in advance of inclement weather. Additional measures to improve environmental compliance include:

- Engaging and soliciting feedback from Newport News Waterworks on the ESC and construction sequencing plan to address their concerns,
- Coordinating ESC inspections by mirroring VDOT's C-107 form to track inspection notes, action items, responsible parties, and completion dates,
- Maintaining a transparent living document for ESC inspections with open action items and providing access for all team members including the district inspection team and construction field managers,
- Designating ESC maintenance resources to proactively prepare for wet weather events and reduce response time for maintenance,
- Continuously evaluating the efficacy of the ESC throughout construction,
- Maximizing separation between SWM basins and Skiffes Creek Reservoir to increase the vegetative buffer to the greatest extent feasible, and
- Utilizing a total catch containment system for new bridge erection.

Myers replaced the Nicodemus Road Bridge over the Liberty Reservoir, one of the prime drinking sources for Baltimore City, without impacting water quality



Role of VDOT and other Agencies

VDOT has placed a great deal of emphasis on environmental compliance, particularly in construction projects. The VDOT Environmental Performance Program (EPP) involves the environmental, L&D, and construction divisions to ensure that construction projects are meeting the environmental permits and program requirements. The environmental division ECAP routinely inspects construction projects through their ECI to ensure that threatened and endangered species, wetlands and streams, HAZMAT and cultural resources project commitments are met. With the help of the MS4/Stormwater program of the L&D Division, the NPDES Coordinators for every District, routinely inspects the construction project sites to ensure compliance with the construction general permit, approved erosion and sediment control plans, approved stormwater management plans as well as any other MS4 and stormwater management program commitments. In addition, through the CEMP of the Construction Division, construction managers and inspectors are expected to be performing routine inspections of the job site to ensure compliance with all environmental commitments and ensure that the findings and recommendations of the ECI and NPDES coordinators are addressed in a timely manner. VDOT has also implemented a color rating system for construction projects' environmental compliance and is using this metric to recommend more frequent inspection oversight and in some cases shutdown of the project. The color rating system also dictates the level of personnel engagement, from project team to District leadership to VDOT Central Office Divisional Leadership to VDOT Executive Leadership. With these three divisions involved and their new color rating system, VDOT is resolute in implementing a robust program for environmental compliance for construction activities. As previously mentioned, the Project has gone through the NEPA/Section 404 Permit merger process with the FHWA, VDOT, USACE, USEPA, and the USFWS. The Myers environmental management team has an excellent working relationship with all the regulatory agencies and will continue the close coordination initiated by VDOT through the design and permitting process.

GEOTECHNICAL SOILS CONDITIONS

Why the Risk is Critical – The Myers/RDA Team has reviewed the available existing information provided by VDOT, as well as other available soils and geologic information on the Project. Based on this information and our experience on the adjacent section of I-64 (I-64 Segment II), we believe that the existing geotechnical conditions pose a significant risk to the project due to the potential settlement issues. The local geology of the project site is Windsor Formation underlain by Yorktown Formation of the Coastal Plain Geologic Region of Virginia. Highly compressible clays and/or organic soils are commonly encountered in Windsor Formation at a relatively shallow depth. At the crossing of the Skiffes Creek floodplain, fluvial-estuarine deposits associated with the creek increases the likelihood of under-consolidated deposits along with shallow groundwater, contributing to large and long-term settlement. Based on the information provided, over half of the project will require fills of greater than 10 feet, including the bridge abutments at Skiffes Creek. Furthermore, the fills at the approaches to the CSXT and Route 143 crossing will be in excess of 35 feet in height. As a result, settlement will occur where the underlying conditions are compressive and/or organic soils.

Our experience with the local geology (i.e. I-64 Capacity Improvements Segment II project), specifically the I-64 bridge over Jefferson Avenue adjacent to the Project, indicated that soft, highly plastic clays will likely exist at the proposed bridge abutment locations. The settlement of these subsurface soils causes down drag forces on the proposed deep foundation elements as the soil moves downward in relation to the particular foundation element, thereby, creating additional loading on the structure as well as settlement of the fills.

Potential Impact to the Project – Settlement of embankment fills, and foundation down drag effects have the potential to impact traffic, CSXT railroad, public safety, quality, schedule, and future maintenance requirements. Unanticipated settlement may require additional fill material to achieve and maintain the roadway grade both during construction and long-term. Furthermore, the required timeframe to achieve

settlement will affect the ability to deliver the project on-time while also increasing the potential for future maintenance issues for the roadway if the settlement continues beyond construction. Finally, these settlements will cause down drag on foundation elements which could impact the performance of the bridge joints and bearings, quality of work, and could create an uneven riding surface on the roadway.

Myers/RDA Team Mitigation Strategies

The Myers/RDA Team will mitigate the geotechnical risks associated with the Project by defining the extent of the potential impacts, selecting appropriate design and remediation strategies in coordination with VDOT's recommendations, and efficiently managing construction operations. Mitigation measures and considerations our Team will implement include:

- **Comprehensive sampling and testing** of subsurface surface soils to confirm the extent of unsuitable soils and improve design efficiency, evaluate the potential for settlement of embankment fills and bridge abutments, and confirm SWM controls will function as designed. Additionally, continuous SPT sampling will be performed in the cohesive soil to accurately define the thickness of the compressive soil strata. Undisturbed soil sampling and testing will provide supplemental information to obtain realistic engineering soil parameters and address down drag considerations.
- **Site-specific 3D settlement models** will incorporate the subsurface soil parameters obtained from the in-situ testing and laboratory testing to accurately capture the design details. The advanced 3D modeling can eliminate the conservative assumptions of a conventional 2D modeling. Implementing a settlement monitoring program during construction will validate the calculated settlement amount versus time. This approach has proven successful in predicting embankment fill and bridge abutment settlements and providing quality control on the I-64 Segment II project.
- **Embankment fill settlement mitigation strategies** to be finalized with VDOT for may include utilizing light weight fill material, surcharging embankment fills to induce/accelerate settlement, and carefully staged construction with a waiting period incorporated.
- **Bridge foundation down drag mitigation strategies** include oversizing the foundation elements, light weight fill material to minimize settlement of subsurface soils, coating or jacketing on piles to reduce friction of subsurface soils pulling down on the pile, cans around the bridge abutment piles to eliminate the down drag from the fill, fill surcharging of subsurface soils prior to driving of foundation elements, and re-striking the piles to reset down drag. Our experience on the I-64 Segment II project which used most of these techniques suggests that one or a combination of two or more strategies may be necessary to address settlement. The I-64 Bridge over Burma Road is a prime example where our Team utilized a combination of surcharging, a small retaining wall to reduce fill, and application of Slickcoat™ coating on piles to successfully control the down drag loads.

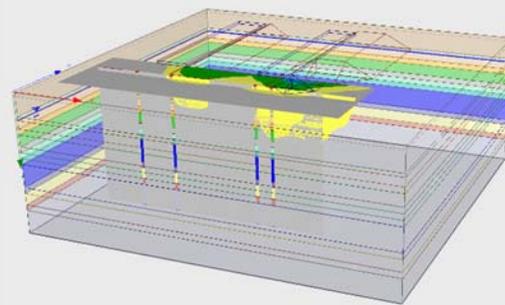
I-64 Corridor

Geotechnical Lessons Learned

The Myers/RDA Team has built six bridges within a mile of the project limits, which provides the following lessons learned that will be applied on this Project:

- In-situ DMT and CPT testing will improve settlement analysis and accuracy of settlement model
- Extensive settlement monitoring of embankment and bridge fills will confirm estimated settlement model are within the predicted range
- Cost-effective and efficient settlement management incorporates a combination of bridge foundation down drag mitigation strategies
- Engaging the Pile Driving Analysis consultant during design who will be responsible for oversight of test pile installation during construction incorporates a factor of safety into pile design and specifically length of slick coat application

Sample Settlement Model from I-64 at Burma Road Bridge Abutment A



Role of VDOT and other Agencies Our geotechnical engineer will engage VDOT’s geotechnical and materials engineers through informal and formal partnering during the early stages of the design process to reach consensus on geotechnical recommendations. VDOT’s input will be requested in identifying preferred methods of mitigation for settlement and bridge foundation down drag.

RAILROAD COORDINATION

Why the Risk is Critical Railroad coordination is a significant project risk that must be properly assessed, analyzed, managed, and monitored. The project involves the construction of a new bridge over two existing CSXT mainline tracks connecting Richmond and Newport News within CSXT’s Peninsula Subdivision. The CSXT Strategic Planning Department has classified the CSXT line that parallels Jefferson Avenue as a moderate to heavy tonnage railroad line., which means that consideration must be given for a minimum of three mainline tracks (one future track) plus any additional tracks due to local needs – the RFQ Conceptual Plans show two future tracks to meet these needs. An average of 15 trains per day pass through the corridor consisting of Amtrak passenger trains and CSXT freight trains. Also, this line is the only rail linkage to the coal export terminal in Newport News, making safe maintenance of operations a top priority for CSXT. In order to obtain CSXT’s approval of the Project, the design must meet railroad requirements and constructability must be considered in the design. This includes site access, crane and equipment requirements, girder splice locations, support tower requirements, and accommodations for the number of tracks, future tracks, access roads, maintenance roads, and number of daily train movements. Understanding the railroad’s future improvements is critical to establishing the required span lengths over the railroad, the type of superstructure, and the location of substructure units adjacent to the railroad for the new structures. The CSXT Public Projects Information Manual outlines railroad policies, requirements, criteria, and standards for the design and construction of projects being constructed over, under, or adjacent to CSXT. Compliance with the CSXT guidelines is required to achieve uniformity in the preparation of construction documents and to expedite the review and approval by the railroad of design and construction submittals. Our experience has shown that the accurate and timely communication of information with CSXT will improve planning and relationships and aid in the successful completion of the Project.

Potential Impact to the Project A lack of extensive coordination with CSXT or an unfamiliarity with CSXT’s policies, requirements, criteria, and standards could result in significant delays to the Project. Schedule delays could result from a failure to obtain CSXT approval of design and construction submittals within scheduled timeframes or provide advanced notice of flagging needs or major work activities such as girder erection operations. CSXT’s standardized review process must be followed and all design submissions, construction submittals, insurance documents, etc. must be complete to minimize the potential for additional information requests or rejection by the railroad. Extended railroad review times could delay the start of bridge construction or impact the procurement of long-lead items such as beams/girders. It is important to note that the railroad reviews design submissions and construction submittals for public projects throughout the 23 states in which they operate. Each submittal is reviewed based on when the railroad receives the submittal. The railroad will not prioritize the review of submittals simply because a project is behind schedule.

The process for scheduling a flagman is critical and can take up to 30 days due to union rules. The demand for railroad flagmen has been very high in recent years due to the number of projects occurring throughout the CSXT system. Any work occurring on, over, or within the foul zone of the track, such as beam/girder erection, would require a CSXT flagman to be present. If CSXT is unable to provide a railroad flagman or insufficient notification has been given to CSXT then the construction schedule could be impacted. Buried railroad utilities must be located by CSXT as “One Call” services do not locate buried railroad utilities. Buried utilities are vital to the railroad’s communication and signal network, and damage to these

systems can result in delays to trains and fines issued by the railroad for such delays. While aerial easements will be required for all overhead bridge crossings, obtaining such easements will not impact the construction schedule.

Myers/RDA Team Mitigation Strategies With a focus on safety, the accurate and timely communication of information with CSXT, and minimizing impacts to CSXT, the Myers/RDA Team will implement the following mitigation strategies to minimize or eliminate railroad coordination impacts:

Value-Added Railroad Coordinator – Railroad coordination activities will be led by STV Railroad Coordinator, Randy Frederick. For the past 30 years, STV has been providing on-call services and represented CSXT during the preliminary engineering phase and construction phases performing plan reviews, contractor submittal reviews, and on-site field inspections. Randy has 45 years of experience coordinating bridge design/construction with CSXT railroad, including 26 working directly for CSXT. He will work closely with CSXT Engineer-Public Improvements and the CSXT Division Engineer, or authorized representative, to keep them apprised of the project schedule and provide advanced notice for upcoming flagging needs and major activities.

Railroad Expertise

“STV has demonstrated competence and has consistently delivered quality engineering services at a competitive rate for CSXT. The company’s ability to coordinate between governmental and private enterprise is invaluable and [STV] has become a go-to partner for a variety of engineering services.” - Tony Bellamy, P.E., Director, CSXT Project Management Public Projects

Project Work Plan and Schedule – Our Team will work directly with CSXT to develop a work plan and schedule that incorporates CSXT’s availability and schedule requirements. The work plan and schedule will include both design and construction related activities that impact the railroad. We will hold a preconstruction meeting with CSXT to identify key personnel and contact information, identify required submittals, and review the *Special Provision for Protection of Railway Interest*.

Design to Minimize Railroad Impacts – We will evaluate bridge types and span arrangements that will meet the project requirements and minimize railroad impacts to the greatest extent possible.

- **Minimum Vertical Clearance** – Railroad track maintenance activities tend to raise the profile of a track over time, which can impact the vertical clearance if maintenance work occurred since survey data was collected. CSXT may require a minimum vertical clearance that exceeds 23’-0” if a dip in the track has been introduced. We will review existing survey data and conduct supplemental surveys to verify the top of rail elevations 500 feet on either side of the proposed bridge, confirming early in the design process that additional vertical clearance does not need to be provided. To confirm vertical clearances will be met, we will provide as-built surveys for bridge seats and top of rail elevations to CSXT for verification 30 days in advance of the bridge erection.
- **Abutment and Pier Locations** – The location of the abutment and pier will be selected to accommodate requirements specified by CSXT for future railroad corridor improvements, such as additional tracks and maintenance roadways. Piers will also be located to eliminate (or minimize) the need for crashwalls, facilitate and simplify the erection of beams/girders, and minimize the need for excavation shoring systems to support the CSXT track. This will help reduce the number of construction submittals requiring review and approval by CSXT, and it will allow for more conventional means and methods of construction to be used.
- **Buried Railroad Utilities** – Since “One Call” services do not locate buried railroad utilities, our Team will proactively coordinate with CSXT to locate existing railroad utilities within the project limits, so we can develop design solutions to avoid impacting their existing facilities. During construction, we will ensure impact avoidance by requesting frequent remarking of railroad utilities by CSXT.

Pre-Submission Review of Design Plans and Construction Submittals – The CSXT Public Projects

Information Manual requires design documents to be submitted to CSXT for approval at the 30%, 60%, right-of-way, and 100% design levels. In addition, CSXT requires construction submissions for any activities with the potential to foul tracks, impact operations, or disturb right-of-way. Construction submittals required for approval by CSXT include means and methods/ construction phasing, excavation & shoring, erection plan, erosion control, roadbed protection, and emergency action plan.

According to the CSXT Public Projects Information Manual and our past experience, review of each design package and construction submittal by the railroad can take a minimum of 30 days to complete and receive railroad acceptance and/or comments. In order to improve the probability of the railroad's acceptance of the various design packages and construction submittals, our Railroad Coordinator will conduct an independent review of the design documents and any from CSXT's perspective prior to submitting for review and approval. These independent reviews will be performed by STV's design staff who routinely perform design plan reviews on behalf of CSXT on similar public improvement projects.

Project Specific Safety Plan – Our Team will develop a *Project Specific Safety Plan* that addresses CSXT work requirements, CSXT emergency contacts, required CSXT safety briefings by the assigned railroad Representative and construction staff, CSXT fall protection requirements, and the minimum personal protective equipment required by CSXT. The plan may also include requirements for erecting orange safety fencing and/or silt fence between the work areas and the CSXT track to provide a visual barrier to warn workers and equipment operators of the foul zone of the track. In addition, the plan will identify areas where vehicles, equipment, and/or materials are prohibited from being stored to prevent line of sight blocking.

Role of VDOT and other Agencies

We anticipate that VDOT will execute a Preliminary Engineering Agreement with CSXT prior to issuing Notice to Proceed to the Design Builder in order to allow our team to immediately begin communicating with the CSXT Engineer-Public Improvements, or their authorized representative. VDOT will reimburse CSXT for preliminary engineering costs and expenses incurred on preliminary engineering activities as defined in the CSXT Public Projects Information Manual. Once CSXT has approved the project for construction, VDOT will execute a Construction Agreement with CSXT in a timely manner. VDOT will reimburse CSXT for costs and expenses incurred during construction including, but not limited to construction engineering, accounting, and flagging services. It is anticipated that VDOT will provide the Design Builder an estimate of how many hours have been budgeted for railroad flagging for this project so work activities requiring flagging services can be scheduled accordingly.

Railroad Coordination Expertise

Myers successfully coordinated railroad construction activities on several recent projects including the I-64 Segment II DB project, F25 Route 1 Bridge Replacement over CSXT, and Middle Ground Boulevard Extension DB project.



APPENDIX 3.2.6

LIST OF AFFILIATED AND SUBSIDIARY COMPANIES

Appendix 3.2.6
List of Affiliated and
Subsidiary Companies



ATTACHMENT 3.2.6

State Project No. 0060-047-627

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
Parent	Allan Myers, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers DE, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Management, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials MD, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Materials PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers MD, Inc.	2011 Bel Air Rd, PO Box 278, Fallston MD 21047
Affiliate	Allan Myers PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Transport Company	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers, L.P.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	American Infrastructure Investments, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Compass Quarries, Inc.	638 Lancaster Ave, Malvern PA 19355

ATTACHMENT 3.2.6

State Project No. 0060-047-627

Affiliated and Subsidiary Companies of the Offeror

Affiliate	FAM Construction, LLC a Joint Venture	3877 Fairfax Ridge Road, Suite 300C, Fairfax, VA 22030
Affiliate	Myers Aviation Company, LLC	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	The Myers Group, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk VA 23435

APPENDIX 3.2.7

DEBARMENT FORMS



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0060-047-627

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.



Signature

Aaron Troy Myers

5-29-19

Date

Executive Vice President - Operations
Title

Allan Myers VA, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

- 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

5/23/19

Date

Regional Director

Title

CES Consulting, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

- 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

May 24, 2019

Date

Vice President

Title

DMY Engineering Consultants Inc.

Name of Firm

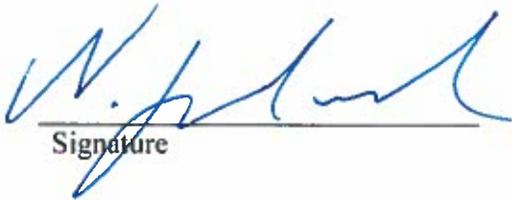
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

- 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

5/23/2019
Date

Vice President
Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

- 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

May 24, 2019

Date

Senior Vice President

Title

EEE Consulting, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

- 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

E. Richard Capps Jr., P.E.

May 10, 2019

Date

Senior Vice President

Title

STV Incorporated dba STV Group Incorporated

Name of Firm

APPENDIX 3.2.8

VDOT PREQUALIFICATION CERTIFICATE



Appendix 3.2.8
VDOT Prequalification
Certificate



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/7/2018**

- M -

Vendor ID: M1040
Vendor Name: C. A. MURREN & SONS CO., INC.
Prequal Level: Prequalified (Probationary)
Prequal Exp: 07/31/2018

-- PREQ Address --

2275 LOGANVILLE HWY
GRAYSON, GA 30017
Phone: (770)682-2940
Fax: (770)682-1802

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: MAY, BRIAN
Email: brianm@camurren.com

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: G303
Vendor Name: ALLAN MYERS VA, INC.
Prequal Level: Prequalified
Prequal Exp: 07/31/2019

-- PREQ Address --

301 CONCOURSE BLVD SUITE 300
GLEN ALLEN, VA 23059
Phone: (804)290-8500
Fax: (804)418-7935

Work Classes (Listed But Not Limited To)

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

Bus. Contact: TREADWELL, MADELYN
Email: MADELYN.TREADWELL@ALLANMYERS.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

APPENDIX 3.2.9

SURETY LETTER





May 30, 2019

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

Re: Contract ID # C00100200DB104, Project No. 0060-047-627, P101, R201, C501, B619, B620, Federal Project No.: STP-5A03(455): Skiffes Creek Connector - From: Route 60 (Pocahontas Trail) To: Route 143 (Merrimac Trail), James City County, Virginia

To Whom It May Concern:

Allan Myers VA, Inc., a subsidiary of Allan Myers, Inc., is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, and Berkshire Hathaway Specialty Insurance Company.

As sureties for Allan Myers VA, Inc., with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Allan Myers VA, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Twenty Eight Million and No/100 (\$28,000,000.00) Dollars, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

Sincerely,

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

Denise M. Bruno
Attorney-in-Fact

DMB/jge

cc: Paul McCarthy, Fidelity and Deposit Company of Maryland & Zurich American Insurance Company
Kevin O'Brien, Berkshire Hathaway Specialty Insurance Company



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

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

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 13th day of May, A.D. 2019.

ATTEST:

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



By:

*Assistant Secretary
Dawn E. Brown*

*Vice President
Robert D. Murray*

State of Maryland
County of Baltimore

On this 13th day of May, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **ROBERT D. MURRAY, Vice President, and DAWN E. BROWN, Assistant Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

*Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2019*



EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 30th day of May, 2019.



Brian M. Hodges

Brian M. Hodges, Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT ALL REQUIRED INFORMATION TO:

Zurich American Insurance Co.
Attn: Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056

Power Of Attorney

**BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY**

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: David A. Johnson, Stephanie S. Helmig, Jonathan F. Black, Elizabeth P. Cervini, Harry C. Rosenberg, Denise M. Bruno, Nolan Steele, Julla R. Burnet, John Rosenberg, Joyce M. Houghton, David C. Rosenberg, Matthew J. Rosenberg, 595 E. Swedesford Road, Suite 350 of the city of Wayne, State of Pennsylvania, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively.

**BERKSHIRE HATHAWAY SPECIALTY
INSURANCE COMPANY,**



By: _____
David Fields, Executive Vice President



**NATIONAL INDEMNITY COMPANY,
NATIONAL LIABILITY & FIRE INSURANCE COMPANY,**



By: _____
David Fields, Vice President

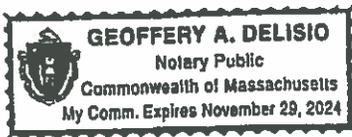


NOTARY

State of Massachusetts, County of Suffolk, ss:

On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY** and Vice President of **NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]




Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE 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 is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this May 30, 2019




Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhsispecialty.com. THIS POWER OF ATTORNEY IS VOID IF ALTERED. To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimnotice@bhsispecialty.com, via fax to (617) 507-8259, or via mail.

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

APPENDIX 3.2.10

SCC AND DPOR SUPPORTING REGISTRATION/LICENSE DOCUMENTATION



ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA, Inc.	0113780-1	Corporate	Active	301 Concourse Blvd. Suite 300 Glen Allen, VA 23059	Class A Contractor	2701009872	12-30-2020
CES Consulting, LLC	S341600-7	LLC	Active	317 Office Square Lane Suite 101A Virginia Beach, VA 2346	Branch Office – ENG	0411001331	02-29-2020
				23475 Rock Haven Way Suite 255 Dulles, VA 20166	ENG	0407005783	12-31-2019
DMY Engineering Consultants Inc.	0768895-5	Corporate	Active	309 McLaws Circle Suite F Williamsburg, VA 23185	ENG	0411001322	02-29-2020
ECS - Mid-Atlantic, LLC	S120821-6	LLC	Active	1643 Merrimac Trail Suite A Williamsburg, VA 23185	ENG	0411000382	02-29-2020

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

EEE Consulting, Inc.	0504941-6	Corporate	Active	8525 Bell Creek Road Mechanicsville, VA 23111	LA, ENG	0407003798	12-31-2019
				201 Church Street Blacksburg, VA 24060	Branch Office - ENG	0411000435	02-29-2020
Rinker Design Associates, P.C.	0227062-7	Corporate	Active	9385 Discovery Blvd. Suite 200 Manassas, VA 20109	ENG, LS	0405000502	12-31-2019
				927 Maple Grove Drive Suite 105 Fredericksburg, VA 22407	ENG	0410000156	02-29-2020
				4301 Dominion Blvd. Suite 100 Glen Allen, VA 23060	ENG	0410000220	02-29-2020
				4500 Main Street Suite 310 Virginia Beach, VA 23462	ENG	0410000312	02-29-2020
STV Group Incorporated	F025345-2	Foreign Corporation	Active	2701 Prosperity Avenue Suite 305 Fairfax, VA 22031	Branch Office ARC, ENG	0411000661	02-29-2020
				10800 Midlothian Tpk. Suite 302 Richmond, VA 23235	ENG	0411000462	02-29-2020

ATTACHMENT 3.2.10

State Project No. 0060-047-627

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
3.2.10.3						
Allan Myers VA, Inc.	Thomas M. Heil	Glen Allen, VA	318 Mason Avenue Alexandria, VA 22301	Professional Engineer	0402044111	01-31-2021
CES Consulting, LLC	Bryan Scott Barnson	Virginia Beach, VA	105 Saint Andrews Dr. Suffolk, VA 23435	Professional Engineer	0402055847	12-31-2019
Rinker Design Associates PC	Darell Lee Fischer	Virginia Beach, VA	14101 Spring Gate Terrace Midlothian, VA 23112	Professional Engineer	0402023296	06-30-2020
3.2.10.4						
Rinker Design Associates PC		927 Maple Grove Dr. Suite 105 Fredericksburg, VA 22407		Real Estate Appraisal	4008001739	04-30-2020
		4301 Dominion Blvd. Suite 100 Glen Allen, VA 23060			4008001801	04-30-2020

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive of the Clerk's Office website.

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Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

05/24/19

08:44:06

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

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

STREET: 4701 Cox Rd Ste 285 AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 218 15 5850 DATE: 10/29/18 HENRICO COUNTY
CURRENT AR#: 218 15 5850 DATE: 10/29/18 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
18 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive of the Clerk's Office website.

State Corporation Commission



05/24/19

LLCM3220 LLC DATA INQUIRY

08:50:37

LLC ID: S341600 - 7 STATUS: 00 ACTIVE STATUS DATE: 10/14/10
LLC NAME: CES Consulting, LLC

DATE OF FILING: 10/14/2010 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

PRINCIPAL OFFICE ADDRESS

STREET: 23475 ROCK HAVEN WAY
SUITE 255

CITY: DULLES STATE: VA ZIP: 20166-0000

REGISTERED AGENT INFORMATION

R/A NAME: AVTAR SINGH

STREET: 6773 LEOPOLDS TRAIL

RTN MAIL:

CITY: HAYMARKET STATE: VA ZIP: 20169-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 05/18/16 LOC: 176 PRINCE WILLIAM

YEAR FEES PENALTY INTEREST BALANCE
18 50.00

(Screen Id:/LLC_Data_Inquiry)

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive of the Clerk's Office website.

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05/24/19

CISM0180

CORPORATE DATA INQUIRY

08:44:52

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

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

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:
 SUITE 110
 CITY: DULLES STATE : VA ZIP: 20166-0000
 R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153
 ACCEPTED AR#: 218 12 4885 DATE: 08/20/18 LOUDOUN COUNTY
 CURRENT AR#: 218 12 4885 DATE: 08/20/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	130.00					10,000

(Screen Id:/Corp_Data_Inquiry)

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

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State
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05/24/19

LLCM3220 LLC DATA INQUIRY

08:51:20

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04
LLC NAME: ECS Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:
CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

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

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
19	50.00			

(Screen Id:/LLC_Data_Inquiry)

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive of the Clerk's Office website.

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Commonwealth of Virginia
State Corporation Commission

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05/24/19

CISM0180

CORPORATE DATA INQUIRY

08:40:58

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

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

STREET: 4701 Cox Rd Ste 285

AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 218 07 6903 DATE: 05/07/18 HENRICO COUNTY
CURRENT AR#: 218 07 6903 DATE: 05/07/18 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
19 1,700.00 1,700.00 333,000

(Screen Id:/Corp_Data_Inquiry)

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive of the Clerk's Office website.

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CORPORATE DATA INQUIRY

05/24/19

08:48:52

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

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

STREET: ODIN FELDMAN & PITTLEMAN PC AR RTN MAIL:
 1775 WIEHLE AVENUE STE 400
 CITY: RESTON STATE : VA ZIP: 20190-0000
 R/A STATUS: 4 ATTORNEY EFF. DATE: 08/27/12 LOC : 129
 ACCEPTED AR#: 219 02 4752 DATE: 01/25/19 FAIRFAX COUNTY
 CURRENT AR#: 219 02 4752 DATE: 01/25/19 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	190.00					20,000

(Screen Id:/Corp_Data_Inquiry)

The State Corporation Commission will be closed Monday, May 27, 2019 in observance of Memorial Day.

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive of the Clerk's Office website.



Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

05/24/19

08:43:28

CORP ID: F025345 - 2 STATUS: 00 ACTIVE STATUS DATE: 09/27/16
 CORP NAME: STV GROUP INCORPORATED (USED IN VA. BY: STV
 INCORPORATED)
 DATE OF CERTIFICATE: 08/09/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 240.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CORPORATION SERVICE COMPANY
 STREET: 100 Shockoe Slip Fl 2 AR RTN MAIL:
 CITY: Richmond STATE : VA ZIP: 23219-4100
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/01/18 LOC : 216
 ACCEPTED AR#: 218 11 1770 DATE: 07/23/18 RICHMOND CITY
 CURRENT AR#: 218 11 1770 DATE: 07/23/18 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 18 100.00 2,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2020

NUMBER
2701009872

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



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



James W. Baker
JAMES W. BAKER
Director

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

DPOR-LIC (02/2017)

(DETACH HERE)



CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

***CLASSIFICATIONS* H/H**
NUMBER: 2701009872 **EXPIRES: 12-31-2020**

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



(FOLD)

Status can be verified at <https://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

02-29-2020

NUMBER

0411001331

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

PROFESSIONS: ENG



CEES CONSULTING LLC
317 OFFICE SQUARE LN STE 101A
VIRGINIA BEACH, VA 23462



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

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

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BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001331 EXPIRES: 02-29-2020
PROFESSIONS: ENG
CEES CONSULTING LLC
317 OFFICE SQUARE LN STE 101A
VIRGINIA BEACH, VA 23462



(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

12-31-2019

NUMBER

0407005783

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

PROFESSIONS: ENG



CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166




James W. DeRover, Director

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

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407005783 EXPIRES: 12-31-2019

PROFESSIONS: ENG

CES CONSULTING LLC

23475 ROCK HAVEN WAY

SUITE 255

DULLES, VA 20166



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DPOR-LIC (02/2017)
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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411001322

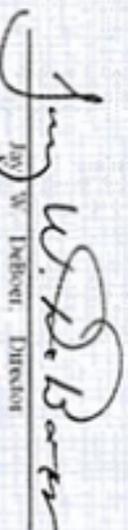
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS-ENG



DMY ENGINEERING CONSULTANTS INC
309 MCLAWS CIR STE F
WILLIAMSBURG, VA 23185




Jay W. DeBrow, Director

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

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000382

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

ECS-MID-ATLANTIC LLC
1643 MERRIMAC TRL STE A
WILLIAMSBURG, VA 23185



James W. DeBoer
James W. DeBoer, Director

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

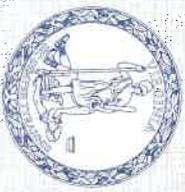
DPOR-LIC (02/2017)
(DETACH HERE)

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000382 EXPIRES: 02-29-2020
PROFESSIONS: ENG
ECS-MID-ATLANTIC LLC
1643 MERRIMAC TRL STE A
WILLIAMSBURG, VA 23185



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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
12-31-2019

NUMBER
0407003798

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

PROFESSIONS: LA ENG



EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23111



Jay W. DeBoer
Jay W. DeBoer Director

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

DPOR-LIC (02/2017)
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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003798 EXPIRES: 12-31-2019
PROFESSIONS: LA, ENG
EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23111



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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

12-31-2019

NUMBER

0405000502

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

PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG, LS



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



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


James 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

02-29-2020

NUMBER

0410000156

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

PROFESSIONS: ENG



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



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James W. DeBorja
James W. DeBorja, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0410000220

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

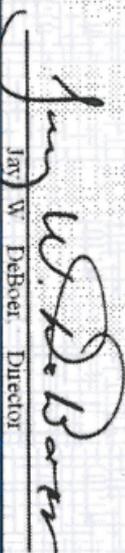
PROFESSIONS ENG



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



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Jay W. DeBoer, Director

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0410000312

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

AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC
4500 MAIN ST
STE 310
VIRGINIA BEACH, VA 23462




Mary Broz-Vaughan, Acting Director

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

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000661

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

PROFESSIONS: ARC, ENG

STV INCORPORATED
STV GROUP INCORPORATED
2701 PROSPERITY AVE STE 305
FAIRFAX, VA 22031



Mary Brock Vaughan
Mary Brock Vaughan, Acting Director

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

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Department of Professional and Occupational Regulation

BOARD FOR APPELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000661 EXPIRES: 02-29-2020
PROFESSIONS: ARC, ENG
STV INCORPORATED
STV GROUP INCORPORATED
2701 PROSPERITY AVE STE 305
FAIRFAX, VA 22031



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DPOR-PC (02/2017)

EXPIRES ON
02-29-2020

NUMBER
0411000462

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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



STV INCORPORATED DBA STV GROUP INC
STV GROUP INC
10800 MIDLOTHIAN TNPK SUITE 302
RICHMOND, VA 23235

James W. Barber
James W. Barber, Director

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

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BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000462 EXPIRES: 02-29-2020
PROFESSIONS: ENG
STV INCORPORATED DBA STV GROUP INC
STV GROUP INC
10800 MIDLOTHIAN TNPK SUITE 302
RICHMOND, VA 23235



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DPOR-LIC (02/2017)
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DPOR License Lookup License Number

0402044111

License Details

Name	HEIL, THOMAS M
License Number	0402044111
License Description	Professional Engineer License
Rank	Professional Engineer
Address	ALEXANDRIA, VA 22301
Initial Certification Date	2007-10-04
Expiration Date	2021-01-31

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Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0402055847

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



BRYAN SCOTT BARNSON
105 SAINT ANDREWS DR
SUFFOLK, VA 23435



Jay W. Debow
Jay W. Debow, Director

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

DPOR-LIC (02/2017)

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402055847 EXPIRES: 12-31-2019

BRYAN SCOTT BARNSON
105 SAINT ANDREWS DR
SUFFOLK, VA 23435



(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

06-30-2020

NUMBER

0402023296

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



DARELL LEE FISCHER
14101 SPRING GATE TERRACE
MIDLOTHIAN, VA 23112



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


James W. DeBorja, Director

COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

04-30-2020

**REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION**

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



NUMBER

4008001739

James W. DeBret
James W. DeBret, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

04-30-2020

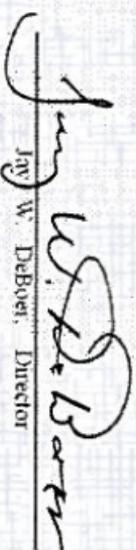
NUMBER

4008001801

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

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




Jay W. DeBoer, Director

APPENDIX 3.3.1

KEY PERSONNEL RESUME FORMS

Appendix 3.3.1 - Key
Personnel Resume Forms



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: TOM HEIL, DIRECTOR OF DESIGN BUILD
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) : ALLAN MYERS (MYERS) - FULL TIME
d. Employment History: With this Firm 6 Years With Other Firms 26 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Since 2010, Tom has played an active role in the pursuit, acquisition, design, construction and management for Allan Myers in over 20 DB / P3 projects throughout the Mid-Atlantic region. He has successfully served as a Design-Build Project Manager, Design Manager, Responsible Charge Engineer, Design-Build Integrator, and Environmental Manager on Design-Build and P3 projects ranging in value from \$1M to \$2.4B. His active membership in DBIA, ARBTA, and VTCA helps him stay in front of changing DB and P3 policies and is responsible exposing Myers personnel to new industry initiatives that will improve Myers performance on design-build and P3 projects. ALLAN MYERS, DIRECTOR OF DESIGN-BUILD (2017 – PRESENT): Tom oversees Myers’ design-build program throughout the company’s footprint and is actively integrated into Myers P3 program. He is fully integrated during the pursuit, design development, and construction phases of projects. He works closely with design teams to develop efficient designs that are consistent with construction means and methods. During construction, he works closely with key staff and project stakeholders to ensure the approved design plans are closely followed. ALLAN MYERS, DESIGN MANAGER (2012 – 2017): Tom was responsible for client coordination during the project pursuit, bid preparation, design, and construction phases. He oversaw design efforts to obtain AFC plans and secured Notice to Commence Construction (NtCC) plan approvals. Tom ensured contract compliance for any necessary design modifications were coordinated changes with the owner, designer, quality and construction teams. He worked closely with all project team members, including VDOT, stakeholders, utility companies, and agencies. RK&K, DIRECTOR, TRANSPORTATION (2008 – 2012): Tom managed RK&K’s NOVA Design Office. His responsibilities working with clients to resolve design challenges that met budgetary constraints, PI / RW / FI / final roadway plan development and ensuring all pre-construction work products met strict client quality standards and VDOT design specifications. He served as Design Manager for two VDOT NOVA District term contracts (L&D and Traffic Engineering), providing VDOT project specific environmental contract and final design term contracts. RK&K, DESIGN, ASSOCIATE (1997 – 2008): Tom was responsible for environmental support of major transportation initiatives throughout the Mid-Atlantic (MD, DE, VA, PA, and WV). He prepared/supported the development of NEPA documents (CE’s, EA’s and EIS’s) and environmental permitting efforts.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park / MS / 1996 / Civil Engineering (Water Resources); University of Maine, Orono / BS/ 1987 / Forest Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: PE-Virginia / 1994 / 044111; DBIA / 2017 / D-2293; VTCA / VDOT DB Committee 2015 - 2018; VDOT / VDOT Construction Leadership Committee 2018 – Present; VTCA / VDOT Progressive DB Task Force 2017 – Present
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List 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.)

I-64 SEGMENT II DESIGN-BUILD (\$147.2M) NEWPORT NEWS, YORK, JAMES CITY COUNTIES, VA		
FIRM: Allan Myers	ROLE: Responsible Charge Engineer	DATES: 2015 – 2019
<ul style="list-style-type: none"> • Role: Fully integrated into the design and construction teams, responsible for primary VDOT liaison during design, and control over all engineering decisions and/or design modifications during construction. • Project Description: Approximately 7.5 miles of six-lane roadway widening to support regional growth and traffic demands for beaches and port access. The project includes widening and rehabilitation of nine existing structures, 19 ramps, 3 interchanges, box culvert extensions, retaining walls, and SWM features. • Impact: Worked with VDOT/Myers to recover schedule lost to delays in full design approvals. His efforts allowed the project to progress to construction 60 to 90 days prior to final design approvals. • Similarities to Skiffes Creek: Environmental design/construction challenges, geotechnical risks, and stakeholder coordination to be faced on Skiffes Creek were successfully overcome on the I-64, Seg II Project, bridge over environmentally sensitive areas, railroad coordination. <p>VDOT PM: Mike Davis; (757) 925-2680; MichaelR.Davis@vdot.virginia.gov</p>		
VDOT ROLLING ROAD/ FAIRFAX PARKWAY INTERCHANGE (\$9.4) FAIRFAX COUNTY, VA		
FIRM: Allan Myers	ROLE: Design-Build Project Manager	DATES: 2014 - 2017
<ul style="list-style-type: none"> • Role: Primary VDOT liaison focused on contract administration, cost containment, risk management, design and construction issue resolution, quality management, and stakeholder outreach. Directly managed design and oversaw construction of capacity improvements to the existing interchange which were completed under traffic without lane closures. • Project Details: Upgrade of the existing intersection and loop ramp from Fairfax County Parkway (FCP) onto FCP/Franconia-Springfield Parkway by adding a free single right turn lane creating a dual lane loop ramp, Shared Use Path Improvements, bridge rehabilitation, lighting/electrical upgrades, and MOT. • Impact: Managed design through AFC plans and NtCC approval and oversaw construction efforts including unsuitable soil mitigation, and construction of retaining walls. Tom worked closely with the Engineer of Record to develop a phased MOT construction approach that balanced the interaction between vehicles and pedestrians. • Similarities to Skiffes Creek: Maintenance of Traffic / Transportation Management Plan development and implementation, timely design approval with integrated VDOT coordination, and stakeholder coordination to be faced on Skiffes Creek were successfully overcome on this Interchange Improvement Project. <p>VDOT PM: Airfur Rahman, PE; (703) 259-1940; MD.Rahman@VDOT.Virginia.gov</p>		
VDOT WALNEY ROAD/BRIDGE REPLACEMENT PROJECT (\$12.2M) FAIRFAX COUNTY, VA		
FIRM: Allan Myers	ROLE: Design-Build Project Manager	DATES: 2014 - 2016
<ul style="list-style-type: none"> • Role: Responsible for contract administration/cost management, VDOT coordination, public outreach and stakeholder coordination, design management and construction issue resolution, QA/QC oversight, and on-time, on-budget Project Delivery. Managed all design through AFC plans and NtCC approvals, oversaw RW acquisition, and construction efforts including utility relocations, unsuitable soil mitigation, roadway reconstruction/widening, bridge demolition/replacement construction of retaining walls, and relocation of bike/pedestrian facilities without incident. • Project Details: This 22-month design-build Project included roadway reconstruction, widening, and bridge replacements of 1.3 miles of existing roadway to transition a 2-lane rural roadway into a 4-lane urban roadway. • Impact: Directly managed design, ROW acquisition, and utility coordination with 9 separate companies to complete schedule critical utility relocations; oversaw construction during a 16-week roadway closure period. To mitigate the impact of utility delays despite Myers/VDOT's best efforts, Tom led the partnering with VDOT and utilities to phase their construction and supported them with clearing and grubbing, E/SC, and MOT support to keep utility crews focused on their relocation work and bring the project back on schedule. • Similarities to Skiffes Creek: Environmental permitting, geotechnical construction mitigation strategies, integrated and accelerated bridge construction techniques, and stakeholder coordination to be faced on Skiffes Creek were successfully overcome on the Walney Road Project. <p>VDOT PM: Airfur Rahman, PE; (703) 259-1940; MD.Rahman@VDOT.Virginia.gov</p>		
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.		
h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. <i>Tom is committed to the project's success and is fully available to oversee the design, construction, quality management, and contract administration.</i>		

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: BRYAN BARNSON, P.E., CCM, DBIA - CONSTRUCTION MANAGER/ DESIGN PROJECT MANAGER
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) : CES CONSULTING LLC (CES) – FULL TIME
d. Employment History: With this Firm 4 Years With Other Firms 8 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): Bryan Barnson is an experienced Professional Engineer with design-build, design-bid-build, and public-private-partnership project delivery experience. He has qualifications in all VDOT materials schools and holds a DEQ inspector’s dual certification. Bryan has eight years of progressive construction management experience in major civil construction projects and is thoroughly familiar with VDOT’s Design Build & PPTA Minimum QA/QC Requirements, VDOT DB Contract documents, and VDOT R&B Specifications and Standards. Recognizing his work ethic and ability to learn quickly, Bryan has been aggressively mentored and promoted throughout his career and served as Superintendent on an incredibly challenging, billion-dollar project. Bryan’s practical field knowledge and engineering education gives him the ability to develop cost-effective solutions to any project challenge. He has worked in difficult environments, including the I-64 Corridor, Norfolk Naval Shipyard, and New Midtown/Downtown Tunnels. CES CONSULTING LLC, CONSTRUCTION MANAGER/DESIGN PROJECT MANAGER, 2015-PRESENT Bryan has served as the VDOT Construction Manager and VDOT Project Manager on design-build and Hampton Roads District projects. He has extensive experience managing key aspects of VDOT design-build projects from preliminary engineering through construction and has resolved complex issues through each phase of a project having experience managing both the design and construction. Bryan manages project submittal review as VDOT’s representative, coordination with VDOT Hampton Roads District disciplines (Structure & Bridge, Materials, Traffic, Environmental), QA plan development for unique roadway items (CCPRM/FDR), coordination/scheduling of engineers/inspection staff, review of project documentation to ensure conformance with VDOT’s design-build requirements, coordination of IA/VST inspection/testing, review of complex MOT activities, coordination with localities/ stakeholders, review/processing of design-build pay applications, and facilitating VDOT project environmental inspections. As VDOT’s Structures & Bridge Consultant Design Engineer/Project Manager from 2015-2017, Bryan worked closely with VDOT staff reviewing/developing bridge projects for adherence to VDOT and applicable standards/specifications. He reviewed plans for constructability; designed the reconstruction of multiple bridges; and was responsible for contract development, environmental document/permit acquisition, and coordination with VDOT Hampton Roads District. SKANSKA USA CIVIL SOUTHEAST, INC., PROJECT ENGINEER/SUPERINTENDENT, 2011-2015 While employed with Skanska, Bryan progressively garnered boots on the ground experience managing large scale design-build, and design-bid-build heavy civil construction sites. As both a project engineer and superintendent, Bryan was tasked with managing quality, safety, and environmental compliance. In these roles, he gained exposure in a leadership capacity in various disciplines including pile driving, concrete placement, formwork design, crane lifting and rigging, quality control/assurance testing, and environmental risk mitigation.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, Virginia / BS / 2011 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2017 / Professional Engineer / Virginia Registration #55847; 2016 / Professional Engineer / Maryland Registration #50258; 2016 / Certified Construction Manager (CMAA); 2016 / DBIA; VDOT Materials Certifications (All)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List 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.)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: DARELL FISCHER, P.E., DBIA, DIRECTOR OF DESIGN-BUILD SERVICES
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) : RINKER DESIGN ASSOCIATES (RDA) - FULL-TIME
d. Employment History: With this Firm 12 Years With Other Firms 21 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Design Manager, Darell Fischer has 33 years of hand-on transportation design and management experience including nine Design-Build projects as the Design Manager – five of which included interstate and interchange design. His eye for innovation and flexibility to find a way to get it done while meeting the requirements adds to his leadership in providing design-build services. Furthermore, Darell was instrumental in establishing RDA’s first formal QA/QC manual over a decade ago and remains committed to ensuring the delivery of a quality design. RINKER DESIGN ASSOCIATES, CHIEF BUSINESS OFFICER/DIRECTOR OF DESIGN-BUILD SERVICES (2007-PRESENT): In addition to all duties from his previous position which were carried over to this newly-created position at RDA, Darell is concurrently responsible for directing RDA’s business development and marketing efforts. RINKER DESIGN ASSOCIATES, DIRECTOR OF DESIGN-BUILD SERVICES/PRINCIPAL (2016-PRESENT): In addition to all duties from his previous position which were carried over to this new position, Darell is currently responsible for pursuing and overseeing all design-build projects. He is responsible for allocating, overseeing, and managing all designs and subconsultant work performed on design-build/P3 projects. His duties include development and implementation of design QA/QC programs for DB projects and coordination with clients to ensure goals are met and quality is achieved. Darell is responsible for staffing projects; hiring subconsultants; negotiating contracts with clients, contractors, and subconsultants; and project scheduling to ensure on-time/on-budget performance. He is actively involved in DBIA and with VTCA’s Design-Build (DB) Committee. He is responsible for tracking future DB projects and finding the right contractor to lead the pursuit based on experience and qualifications. RINKER DESIGN ASSOCIATES, ASSISTANT DIRECTOR OF TRANSPORTATION/PRINCIPAL (2007-2016): Darell was responsible for allocating, overseeing, and managing all designs performed in RDA’s Richmond office, another RDA office for a project managed by the Richmond office, and all subconsultants on those projects. Design elements managed include roadway, structural, hydrology/hydraulic analysis, traffic analysis, right of way acquisition, utility coordination, and environmental permitting/ compliance. His duties included the development and implementation of design QA/QC programs for design-build projects. From 2007 to 2011, Darell performed the same role for RDA’s Fredericksburg office prior to opening the Richmond office in early 2011. JOHNSON, MIRMIRAN & THOMPSON, , VICE PRESIDENT/BRANCH MANAGER (2004-2007): Darell was responsible for obtaining the work, executing the work and ensuring the quality of all work produced by the Richmond Office of JMT, oversight of all disciplines of work to include roadway, drainage, structures, survey, construction inspection, and environmental. He was responsible for contractual obligations with clients and subconsultants as well as project management on many key projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/1986/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/Professional Engineer/Virginia #023296
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List 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.)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: BEN BUSHEY
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) : ALLAN MYERS (MYERS) – FULL TIME
d. Employment History: With this Firm 12 Years With Other Firms 0 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): Ben Bushey has twelve years of boots-on-the-ground construction management experience including five roadway construction/widening projects as well as several bridge construction projects with structures over CSXT railroad. His construction operations background and experience working side-by-side with construction crews and superintendents to completed detailed operation planning provides expertise in construction quality management oversight and a schedule-focused construction approach for the Project. Over the past eight years, Ben has been involved with the construction of five VDOT design-build projects ranging in size up to \$141M, including three projects completed in partnership with our Lead Designer, Rinker Design Associates. Ben’s proven approach to design-build project delivery includes building strong partnerships, within the construction team, design-build team members, VDOT, and project stakeholders. This commitment to project partnering is evidenced by the positive feedback Ben’s received from client contacts and community members on each of his design-build projects. In addition, Ben is focused on innovation construction methods that expedite schedule delivery and minimize construction costs while maintaining a high level of quality and reducing future maintenance costs for VDOT. Under Ben’s leadership, the same core construction team has supported him in the delivery of three VDOT design-build projects and this same team of dedicated design-build construction professionals will work with him to build the Skiffes Creek Connector project. ALLAN MYERS, DESIGN-BUILD CONSTRUCTION MANAGER (2013 – PRESENT): Manages all aspects of his projects including planning and scheduling work activities; coordination with owners, design consultants, and project stakeholders/owners; and supports public outreach efforts. Ben provides constructability reviews during the project design phase to construction means and methods into the design; oversees construction engineering and submittals; coordinates with subcontractors and suppliers; and oversees safety planning/implementation for all phases of construction. He continuously monitors the project CPM schedules schedule to ensure project milestones are met, production goals are achieved, and additional resources are provided when necessary. Ben oversees construction quality control the incorporate of quality planning into each operation to ensure material used and work performed meets or exceeds contract requirements and AFC plans and specs. He manages superintendents and field staff to ensure project delivery meets or exceeds all expectations for quality, safety, schedule, and budget. ALLAN MYERS, CONSTRUCTION PROJECT ENGINEER (2007 – 2012): Responsible for detailed operation planning, material procurement, schedule management, and subcontractor oversight. Ben managed project cost reporting, quantity and material tracking, and project management documentation. He was responsible for inspection of erosion and sediment control measures, maintenance of traffic, and quality control for projects up to \$173M. In this role, Ben was integral to the success of several large interstate widening and design-build projects in Virginia and Pennsylvania.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, State College, PA/Civil Engineering/2007
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2015/Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber/#RLD02781 2016/VDOT Erosion and Sediment Control Certification/#2-00273
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List 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.)

APPENDIX 3.4.1

WORK HISTORY FORMS



Appendix 3.4.1
Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-64 CAPACITY IMPROVEMENTS SEGMENT II DESIGN-BUILD Location: Newport News, York County and James City County, VA	Designer: Rinker Design Associates 	Owner: VDOT Contact: Mike Davis Phone Number: (757) 925-2680 Email: mike.davis@VDOT.Virginia.gov	05/24/2019	05/24/2019	\$138,747	\$141,370 *Increases due to addition landscaping and bridge repairs	\$141,370 *Increases due to addition landscaping and bridge repairs

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.

PROJECT PURPOSE

Approximately 7.5 miles of six-lane roadway widening to support regional growth and traffic demands for the beaches and port access. The project demolished the existing two-lane roadway and shoulders in each direction and replaced them with three lanes and wider shoulders. The project includes widening and rehabilitation of 9 bridges, 19 ramps, 3 interchanges, box culvert extensions, retaining walls, and SWM features. Stormwater management and erosion control requirements called for the construction of sediment traps where little space existed to accommodate them. The wider three-lane road configuration required utilizing the existing heavily treed center median in both directions. **The project was opened to traffic six weeks early and constructed within budget.**

ENVIRONMENTAL COMPLIANCE, SAFETY, QUALITY, WORKMANSHIP

The project was located adjacent to more than a dozen stream and wetland areas. Early in the project, production and environmental compliance were in conflict. The Myers/RDA Team worked closely with VDOT and Agency staffs to bring the project into compliance, which resulted in a DEQ green rating for the Project. Myers believes that the key to providing high quality workmanship with exceptional safety standards is clear communication of expectations from project leadership to field production forces. The Myers/RDA Team included safety coordinators, a quality coordinator, and an environmental inspector – all employed by Myers. The in-house quality and environmental roles provided critical communication between production forces and various compliance consultants. Construction crews worked more than 579,000 consecutive manhours without an incident. Safety commitments implemented included Myers *Home Safe Tonight* construction approach, dynamic stretching to prevent strains/sprains, and extreme housekeeping of work and staging areas.

IMPLEMENTING QUALITY ASSURANCE AND QUALITY CONTROL

The project’s quality program was successful due to the use of an in-house quality coordinator. As the primary POC for QC, QA and IA staff, this role was coordinated upcoming schedule with all quality personnel to ensure proper staffing and coordinated correction of deficiencies with production crews. The quality coordinator and CM met weekly with QA/QC staff to review open items, recurring issues, and upcoming work. This created an open environment to discuss schedule and work through preventable issues. Myers piloted the use of Bluebeam Revu for the sharing/communication of approved plans, RFIs, and field-related submittals. Bluebeam was used for punch list issuance, tracking, and closure. For the 70 lane-mile project, over 1,000 items were issued and closed in less than 60 days.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

One of the major risks to the construction schedule was utility relocations. Of the 28 potential conflicts identified during the proposal phase, Myers/RDA eliminated 12 of the conflicts by modifying the design or protecting the utility in the field, and research in the design phase eliminated 10 potential conflicts with the final design – leaving only 6 utilities to be relocated. This >75% reduction in relocations created flexibility in the design and construction schedules to address other issues without impacting the project completion. Finally, a year after NTP, the Myers/RDA Team discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC. Within four months, our Team reduced the number of SWM facilities from 54 to 26, providing cost savings as well as reduced future maintenance.

“I’ve been amazed during the past few months as I’ve watched the widening of I-64 between Williamsburg and Newport News, Virginia. Typically when there is road construction its not something that drivers passing by notice. However, there is definitely something different about Allan Myers Construction. ...It seems that construction is moving much faster than most road projects seen. Hats off to the management for operating a company that through observation appears to be at the top of their game.” - Carey Parker, Local Roadway User, via Email to PR Manager, Shannon Moody

Relevance to Skiffes Creek Connector

- ✓ VDOT design-build project
- ✓ Myers/RDA Team
- ✓ Roadway and bridge construction
- ✓ Bridge over railroad coordination
- ✓ Improved safety and connectivity
- ✓ Geotechnical challenges
- ✓ Environmental compliance
- ✓ Right-of-way acquisition
- ✓ Utility coordination
- ✓ Public outreach

Proposed Staff Involvement

- Tom Heil, PE, DBIA *
- Bryan Barnson, PE, CCM, DBIA *
- Darell Fischer, PE, DBIA *
- Ben Bushey *
- Jeremie Hanson
- Jordan Lusby
- Craig McCaulay
- Brandon Shock, PE, DBIA
- Song King, PE
- Matt Beales, PE
- Nikhil Deshpande, PE
- Paul Zhang, PE
- Adam Welschenbach, PE, PTOE
- Doug Fraser, CPG
- John Myers & James Street

*Indicates Key Personnel



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-95 AT TEMPLE AVENUE INTERCHANGE Location: Colonial Heights, VA	Name: Rinker Design Associates 	Name of Client/ Owner: VDOT Phone: 800-376-7623 Project Manager: Shane Mann Phone: (804) 524-6433 Email: shane.mann@VDOT.virginia.gov	11/10/2017	11/10/2017	\$13,367	\$14,915 *Increase due to scope changes	\$14,915 *Increase due to scope changes

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.

PROJECT PURPOSE

This award-winning project involved the realignment of the exit and entrance ramps to I-95 at the Temple Ave interchange and the replacement of the signalized intersection with a three-lane roundabout. Temple Ave is a lifeline roadway to shopping locations and restaurants for local patrons. With mounting angle crash rates and extensive backups during peak travel times, the unique roundabout design was chosen as a targeted solution to alleviate safety and traffic flow concerns. The multi-lane roundabout features three bypass lanes at each approach that will allow traffic in those lanes to travel through the area without entering the roundabout intersection. The roundabout was installed west of the previous alignment and the I-95 ramps were extended to improve sight distance and capacity. Two existing bridges over an abandoned railroad line were removed to allow for construction of the roundabout. The scope of work included 80,000 CY of earthwork; two reinforced earth slope walls; a 60" culvert installation; utility coordination; right-of-way acquisition; and environmental permitting. *The project was completed on time and within budget.*

ENVIRONMENTAL COMPLIANCE, SAFETY, QUALITY, WORKMANSHIP

The project eliminated several stormwater management facilities by purchasing nutrient credits to satisfy water quality and providing adequate outfall to Oldtown Creek where the Project's contribution was shown to be less than 1% of the total flow, qualifying for a waiver of water quantity control. During the 20 months of construction, there were more than 45,000 man-hours worked with zero recordable or lost-time incidents. Improvements along Temple Avenue were squeezed between a commercial development on the southside, a 24" waterline on the northside which is the sole supplier of water to the City of Colonial Heights, and potential stream and wetland impacts along the northside of the roadway. The use of a reinforced earth slope wall helped minimize environmental impacts and although it is not standard practice for VDOT, was accepted for the project benefits following coordination meetings that included the wall manufacturer and their geotechnical representatives. The Project included some minor landscaping requirements for aesthetics along with brick pavers around and through the roundabout. Given the location of the Project with respect to the city limits of Colonial Heights, the city pushed forward with a plan to use the roundabout as a "Gateway" feature with signage, lighting, landscaping, and irrigation.

IMPLEMENTING QUALITY ASSURANCE AND QUALITY CONTROL

The project followed a formal QA/QC plan which was developed in accordance with VDOT's Minimum Requirements for Quality Assurance & Quality Control on Design-Build and PPTA Projects and addressed both design and construction activities. An independent QA firm was contracted to oversee the development and implementation of the QA/QC program and was responsible for QA inspection/testing, including monitoring of construction QC to ensure conformance with the AFC plans and specifications.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

The use of a roundabout as an interchange feature in was a sensitive issue for the community given the small town feel and community composition of primarily of older citizens. A comprehensive public outreach program implemented as a partnership between VDOT and the Myers/RDA Team helped improve public acceptance by conducting education sessions with stakeholder groups (including the local high school and community center) which allowed individuals to walk their travel routes on a 30-foot by 24-foot roundabout floor mat roundabout and provided roundabout driving tips. The unique use of dual wire walls tied together with a roadway on top helped expedite the construction of the project while maintaining traffic flow. Wall heights of approximately 21 feet and lengths in excess of 200 feet caused the walls to act as a column and added analytical components to the design. The team also used a reinforced earth slope wall to provide schedule improvements, cost savings, reduced maintenance of traffic (MOT) impacts and long-term maintenance reductions. Connection of the new ramp design for the I-95 SB off-ramp crossed over the existing I-95 ramps and required temporary build-up on the existing lanes over several weeks of nightly closures. In a collaborative effort with VDOT and the City, our Team partnered to allow this work to occur over a single weekend, with roughly 60 construction personnel working throughout the weekend in an assembly line fashion to complete excavation, drainage, paving, concrete flatwork, guardrail, and striping.

Relevance to Skiffes Creek Connector

- ✓ VDOT design-build project
- ✓ Myers/RDA project
- ✓ improved connectivity
- ✓ improved interchanges

Proposed Staff Involvement

- Tom Heil, PE, DBIA *
- Darell Fischer, PE, DBIA *
- Ben Bushey *
- Shannon Moody
- Jon Mountenay
- Brandon Shock, PE, DBIA
- Adam Welschenbach, PE, PTOE
- Nikhil Deshpande, PE
- Paul Zhang, PE
- John Myers
- James Street

*Indicates Key Personnel

Project awards

- 2018 ASHE National Project of the Year Award
- ENR Mid Atlantic Merit Award
- DBIA Mid Atlantic Merit Award



"Solid project management, quality construction and close coordination with the local community have been key to this project's success. The entire project team has been committed to completing this project with the next few decades in mind." - Bart Thrasher, P.E., VDOT Richmond District Engineer

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-581 ELM AVENUE INTERCHANGE DESIGN-BUILD Roanoke, VA	Name: Rinker Design Associates 	Name of Client.: Virginia Department of Transportation Phone: 504-378-5038 Project Manager: Robert Phlegar Phone: 504-378-5038 Email: r.phlegar@vdot.virignia.gov	06/2015	8/2015 <i>**Contract extension to incorporate additional work requested by VDOT (milling & overlay and median landscaping)</i>	\$20,369	\$20,772 <i>**Cost increase for additional work requested by VDOT</i>	\$20,772 <i>**Cost increase for additional work requested by VDOT</i>

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.

PROJECT PURPOSE

Designed to reduce congestion at the interchange and improve traffic flow along I-581 and Elm Avenue, the project improvements included reconstructing all four ramps of the urban interchange, adding one lane to both off ramps from I-581, extending the left turn lanes on Elm Ave., widening/replacing two bridges, and increasing bridge clearances over I-581 and Norfolk Southern Railroad. The design converted a four-lane urban highway structure to a six-lane bridge including sidewalks and lighting and a new pier converted the three-spans bridge to four-spans to meet vertical clearance criteria. The design also converted a four-lane urban highway structure to a seven-lane bridge over the Norfolk Southern Railroad including sidewalks and lighting. Utility coordination was required with Western Virginia Water Authority, Roanoke Gas, and Appalachian Power Company. Utility impacts included installation of an 84" micro-tunnel under I-581. **Construction reached substantial completion on schedule and was delivered within budget.**

ENVIRONMENTAL COMPLIANCE, SAFETY, QUALITY, WORKMANSHIP

This project was constructed with zero incidents or injuries for more than 772 days and 65,250 construction man-hours. Throughout construction, the team avoided and minimized impacts to wetlands, threatened and endangered species, and cultural resources by optimizing the requirements for the SWM basins and ROW. In addition, Myers, VDOT, and the City worked collaboratively to maintain traffic flow throughout construction. To maintain daily traffic both downtown and through the City with minimal disruptions ensuring a safe construction zone for the team and the traveling public. For this project, landscaping was required to change over a 5’ wide concrete media to a curb and grass media. Architectural finishes included block finish and staining on retaining walls which varied from 4’ to 16’ tall. To ensure quality of the bridges, the team used deck extensions on both bridges and eliminated joints at the abutments, reducing maintenance needs. A jointless bridge was produced by replacing simple-span, concrete, box beams with three-span, continuous, steel girders. Widening of the piers is supported by drilled shaft foundations and widening of abutments are supported by driven steel H piles. Buried approach slabs were used to reduce maintenance and minimize disruptions to traffic. In order to cause less disruption, the existing substructure for the bridges were left in place when widening.

IMPLEMENTING QUALITY ASSURANCE AND QUALITY CONTROL

Successful coordination with Norfolk Southern Railroad to modify the bridge over the railroad was achieved through early and continuous communication. Timely submissions and inclusion in project planning built positive working relationships, resulting in timely review of submittals and positive coordination. In order to complete the two bridges efficiently, they were kept in phase with each other. The coordination to do so included flagmen onsite full time. Throughout the bridge construction process, submittals and reviews were timely and coordination went smoothly. By using up front communication and timely submission and planning this operation was a success.

While planning the full project, the confined interchange space was taken into account by making sure each piece and part correlated to the next and was accurate. By doing so, the team ensured excellent quality control. Within this planning process the team was able to reach design approval in 10 months from NTP with limited comments.

During paving, rideability was a major concern of the owner, so asphalt sub was replaced on bridge decks to meet the qualifications and expectations. Multiple checks were done on grading to ensure we hit the correct plan. On I-581, the team repaved shoulders and installed cast in place concrete barrier under the bridge. To provide a high-quality final project, additional milling and overlay was added to the project scope in addition to median landscaping.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

The bridge foundation design was modified based on field conditions and utilized H-piles in lieu of drilled shafts to avoid potential schedule impacts and mitigate cost overruns. Delays to construction were overcome by utilizing multiple crews and additional shifts. Through coordination with VDOT and the City of Roanoke, the design-build team narrowed lane widths along Elm Avenue to keep traffic moving while saving approximately five weeks of schedule that would have been required for use of a temporary pedestrian bridge. Our Team provided \$100K cost savings to VDOT for value engineering proposal the proposed micro-tunneling under I-581 to a tunnel boring operation.

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

Relevance to Skiffes Creek Connector

- ✓ VDOT design-build project
- ✓ Myers/RDA Team
- ✓ Roadway and bridge construction
- ✓ Bridge over railroad
- ✓ Intersection improvements
- ✓ Improved safety and connectivity
- ✓ Geotechnical challenges
- ✓ Railroad coordination
- ✓ Environmental compliance
- ✓ Right-of-way acquisition
- ✓ Utility coordination
- ✓ Public outreach

Proposed Staff Involvement

- Ben Bushey *
- Darell Fischer, PE, DBIA *
- Josh Brown
- Jeremie Hanson
- Brandon Shock, PE, DBIA
- Adam Welschenbach, PE, PTOE
- John Myers
- James Street

**Indicates Key Personnel*



Aerial view of the Project Location



Completed Elm Ave. Bridge over I-581 and Norfolk Southern Railroad

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64 CAPACITY IMPROVEMENTS – SEGMENT II DESIGN-BUILD Location: Newport News, York & James City Counties	Name: Allan Myers 	Name of Client: VDOT Phone: 757-494-5478 Project Manager: Mike Davis Phone: (757) 925-2680 Email: MichaelR.Davis@vdot.virginia.gov	01/2016	05/24/2019	\$138,747	\$141,370 *Increases due to addition landscaping and bridge repairs	\$9,237

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/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.

PROJECT PURPOSE

As the Lead Designer on the I-64 Capacity Improvements Segment II Project, RDA managed the design from their Glen Allen office, with assistance from their Manassas and Fredericksburg offices. The design was completed in 2017. Design services included: design and subconsultant management, roadway design, traffic engineering, drainage and SWM design, structural design, MOT/TMP design, and community involvement. The project consists of widening for approximately 7.5 miles of roadway as well as the reconstruction of the existing through lanes in both directions. The western portion of the project includes a wider/depressed median from the beginning of the project through the Busch Gardens interchange and up to approximately Jefferson Avenue. The eastern portion of the project has a narrower/raised median, which requires barrier walls separated by a raised landscape area. Design elements include: open ditch designs, closed storm drainage designs, detailed H&HA designs, extensive SWM designs, roadway widening/reconstruction, nine bridge widenings, numerous box culvert extensions, and several retaining walls. Furthermore, ITS is being impacted and replaced along with numerous overhead sign structures.

ENVIRONMENTAL COMPLIANCE, SAFETY, QUALITY, WORKMANSHIP

The design and construction teams maintained continual communication through each phase of construction to implement interim E&S controls and to address unexpected conditions. Furthermore, as implementation progressed, there were several non-sequential requests by the construction team that required redesign of several of E&S controls to accommodate and to progress through final completion. As the design developed, safety was a primary focus of each design element and its implementation. Guardrail plan sheets and maintenance of traffic plan sheets focused on exceeding the requirements to provide protection for the traveling public, the construction team, and future maintenance workers. Consideration was given with each feature to ensure that it met the requirements but also provided functionality for future needs and maintenance. Finally, the Myers/RDA Team worked with the Department to ensure that the quality of the plans met their expectations, that the landscape design met the goals of the project and that the finished products was maintainable. As a result, the raised median barrier section which was intended to be landscaped was redesigned, at the request of the Department, to be a river rock bed rather than landscaping, which required reanalysis and design of portions of the barrier section to meet structural strength.

IMPLEMENTING QUALITY ASSURANCE AND QUALITY CONTROL

The design complied with the approved QA/QC Manual developed for the project which followed VDOT’s QA/QC guidelines as required by the RFP. An added tool that was implemented during the design process was the use of Bluebeam ® to perform QC comments, track their disposition, and document their implementation. This tool became especially useful when our team changed the SWM design from Part IIB to Part IIC, which significantly changed the number of facilities and their types. Ultimately, this reduces future maintenance costs for the VDOT.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

In order to create more green space and to reduce significant median barrier construction, our design deviated from the RFP design to provide outside widening along the westbound direction from east of the Busch Gardens interchange to the bridges over Jefferson Avenue at Exit 147. This design change cleared more trespass adjacent the Yorktown Naval Weapons Station property which was received in a positive manner by the Navy as it allowed them better visibility to potential encroachments. Furthermore, the change provided an increased benefit with respect to greenspace as the landscaping within the median barrier section was removed from the contract by the Department due to future maintenance concerns. Another design change/innovation dealt with the bridge clearance issue over Jefferson Avenue. The existing bridge clearance was at the minimum, and the proposed widening lowered the girders to the side where the roadway underneath was increasing due to cross slope and grade. As a result, there would be inadequate clearance if the same size girders were used to widen the structure. To solve the problem, our Team designed dissimilar beams to shallow up the depth and achieve adequate clearance. Finally, a year after NTP, the Myers/RDA Team discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC. Within four months, our Team reduced the number of SWM facilities from 54 to 26, providing cost savings as well as reduced future maintenance.

Relevance to Skiffes Creek Connector

- ✓ VDOT design-build project
- ✓ Myers/RDA Team
- ✓ Roadway and bridge construction
- ✓ Bridge over railroad coordination
- ✓ Improved safety and connectivity
- ✓ Geotechnical challenges
- ✓ Environmental compliance
- ✓ Right-of-way acquisition
- ✓ Utility coordination
- ✓ Public outreach

Proposed Staff Involvement

- Tom Heil, PE, DBIA *
- Bryan Barnson, PE, CCM, DBIA *
- Darell Fischer, PE, DBIA *
- Ben Bushey *
- Brandon Shock, PE, DBIA
- Song King, PE
- Matt Beales, PE
- Nikhil Deshpande, PE
- Paul Zhang, PE
- Adam Welschenbach, PE, PTOE
- Doug Fraser, CPG
- John Myers & James Street
- Jeremie Hanson
- Jordan Lusby & Craig McCaulay

*Indicates Key Personnel



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD Location: City of Newport News, VA	Name: Allan Myers 	Name of Client: VDOT Phone: 757-253-5367 Project Manager: Vasilios Andreou Phone: 804-524-6073 Email: vasilios.andreou@VDOT.virginia.gov	12/2014	02/2015	\$32,653	\$34,235 **Scope Increase for betterments completed for HRSD, Newport News Waterworks, Newport News Engineering, and VDOT.	\$2,876

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/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.

PROJECT PURPOSE

The Myers/RDA Team designed and constructed this four-lane, 6,500-linear-foot urban minor arterial roadway on new alignment with raised median and curb and gutter connecting Jefferson Avenue to Warwick Boulevard as well as a two-span curved bridge with concrete, bulb-tee girders crossing over the CSXT railroad. This new roadway offers an additional east-west route to help relieve congestion at the existing intersections and parallel routes of J. Clyde Morris Boulevard and Oyster Point Road. This project included significant utility relocations and undergrounding of all overhead utilities within the project limits. In addition to moving all utilities underground, a 36-inch sanitary force main betterment for Hampton Roads Sanitation District (HRSD) was requested and accommodated. **As the Lead Designer for this project, RDA completed the design from their Richmond office location with support from their Manassas office** and provided engineering design, right of way acquisition, environmental permitting, and utility coordination for the Project.

ENVIRONMENTAL COMPLIANCE, SAFETY, QUALITY, WORKMANSHIP

The existing vertical terrain was less than two feet difference from one end of the project to the other. This challenged the design team to create positive drainage flow in final and temporary construction configurations. Our Team worked together to address issues as they arose to keep the project on schedule and the environment clean. The interaction between field operations and designers was instrumental in implementing a plan that required field tweaks to address unforeseen traffic patterns and construction variations. The ability of our engineers and contractors to work together to refine the design with field input allowed for a finished roadway that exceeded the plan requirements while and resequencing certain features to work better with their means and methods. To formalize the benefits that the Myers/RDA Team realized by continuing collaborative efforts through construction, our team held MOT kickoff meetings prior to implementing each phase of MOT. This approach, combined with Allan Myers’ “Home Safe Tonight” philosophy kept safety for all a priority and ensured a safe, successful project, with zero recordable incidents for over 85,500 of consecutive construction man-hours.

IMPLEMENTING QUALITY ASSURANCE AND QUALITY CONTROL

RDA’s design QC reviews delved into the details of the plans and their compliance with the project criteria while our QA reviews looked at the big picture to verify completeness and reasonableness of the design solution. Our QA plan included a review for conformance with contract requirements for each design discipline. In addition to the independent reviews performed for QC and QC, RDA’s Design Manager also looked at constructability, MOT issues, and interdisciplinary coordination.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

Utilities were heavily concentrated along the primary routes at both ends of the project. Early coordination with utility owners allowed our team to eliminate impacts to AT&T, Newport News Public Schools, and Sprint as well as reduce impacts to DVP, Verizon, Level 3, Virginia Natural Gas, and Hampton Roads Sanitation District. Despite the time and cost savings, utility relocation schedules were delayed due to complicated right of way acquisitions. To successfully mitigate these challenges, our team developed workarounds for lagging utilities by segmenting the work beyond the work packages developed. Another unique aspect of the project was the bridge over the CSXT. The original design provided for a 3-span structure with the center span crossing the CSXT and the end spans being of equal length. The Myers/RDA Team economized the structure by going to a 2-span structure with dissimilar length spans. This approach was outside of VDOT’s typical methodology but accepted for its reduction of future maintenance with compliance to design standards and practices.

Relevance to Skiffes Creek Connector

- ✓ VDOT design-build project
- ✓ Myers/RDA Team
- ✓ Roadway and bridge construction
- ✓ Bridge over CSXT railroad
- ✓ Improved safety and connectivity
- ✓ Geotechnical challenges
- ✓ Railroad coordination
- ✓ Environmental compliance
- ✓ Intersection improvements
- ✓ Right-of-way acquisition
- ✓ Utility coordination
- ✓ Public outreach

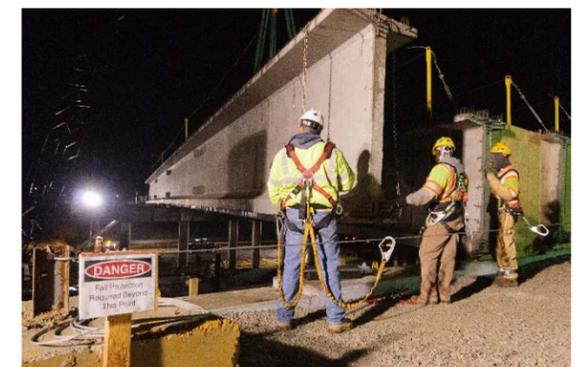
Proposed Staff Involvement

- Darell Fischer, PE, DBIA *
- Ben Bushey *
- Brandon Shock, PE, DBIA
- John Myers
- James Street
- Nikhil Deshpande, PE
- Adam Welschenbach, PE, PTOE

*Indicates Key Personnel



Middle Ground Boulevard New Alignment Roadway



Bridge Beam Setting over CSXT Railroad

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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-66/ROUTE 15 INTERCHANGE RECONSTRUCTION Location: Prince William County, VA	Name: The Lane Construction Company	Name of Client: VDOT Phone: 703.259.2960 Project Manager: Christian Briganti-Dunn, P.E., CCM Phone: 703.259.2960 Email: Christina.Briganti@VDOT.Virginia.GOV	06/2014	07/2017	\$36,194	\$36,194	\$3,901

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/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.

PROJECT PURPOSE

RDA provided professional engineering services from its Manassas office serving as the Lead Designer for this project. The project reconstructed the I-66/Route 15 interchange to relieve congestion, enhance public safety, operations and capacity, and accommodate forecasted traffic demand in the project area. RDA redesigned the interchange as a diverging diamond interchange (DDI), the third of its kind in Virginia (first in Northern Virginia), to best accommodate the projected traffic volumes as well as critical pedestrian movements in the vicinity. This project was fully financed by state and federal funds. *The project was delivered on schedule and within budget.*

ENVIRONMENTAL COMPLIANCE, SAFETY, QUALITY, WORKMANSHIP

During the design development, new environmental regulations were passed for the protection of the northern long-eared bat. This new regulation came about as we were scheduled for clearing, bringing field operations to a halt. Understanding the unforeseen scope of this regulation, VDOT negotiated an acceleration incentive to place the project back on schedule. This allowed the team to add additional resources and finish ahead of the original schedule, overcoming the delay in plan approval. Safety was designed into the project as part of our team’s strategic development – not only from a traffic operations perspective, but also from an end-user perspective. The previous diamond interchange consisted of two bridges, with each bridge carrying traffic in one direction. The design shifted the first new bridge to allow for the shift of traffic to occur on the new bridge location, maintaining the conventional direction of travel. Understanding that a DDI configuration was new to this region, sequencing this traffic shift during an earlier phase of the project allowed the traveling public to familiarize themselves with the concept of the new bridge location carrying the highest volume of traffic. This, in turn, allowed for the public to become acclimated to the traffic pattern that would ultimately remain in place, providing a safer overall adjustment process. Additionally, the design team identified that the prescribed location of the pedestrian facility navigated the DDI at locations where the traffic projections were at their highest. Working closely with the Town of Haymarket and Prince William County, the pedestrian facility was redesigned to minimize conflict points to allow for crossing locations to occur where traffic volumes were lowest.

IMPLEMENTING QUALITY ASSURANCE AND QUALITY CONTROL

RDA’s design QA reviews looked at the big picture to verify completeness and reasonableness of the design solution. Their plan included a review for conformance with contract requirements for each design discipline. RDA’s Design Manager also looked at constructability, traffic maintenance issues, and interdisciplinary coordination. RDA worked directly with the Construction Manager and QAM to complete the constructability reviews of the plans to thoroughly ensure that all portions of the project were constructed in a safe manner. RDA’s Design Manager carried out his responsibilities by ensuring all QC and QA reviews were performed appropriately and by conducting monthly design meetings and special meetings for specific issues and concerns.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

RDA led the design efforts in delivering this high-quality, innovative design to VDOT by changing the RFP design from a flyover to a DDI, the third of its kind in Virginia. The selection of this alternate interchange design was the result of RDA’s innovation, experience, and awareness of alternatives to the flyover (and other previously considered options) that would better suit the area’s traffic demand, reduce the project footprint and environmental impacts, improve constructability, and shorten the overall construction duration. The DDI allows heavy leftward movement on the interchange and allows traffic to flow freely. When RDA first analyzed the design concept provided by VDOT as part of the RFP package, they focused on improving overall operational improvement. After their analysis proved the DDI as best fit, RDA further concluded that this alternative design would result in another win – a reduction in overall project cost. Revisions to the Interchange Modification Report (IMR) and environmental document were required as part of RDA’s innovation. These updates were performed concurrently with development of the design to mitigate schedule impacts resulting from an extended approval phase for the alternative concept. RDA’s collaboration with VDOT and the effective use of Design-Build techniques allowed their team to complete the project on time, despite an extended design approval schedule. As the first operational DDI in Northern Virginia, the I-66/Route 15 Interchange Reconstruction project has been an inspiration for future interchange construction in the Northern Virginia region. Upon completion and success of this project, VDOT has considered constructing and reconstructing three additional DDIs in Northern Virginia. The innovation of a DDI is quite driver-intuitive, and the design significantly increases the operational capacity and the volume of traffic that can steer through the interchange.

Relevance to Skiffes Creek Connector

- ✓ VDOT design-build project
 - ✓ Roadway and bridge construction
 - ✓ Improved safety and connectivity
 - ✓ Intersection improvements
 - ✓ Geotechnical challenges
 - ✓ Railroad coordination
 - ✓ Environmental compliance
 - ✓ Right-of-way acquisition
 - ✓ Utility coordination
 - ✓ Public outreach
- Proposed Staff Involvement**
- Darell Fischer, PE, DBIA *
 - John Myers
 - Nikhil Deshpande, PE
 - Adam Welschenbach, PE, PTOE
 - Ryan Dreelin, LS
 - James Street
 - *Indicates Key Personnel



Overhead view of the I-66/Route 15 interchange



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