

STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

I-64 Widening Exit 200 to 205

From: Interstate 295

To: Exit 205 (Bottoms Bridge)

Henrico and New Kent Counties, Virginia

State Project No.: 0064-043-602

Federal Project No.: NHPP-064-3 (499)

Contract ID No.: C00107458DB95

Date: December 15, 2016



ATTACHMENT 3.1.2

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

ATTACHMENT 3.1.2

Project: 0064-043-602, Contract ID: C00107458DB95

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-iii
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	iv
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	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: 0064-043-602, Contract ID: C00107458DB95

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	
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	
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

ATTACHMENT 3.1.2

Project: 0064-043-602, Contract ID: C00107458DB95

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	3 - 4
Experience of Offeror's Team				6
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	7 - 15

ATTACHMENT 2.1.0
FORM C-78-RFQ

**ACKNOWLEDGEMENT OF RFQ,
REVISION AND/OR ADDENDA**

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

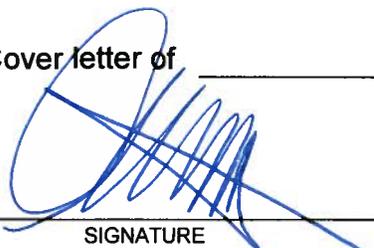
RFQ NO. C00107458DB95
PROJECT NO.: 0064-043-602

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 – November 3, 2016
(Date)
2. Cover letter of RFQ Addendum No. 1 – November 30, 2016
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

December 15, 2016

DATE

Aaron T. Myers

PRINTED NAME

Vice President/General Manager

TITLE

3.2

LETTER OF SUBMITTAL



December 15, 2016

Joseph A. Clarke, P.E.
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications:
Interstate 64 Widening Exit 200 to Exit 205
From: Exit 200 (I-295)
To: Exit 205 (Bottoms Bridge)
State Project No.: 0064-043-602
Contract ID Number: C00107458DB95

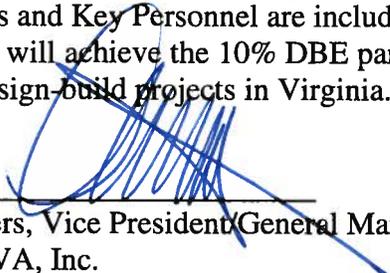
Dear Mr. Joseph Clarke:

The Team of Allan Myers (Myers), Rinker Design Associates (RDA), and HDR Engineering (HDR) herein referred to as the Myers Team, brings together resources with proven VDOT design-build capabilities to design and construct the Interstate 64 Widening from Exit 200 to Exit 205 (Project). Our Team's qualifications for the Project include significant interstate widening, design-build, and Richmond District project experience. This experience is complemented by accelerated schedule capabilities, competitive pricing advantages for self-performed paving, and construction expertise for both interstate and bridge construction. Our team members have worked together on five VDOT design-build projects and look forward to partnering with the Richmond District to deliver another successful design-build project to the Commonwealth.

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

- 3.2.2 Design-Build Integrator, Thomas Heil, P.E. will serve as the Point of Contact for the Myers Team.**
Thomas Heil, P.E., Responsible Charge Engineer (571) 485-0387 (Telephone)
12500 Fair Lakes Circle, Suite 150 (610) 222-4348 (Fax)
Fairfax, VA 22033 thomas.heil@allanmyers.com
- 3.2.3 Vice President/General Manager, Aaron Myers is the Principal Officer for Allan Myers:**
Aaron Myers, Vice President/General Manager (804) 290-8500 (Telephone)
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)
Glen Allen, VA 23059 aaron.myers@allanmyers.com
- 3.2.4 Allan Myers VA, Inc., is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.**
- 3.2.5 Allan Myers VA, Inc. will be the Lead Contractor and Rinker Design Associates, PC will be the Lead Designer for the Project.**
- 3.2.6 All affiliated and subsidiary companies are identified on the attachment in Appendix 3.2.6.**
- 3.2.7 Executed Certification Regarding Debarment Forms are included in Appendix 3.2.7.**
- 3.2.8 Allan Myers VA, Inc. is active, in good standing, and prequalified to bid on the Project. Allan Myers' prequalification number is G303 and evidence of prequalification is included as in Appendix 3.2.8.**
- 3.2.9 Myers has the capability to obtain a performance and payment bond for the \$55M 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 10% DBE participation goal for the Project and consistently meets DBE goals on our design-build projects in Virginia.**

Respectfully,



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

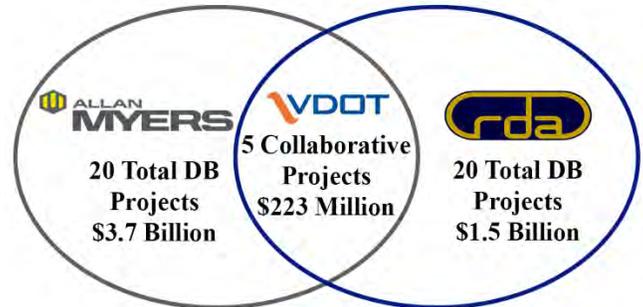
3.3

TEAM STRUCTURE

Allan Myers and Rinker Design Associates are an integrated design-build team focused on providing competitive pricing and expedited construction for the Project. Our team’s unique qualifications include:

- Experience working together on five recent VDOT design-build projects, including I-581/ Elm Avenue and I-95/Temple Avenue.
- I-64 corridor experience including I-64 Segment II and paving the I-64/623 Design-Build Project.
- An established work history with Richmond District from nearly 40 construction and paving projects including I-95/Temple Avenue Design-Build and Route 1 Bridge projects.
- Schedule control and cost-efficiencies from self-performing construction capabilities for all major scope elements including roadway, bridges, and paving.

Figure 3.3.1 – Myers and RDA’s Design-Build and P3 Experience



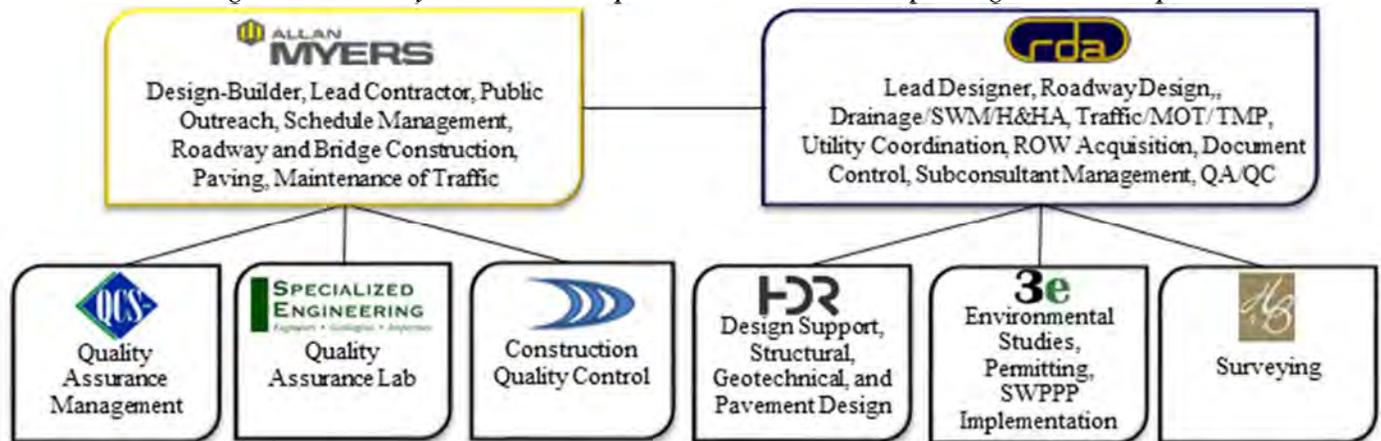
In business since 1939, Allan Myers (Myers) employs 2,000 construction professionals and craft workers throughout the region and operations throughout PA, MD, DE, D.C. and VA, Myers is ranked #1 in Transportation by Engineering News Record (ENR) Mid-Atlantic. Myers has a strong resume of large, complex and design-build transportation projects totaling \$2.3 billion in the last five years.



Rinker Design Associates (RDA) has been providing professional services in Virginia for over 33 years including interstate widening, transportation engineering, drainage design, environmental, permitting services, utility design and coordination, and ROW acquisition. HDR Engineering (HDR) will support the design team with structural and geotechnical engineering services. HDR has provided multidiscipline engineering solutions to VDOT for over 30 years, including recent interstate design-build experience along I-95 and I-395 with RDA. Our working relationship will deliver an efficient project solution, incorporating lessons learned from similar VDOT interstate design-build projects

Our team members (Figure 3.3.2) were selected based on previous teaming and interstate widening experience, several of whom are working with us on the I-64 Segment II Widening Project.

Figure 3.3.2 – Myers Team Composition, Roles, and Reporting Relationships



3.3.1 IDENTITY AND QUALIFICATIONS OF KEY PERSONNEL

The Key Personnel selected by the Myers Team for the Project are available to commit to the Project and bring ability to effectively manage and mitigate the project risks, including maintenance of traffic, adverse soils conditions, and stormwater management. They have experience working together on previous design-build projects, including the I-581/Elm Avenue and I-64 Segment II Design-Build Projects. Their relevant qualifications and experience are highlighted in Figure 3.3.3, and expanded in the resumes in Appx. 3.3.1.



Figure 3.3.3 – Key Personnel Experience Overview

 Design-Build Project Manager Jeff Humphreys	Years Experience: 37	Design-Build Experience: VDOT DBPM experience 5 VDOT DB Projects	Project Highlights: I-581 Elm Avenue I-95 at Temple Ave
 Quality Assurance Manager John Vicinski P.E.	Years Experience: 26	Design-Build Experience: QAM on 13 highway widening projects 10 VDOT DB projects, 7 completed	Project Highlights: I-64 Segment II Fairfax County Pkwy
 Design Manager Darell Fischer, P.E. DBIA	Years Experience: 30	Design-Build Experience: DM for 8 VDOT projects 5 with Myers	Project Highlights: I-64 Segment II I-581 Elm Avenue
 Construction Manager Ben Bushey	Years Experience: 10	Design-Build Experience: VDOT CM experience 4 DB projects	Project Highlights: I-581 Elm Avenue I-95 at Temple Avenue

3.3.2 ORGANIZATIONAL STRUCTURE

The organizational chart presented on page 5 visually represents the reporting relationships and structure for the pertinent disciplines for management, design, construction, and third parties. The Myers Team has been structured for the Project to support cost-effective and schedule conscious project delivery. Myers will utilize a pre-construction team to integrate design development and construction approaches with lessons learned from their experience on more than 20 design-build projects. The core project management team includes the key staff identified by VDOT (☞ DBPM, QAM, DM, CM) as well as value-added staff (★ RCE, TMP, Constructability, PR, Project Controls).

☞ **Design-Build Project Manager** – DBPM, Jeff Humphreys, will report to VDOT and serve as the primary point of contact for the Myers Team. He will oversee design and construction, and will ensure Myers meets all contractual obligations and requirements while avoiding/resolving disputes. Jeff will work closely with our DM, Darell Fischer; CM, Ben Bushey; and Myers value-added staff to develop and implement an efficient, constructible design. He will coordinate with our PR Manager and VDOT for public outreach, and our Project Controls Manager to manage schedule risks before they become critical.

☞ **Quality Assurance Manager** – QAM, John Vicinski, P.E. reports to the DBPM, 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** – DM, Darell Fischer, P.E., DBIA will report to the DBPM, and will manage a multi-disciplinary design team to meet design schedule milestones, ensure design conformance, perform constructability reviews, and implement the QA/QC program. Supported by QA/QC Managers, he will oversee adherence to the VDOT approved Design QA/QC Plan. Darell will coordinate with key and value-added staff, including CM, Ben Bushey and RCE, Tom Heil to develop and efficient and constructible design. During construction, he will confirm design assumptions and help solve design-related challenges.

☞ **Construction Manager** – CM, Ben Bushey will report to the DBPM 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 and will communicate with DM, Darell Fischer and RCE, Tom Heil to ensure an efficient, constructible design. Ben will manage construction QC to ensure the work and materials comply with contractual requirements, with support from the QC Manager.

★ **Responsible Charge Engineer** – RCE, Tom Heil, P.E., will support the DBPM and will coordinate unilaterally with key staff and their direct reports to fully implement Myers design-build best practices. He will work closely with DM, Darell Fischer and CM, Ben Bushey to develop a design and construction

approach which supports successful project delivery for all parties.

★ **TMP Manager** – TMP Manager, Rich Clifton, P.E., PTOE will report directly to the DBPM and will be lead development and implementation of the TMP. Rich will coordinate closely with the roadway designer, TMP/MOT designer, and the MOT coordinator to ensure a seamless link between MOT design and construction. His unique blend of experience will ensure that the TMP is developed and implemented to respect all work zones requirements, public and worker safety, and construction means and methods.

★ **Constructability Manager** – Constructability Manager, Scott Styfco will report to DBPM and will work closely with design and construction teams to transition between planning and implementation. His responsibilities will include detailed constructability reviews, preliminary construction operation planning, and advanced procurement activities. His construction operation and work-zone expertise will proactively identify and resolve constructability risks and minimize design revisions during construction.

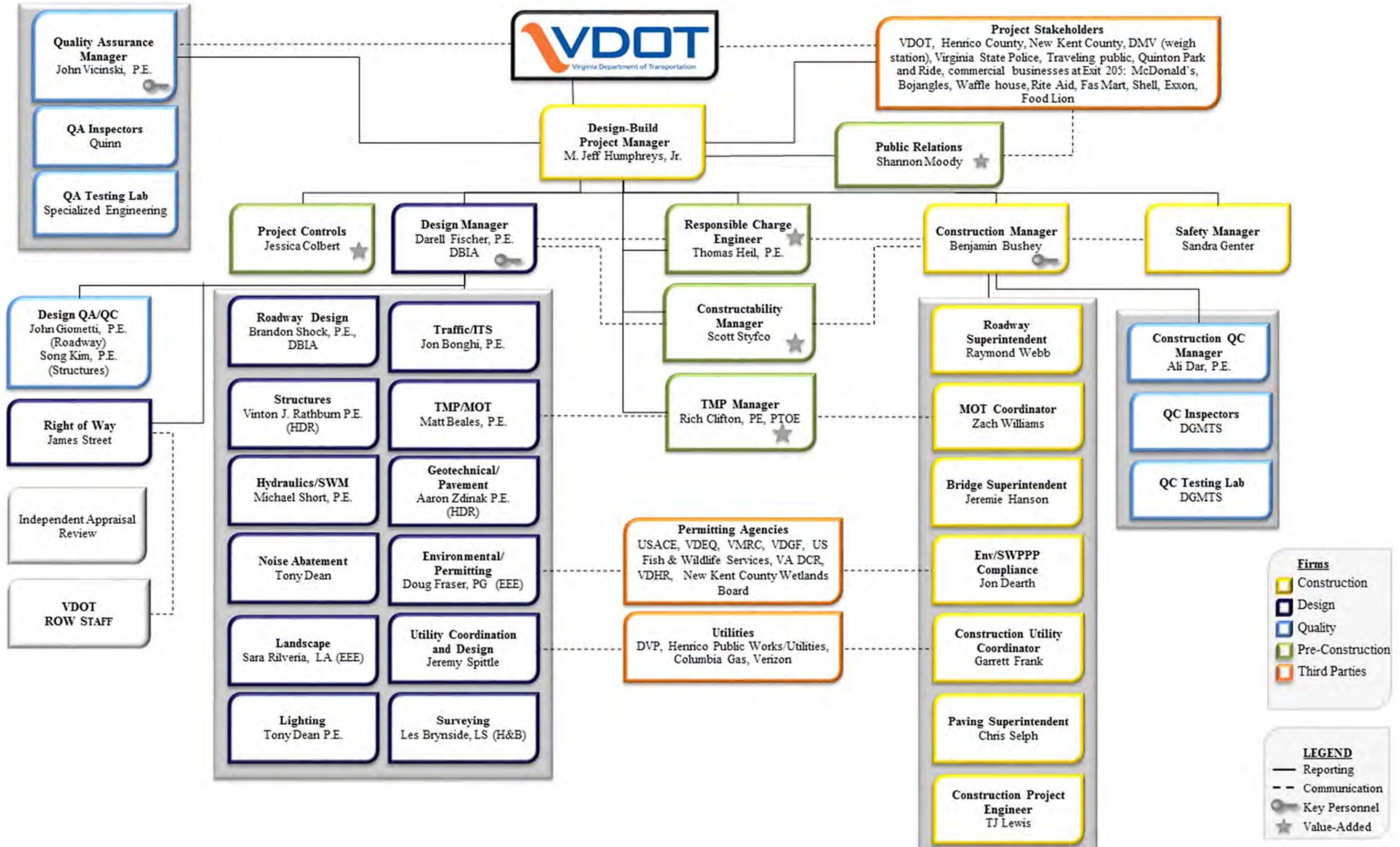
★ **Public Relations Manager** – Public Relations Manager, Shannon Moody will work closely with VDOT and the DBPM to develop and implement a comprehensive public outreach effort. Her integration with construction operations will keep the design-build team focused on building public trust. She will serve as an internal sounding board for the team with an understanding project success from a PR perspective.

★ **Project Controls Manager** – Project Controls Manager, Jessica Colbert, PSP, reports to the DBPM and communicates with key staff to maintain focus on the baseline schedule throughout the Project, 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.

Non-Key Personnel – Figure 3.3.4 shows the relevant experience of non-key personnel from the org chart. The depth of our team provides comprehensive design and construction expertise for all project elements.

Figure 3.3.4 – Non-Key Personnel Experience Highlights

Non-Key Personnel, Project Role	Yrs Exp	DB Exp	Interstate Widening	Relevant Project Experience
Tom Heil, P.E., RCE	29	✓	✓	I-64 Segment II, I-95/Temple Ave
Rich Clifton, P.E., TMP Manager	30	✓	✓	I-64 Segment II, I-95/Temple Ave
Scott Styfco, Constructability Manager	18	✓	✓	I-64 Segment II, I-276 Widening
Shannon Moody, PR Manager	17	✓	✓	I-64 Segment II, I-95/Temple Ave
Jessica Colbert, Project Controls	15	✓	✓	I-64 Segment II, I-95/Temple Ave
Chris Selph, Paving Superintendent	23	✓	✓	I-64/Rte. 623, I-581/Elm Ave
Zach Williams, MOT Coordinator	4	✓	✓	Lynnhaven Pkwy, Middle Ground Blvd
Ray Webb, Roadway Superintendent	10	✓	✓	I-66 Widening, Dulles Metro Silverline
Jeremie Hanson, Bridge Superintendent	5	✓	✓	I-581/Elm Ave, Lynnhaven Pkwy, Rte. 1 Bridge
Jon Dearth, Env/SWPPP Compliance	12	✓	✓	I-95/Temple Ave, Lynnhaven Pkwy, Rte. 1 Bridge
Garrett Frank, Utility Coordination	13	✓	✓	I-581/Elm Ave, Holland Rd Widening
Thomas J Lewis, Project Engineer	6	✓	✓	Franconia Springfield Pkwy/Rolling Road
Ali Dar, P.E., Construction QC Manager	20	✓	✓	Route 7 Improvements, Route 28 Improvements
Aaron Zdinak, P.E., Geotech/Pavement	23	✓	✓	I-95 Express Lanes Segment I, I-395 Express Lanes
V.J. Rathburn, P.E., Structures	33	✓	✓	I-395 Managed Lanes, I-564 Intermodal Connector
Les Burnside, LS, Surveying	30	✓	✓	I-64 Segment II, I-95 Express Lanes, I-64 Widening/Rte. 623
Brandon Shock, PE, Roadway Design	18	✓	✓	I-64 Mercury Blvd, I-81 Roanoke, I-64 Segment II
Michael Short, PE, Hydraulics/SWM	11	✓	✓	I-64 Widening Segment II
Tony Dean, Noise Abatement	23	✓	✓	I-66/Rte. 15 DDI, Rte. 15/29 Opal Interchange
Sara Rilveria, LA, Landscape	18	✓	✓	I-64 Segment II
Matt Beales, PE, TMP/MOT	10	✓	✓	I-64 Segment II, Rte. 29 Widening
Jon Bonghi, PE, Traffic/ITS	11	✓	✓	I-64 Segment II, I-95/Temple Ave
Doug Fraser, PG, Env/Permitting	36	✓	✓	I-64 Segment II, Fairfax County Pkwy
Jeremy Spittle, Utility Design	10	✓	✓	I-581/Elm Ave, I-66/Rt 15, I-95/Temple Ave
John Giometti, PE, Design QA/QC	28	✓	✓	I-64 Segment II; Rte. 29 Widening, I-395 Express Lanes
Song Kim, PE, Design QA/QC	24	✓	✓	I-495 HOT Lanes, I-95 Express Lanes, I-64 Segment II
James Street, ROW	40	✓	✓	I-95/Temple Ave, I-64 Segment II, I-95 Hot Lanes



3.4

EXPERIENCE OF TEAM

Myers and RDA regularly partner on VDOT design-build projects, with five projects completed or currently being constructed, including the I-64 Segment II Project. This continued partnership facilitates transparent communication and successful project delivery. Our Team’s focus on this project includes:

- **Budget** – A cost-conscious approach to the Project to support VDOT’s budget goals, similar to the I-64 Segment II project which provided more than 10% cost savings to the Commonwealth.
- **Schedule** – We are attuned to and prepared to meet the aggressive project schedule through design optimization and early construction operation planning, similar to the Richmond Airport Connect Road design-build and F25 Route 1 Bridge projects, both of which were delivered ahead of schedule.
- **Safety** – Myers safety commitment is clearly conveyed by our recordable incident rate of 0.54, which is seven times lower than the industry average.
- **Partnering** – Daily partnering to allow field level decision making similar to the I-95/Temple Ave project.

Allan Myers brings extensive interstate widening experience, a strong relationship with VDOT’s Richmond District, and design-build expertise. Myers has a constructed 13 interstate and highway widening projects in the past 10 years. This experience includes I-95 Express Toll Lanes, I-276 PA Turnpike Widening, and I-64 Segment II, among others in Virginia, Maryland, and Pennsylvania. In the Richmond area, Myers has an increasingly strong presence with nearly 40 recent construction and paving projects. Myers’ growth in the design-build market sector in the last five years has resulted in 19 design-build projects across the Mid-Atlantic.

Figure 3.4.1 – Myers’ Design-Build and VDOT Experience



RDA’s experience with interstates, Richmond District, and design-build fully relate to the key project elements. RDA’s interstate experience includes the I-81 (Exit 310) design and the I-95 Express Lanes. Richmond District experience includes the I-95/Temple Avenue design-build project and the Route 36 Widening design-build project.

Figure 3.4.2 – RDA’s Design-Build and VDOT Experience



RDA’s design-build experience, in addition to previously noted projects, includes the I-66/Route 15 interchange, I-581/Elm Avenue, and I-64 Segment II Widening projects.

WORK HISTORY FORM SUMMARY

The Work History Forms included in Appendix 3.4.1 were selected to convey Myers and RDA’s experience on interstate widening projects with bridge repairs, median and shoulder improvements, culvert extensions, and challenging geotechnical conditions. The relevance of these projects is summarized in Figure 3.4.3.

Figure 3.4.3 – Relevance of Myers and RDA Work History Forms

Project Relevance	I-276 Widening	I-95 ETLs	I-581/ Elm Ave	I-95 Express Lanes	I-64 Segment II
	Myers	Myers	Myers/RDA	RDA/HDR	RDA/Myers
Design-Build			✓	✓	✓
Construction Value	\$173M	\$53M	\$20M	\$1.4B	\$138M
Interstate Widening	✓	✓	✓	✓	✓
Shoulder Improvements	✓	✓	✓	✓	✓
Bridge Replacement/ Reconstruction	✓	✓	✓	✓	✓
Major Culvert Extensions	✓	✓	✓	✓	✓
Complex Maintenance of Traffic	✓	✓	✓	✓	✓
Geotechnical Challenges	✓	✓	✓		✓
Stormwater Management	✓	✓	✓		✓

3.5

PROJECT RISK

In consideration of the risks most relevant and critical of the Project, the Myers Team reviewed the project documents, visited the project site, considered the conditions and challenges of our projects in the vicinity, and assessed the impacts of known and anticipated existing site conditions. During this process, we developed a preliminary project overview schedule to confirm the validity of the project timeline provided by VDOT, which is provided as a high level summary in Figure 3.5.1. Myers is fully committed and capable of meeting this aggressive project schedule, and understands the importance of achieving the schedule for progression of additional improvements along the project corridor. Given the project timeline and cost prioritization for the Project, our Team selected the following three critical project risks, each of which could significantly impact the schedule, project cost proposals, future maintenance, and public safety:

- TMP/MOT Development and Implementation is crucial to public safety, traffic flow, effective incident management, and construction operation efficiency/schedule.
- Adverse Soils Conditions have a high likelihood of occurrence; widespread impacts to pavements, embankments, and foundations; and potential schedule implications.
- Stormwater Management investigation, design, and construction challenges include flat median grades, high groundwater, unknown cross culvert conditions, and BMP swale inefficiencies.

Figure 3.5.1 – Project Schedule Milestones

DESIGN AND CONSTRUCTION SCHEDULE OVERVIEW	
Anticipated Award	July 19, 2017
Design Approval for Shoulder Improvements	February 2018
Groundbreaking / Commence Shoulder Improvements	March 2018
Phase I MOT/TMP Implementation	March 2018
Final Project Completion	August 20, 2019

TMP/MOT DEVELOPMENT AND IMPLEMENTATION

WHY THE RISK IS CRITICAL

The primary risk for TMP/MOT development and implementation is the ability to maintain safe and efficient traffic operations while providing requisite space to safely construct the Project. Currently, each direction of the Project is two 12’ wide lanes with a 10’ wide outside shoulder and 3’ wide inside shoulder. The 10’ wide outside shoulder impacts our ability to maintain an effective space for disabled vehicles and incident management while shifting traffic to construct the median widening.

I-64 is the primary route between Richmond and Hampton Roads with an average annual daily traffic volume (AADT) in the project area of over 35,000 vehicles per day (VPD) in each direction and higher volumes during the summer. Construction traffic entering and exiting the work area from the left lanes of I-64 will disrupt traffic and cause unstable flow during high volume periods. This will be a greater issue near the merge/diverge area with the C-D roads for the I-295 interchange and in the vicinity of the weigh station where trucks entering/exiting the station on the right are already disrupting the traffic flow. Ingress and egress at the DMV weigh station will be impacted by reduced queuing space for trucks entering the station and by limiting the merging distance for trucks exiting the station.

IMPACT TO THE PROJECT

Providing space for safe and efficient construction of the Project can adversely impact traffic flow and compromise motorist safety. Increased congestion, distractions to motorists, and new conflict points in the corridor can cause an increase in incidents during construction. Reduced traffic space will make it more difficult for emergency responders to access and clear incidents which can result in long queues that may spill onto I-295 and cause secondary incidents. Construction traffic entering/exiting the work area will impact traffic flow and safety. Impacts to the Project area during construction may include:

- **Increased Congestion and Incidents** – Narrowing lanes and shoulders, shifting lane alignments, and changing traffic patterns reduces capacity and increases distractions to motorists, which causes congestion and increases the likelihood for incidents.
- **Increased Incident Response Time** – Narrowing the outside shoulder will impact incident response and limit space for removing disabled vehicles from the travel lanes.
- **Travel Delays at Off-Peak Periods** – Improving the existing shoulders requires night work using short-term lane closures to avoid commuter delays.
- **Poor Public Perception** – Travel delays and increased incident frequencies can cause poor public perception, especially for tourists heading to the many attractions along the I-64 corridor.
- **Left Lane Access Points** – Providing construction access for median work areas from the passing (left) lane violates driver expectations and can lead to an increase in incidents. This issue is exacerbated on this project since many drivers are using the left lanes to avoid conflicts with trucks entering and exiting the weigh station on the right.
- **Inadequate Acceleration and Deceleration Lanes** – At the east end of the Project, there is limited space to provide adequate acceleration and deceleration lanes for work areas due to the spacing between bridge and stream crossings which divides the work area into multiple segments.
- **Weigh Station Access** – Work on the acceleration lanes from the weigh station will reduce the distance trucks have to increase speed before entering the traffic flow. Work on the deceleration lanes into the weigh station will reduce the space available for trucks waiting to enter the station.
- **Roadside Hazards** – Shifting traffic to the outside shoulder reduces the recovery area for errant vehicles and also eliminates the rumble strips that warn drivers of a lane departure.

MYERS TEAM MITIGATION STRATEGIES

The MOT/TMP impacts must be met with appropriate mitigation strategies in order to alleviate concerns and to deliver a successful project. The following strategies can be implemented to minimize the impacts associated with the MOT/TMP risk in a cost-effective manner:

Communications and public outreach – Myers’ seasoned PR Manager is prepared to develop and implement a plan to communicate construction impacts with motorists and other key stakeholders. Multiple outreach tools will be used to deliver these messages such as VDOT’s social media and project website channels, traditional media, and stakeholder meetings. As we have done on the I-95/Temple Ave project, this outreach will be fully coordinated with the VDOT Richmond District Communications Team.

TMP Development Alternate Routing – Development and implementation of the TMP will be led by Myers TMP Manager, Rich Clifton, P.E., PTOE. Rich’s 30 years of traffic operations traffic management expertise leads the Myers Team to identify and fully analyze multiple traffic management alternatives. This diligent approach helps identify innovative approaches and solutions that provide safe construction conditions for the public while achieving the project schedule goals.

Alternate Routing – US 60 is a good alternative route to I-64 in this area. Project portable changeable message signs in advance of the Project and on I-295 can be used to provide motorists with real time travel time information *through* the project area versus the travel time *around* the project area using US 60 / Route 33 or US 60 and Route 160. This micro “Reach the Beach” type program would allow motorists to choose the fastest route to get beyond the project. Automatic and continuous updates using INRIX data and/or other sources will ensure that the bypass route does not become overloaded.

Reducing Construction Traffic Congestion
Informing motorists with real time travel time information through and around the Project (US 60/Route 33 or US 60/Route 160) allows motorists to choose the fastest route and reduces construction-related congestion.

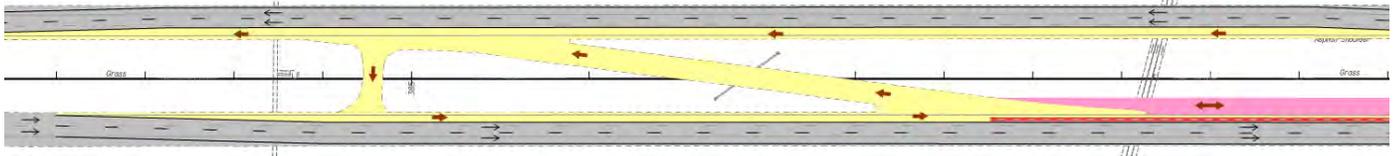
Accessing work areas within the median – Access to the median work area will need to be accomplished from the left lanes of I-64. Proper design in compliance with Section 6G-27 of the Work Area Protection Manual is important for safe operation of these access points. Placement of the work area access points to minimize the impacts to traffic while still allowing for efficient construction of the project is also important to maintaining safe and efficient traffic flow through the work area. The Myers Team will apply the following when locating and designing the access areas:

- Access at the west end of the Project will be placed west of the split to the C-D road for I-295 where traffic volumes on I-64 are significantly lower (about 17,000 VPD in each direction) so that construction traffic will be less disruptive to traffic flow. Existing median crossovers west of the Project can be utilized to accommodate construction access from both directions of I-64 with minimal additional work (see Figure 3.5.2).
- We will avoid placing access areas in the vicinity of the weigh station to prevent having construction traffic entering/exiting the highway on the left in the same areas where large trucks are entering/exiting the highway on the right.
- We will explore using the Meadow Road overpass at STA 1468+60 to provide an access point off the highway, through the construction of a temporary wire-wall ramp from the bridge to the median.

Prioritizing Weigh Station Improvements

Public safety risks can be reduced by completing the weigh station area improvements early and by avoiding left lane median work area access points in the same locations where trucks are entering/exiting the highway on the right.

Figure 3.5.2 – Median Crossover Use could Reduce Construction Access Traffic Impacts



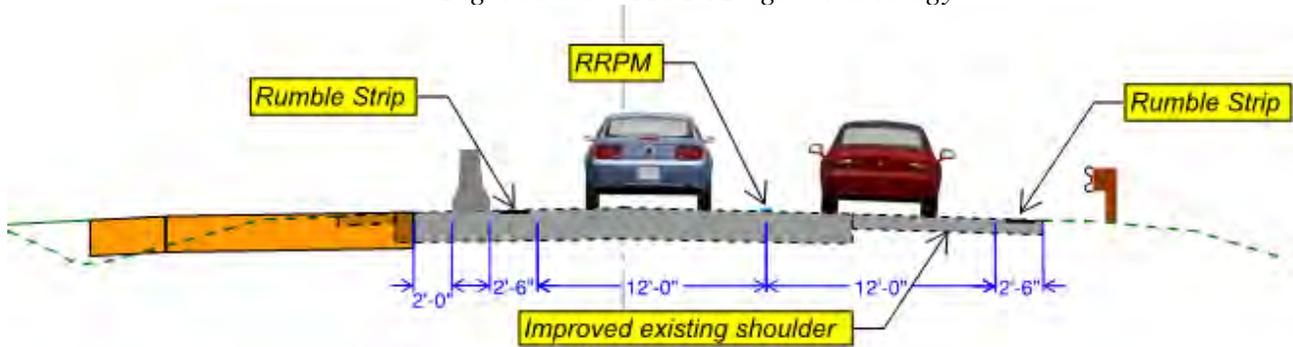
Improving outside shoulders – A thorough geotechnical investigation of the existing shoulder will minimize unexpected conditions and may reveal that the work can be accomplished without disturbance of the existing subgrade or may identify areas where the existing shoulder pavement depth is adequate and only rumble strip removal is necessary, as was the case on the I-64 Segment II Project around the Busch Gardens interchange. For this project, the Myers Team proposes to improve the full width of the outside shoulders throughout the project to provide a smooth and consistent cross section during construction and a stronger shoulder after project completion.

Shoulder Widening Improvements

Our Team plans to improve the full width of the outside shoulders throughout the Project to provide a smooth and consistent cross-section. Installing rumble strips in the shoulders will reduce run off the road incidents during construction of the Project.

Increased Shy Distance to Barrier Service – One potential mitigation strategy is to shift traffic 7’-8’ outside to provide greater separation between the travel lanes and the barrier service. This alternative strategy utilizes the full width shoulder improvements to maintain 12’ wide lanes and allow for rumble strips outside of both travel lanes as shown on Figure 3.5.3. Emergency Pull-Off areas would be provided to clear disabled vehicles. This strategy will not require any ground disturbance so that this work can be performed prior to securing VPDES permits. Additional safety improvements include the use of wider temporary pavement markings (8” versus 6”) and raised reflective pavement markers (RRPM) on the lane lines throughout the corridor and not just at the shift tapers. Shifting traffic in this manner provides 2’ between the barrier and the work space to account for barrier deflection and provides more width for safer ingress/egress at the median work area access points.

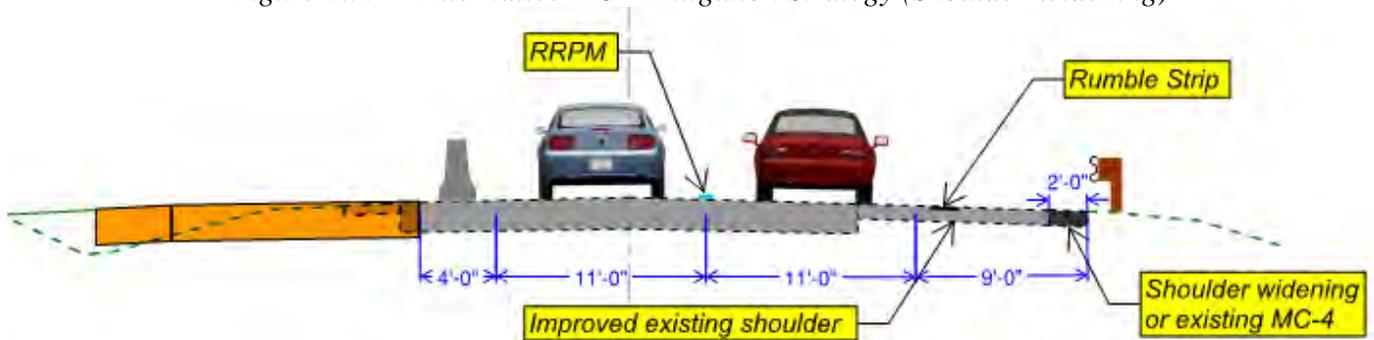
Figure 3.5.3 – MOT Mitigation Strategy



Improved Incident Management – Maintaining emergency vehicle crossovers, providing full time, on-site towing services, and clearly defined requirements for maintaining the corridor and clearing obstructions can help minimize the impacts of increased incidents on the corridor. Close coordination with emergency responders and prior planning of “what if” scenarios can help emergency responders and on-site construction personnel to be better prepared to respond to most incidents. Maintaining wide outside shoulders during construction will also help with incident response.

An alternative MOT mitigation strategy is to utilize the existing MC-4 pavement and perform minor widening of the existing shoulders where there is no MC-4 pavement so that a continuous 9’ wide shoulder can be maintained during construction. This strategy provides space for disabled vehicles and for emergency responders to get around queued traffic. Providing a near full width outside shoulder will also provide more recovery space for errant vehicles to reduce run off the road incidents and will minimize the need for modifying existing guardrail runs on the project. Rumble strips on the outside shoulders, wider pavement markings and RRPMs will further help to reduce incidents. As pictured in Figure 3.5.4, this strategy adds value to the project by providing full width (±12’) outside shoulders throughout the project limits after construction but may be cost prohibitive and cannot be implemented until VPDES permits are secured. The shoulder widening would be done using nighttime lane closures in coordination with the improvements to the existing shoulder pavement.

Figure 3.5.4 – Alternative MOT Mitigation Strategy (Shoulder Widening)



ROLE OF VDOT AND OTHER AGENCIES

During construction, VDOT will take an active role in communicating progress and issues that affect motorists and other stakeholders. Regular coordination/ information meetings will be conducted with key stakeholders, including staff from VDOT and the DMV. The Myers Team will support VDOT by providing content for press releases, the Project website, and other media for communicating the progress of the Project. Similar to the I-64 Segment II project, we are prepared to support VDOT with construction coordination for investigations and traffic advisories. We will also work with VDOT to gather and use real-time traveler information in advance of the work area to help motorists choose the best route in this area.

ADVERSE SOILS CONDITIONS

WHY THE RISK IS CRITICAL

Located in the Coastal Plain of Virginia, the Project traverses areas of fill, alluvium, the Chesapeake Group, and the Bacon's Castle Formation (Figure 3.5.5). Of these four units, three (fills, alluvium, and the Chesapeake Group) have significant potential to present adverse soils conditions. Identification and mitigation of adverse soils conditions on a transportation project of this magnitude is critical because it begins at the earliest stages of the Project and continues to broadly influence multiple design disciplines (roadway, bridge, drainage, hydraulics, environmental), as well as earthwork, foundation, and pavement construction.

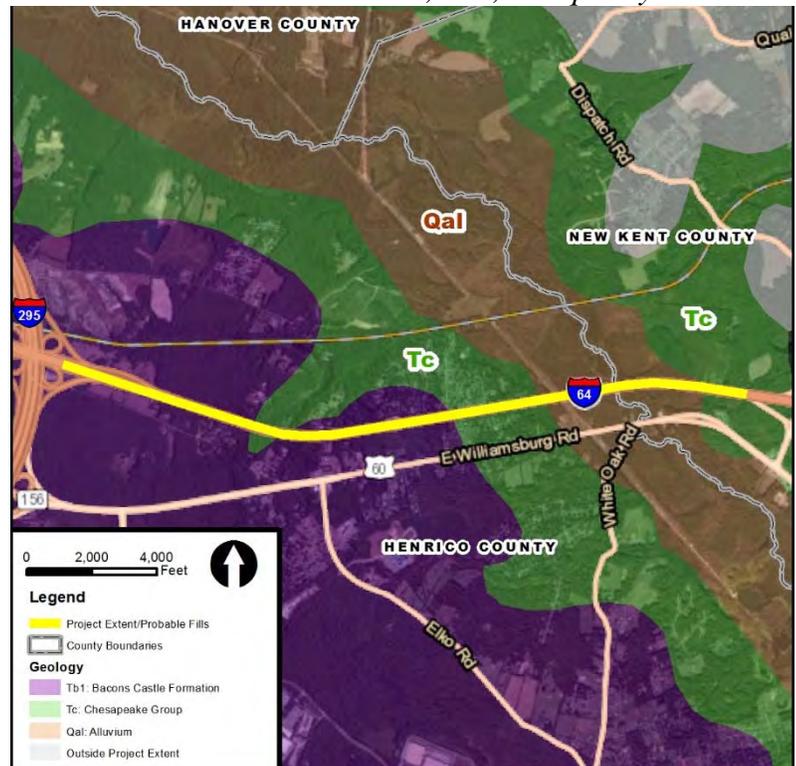
Although no Geotechnical Data Report is currently available for the Project, our review of geologic mapping, a windshield tour, existing geotechnical boring information, and our experience on other projects in close proximity to the corridor, we understand that adverse soils conditions are likely identified by the presence of unsuitable subgrade soils and embankment fill; wet, weak and soft alluvium (poor foundation soils); and low pH water and soils conditions.

The presence of uncontrolled fill outside of the existing roadway prism, saturated subgrades (floodplain soils of Chickahominy River and Higgins swamp), and highly plastic, fine-grained soils are likely to be encountered throughout the Project. Additionally, excavated grading materials may include soils not suitable for reuse as embankment fill or subgrade. While the location of some unsuitable soils associated with swampy and low-lying areas can reasonably be characterized as to the location of occurrence, the locations of uncontrolled fill soils or excavated unsuitable soils resulting from grading operations cannot.

Extending deeper into the subsurface (below anticipated subgrade soils), significant thicknesses of low strength and high compressibility soils are common in the alluvium adjacent to the Chickahominy River and Higgins swamp. Most of these exist below the water table, which are common along the corridor, as groundwater is known to be present at shallow depths. When poor foundation soils are encountered at locations of high fills (approach fills), significant settlement can be anticipated, thus affecting schedule and cost as settlement is likely to occur over an extended period of time.

Overburden soils within the project limits can have varying degrees of corrosion potential which impacts construction materials. Soils of the Chesapeake Group are commonly documented to have low pH values (<5.0), and are mapped across approximately 25% of the alignment. Additionally, low pH soils are likely to exist in areas near Boar Swamp, Chickahominy River, and Higgins Swamp and cover approximately 25% of the alignment. The existing acidity levels can negatively impact buried drainage structures and reduce the structural capacity of concrete and steel construction elements. Further consequences of low pH soil include depletion of vegetation, leading to erosion and acid drainage which threatens local surface water quality.

Figure 3.5.5 – Geologic Formations along the Corridor The Chesapeake Group, Alluvium, and Fills along the project corridor create a schedule, cost, and quality risk.



IMPACT TO THE PROJECT

The negative impact that adverse soils conditions present for subgrade, embankments, and deep foundations could impact the project schedule, public safety, and ultimately long-term performance if not managed adequately during design and construction of the Project. These challenges are compounded when working in close proximity to existing roadway and structures that will remain in service during construction.

- **Schedule** – Unsuitable materials, prolonged settlement, maintaining the appropriate stability of embankment fills, and foundation down drag all have the potential to extend the construction duration.
- **Traffic and Public Safety** – Removal and replacement of unsuitable materials would increase truck traffic along the corridor, entering and exiting the project site, and create additional safety hazards for the travelling public. Approach embankment settlement and down drag or lateral displacement of existing bridge foundations present a safety risk for traffic maintained on the bridges.
- **Quality** – Unanticipated settlement could create future maintenance issues for the roadway and may require additional fill material to maintain the roadway grade. Soil settlement around existing deep foundation elements could damage the existing structure and require repairs. Unmitigated settlement and down drag on new construction (bridge piles, pavements, embankments) could result in long-term impacts to bridge joints and bearings, uneven riding surfaces, and poor pavement drainage. Low pH soils could result in corrosion of metals and reduced life of structural members.

MYERS TEAM MITIGATION STRATEGIES

The Myers Team will mitigate risk associated with adverse soils conditions by confirming the extent of potential impacts, selecting appropriate design and remediation strategies in coordination with VDOT's recommendations, and efficiently managing construction operations to minimize the schedule, safety, and quality impacts. Our Team will focus our efforts during the RFP phase of this pursuit to effectively account for these geotechnical challenges in the bid schedule and price. Mitigation measures may include:

- **Conducting additional sampling and testing of subsurface soils.** This will satisfy the requirements of Chapter III of the VDOT MOI) to confirm locations of unsuitable soils and evaluate the potential for settlement of fills in the median and adjacent to the existing bridge foundations. Collection of supplemental field data will be prioritized to meet critical path schedule items first, with explorations for non-critical path elements being completed later in the program. The testing and sampling program may consist of conventional SPT drilling and/or DMT testing supplemented by CPT with pore pressure dissipation. Undisturbed soil sampling and laboratory testing will provide adequate supplemental information to assist with engineering soil parameters and address potential down drag considerations.
- **Developing a Soils Remediation Plan** prior to the commencement of construction which considers undercut/replacement, drying/scarification, and lime/cement stabilization. Locations where unsuitable soils are anticipated will be delineated on the project drawings (both area and depth). Potential borrow sources will be identified and approved by VDOT prior to construction to provide suitable fill material for the roadway fills and potential undercuts.

Additional Testing for Unsuitable Soils
On the I-64 Segment II Project, the Myers Team increased the frequency of CBR testing to accurately define the limits of unsuitable soils.

Maintaining Schedule Despite Encountering Unsuitable Soils
When unsuitable soils were encountered during construction of the I-95 Express Lanes Segment I Project, remediation options were already established by HDR in the Soils Remediation Plan which included provisions for unsuitable subgrades, acid sulfate soils, and heavy marine clays.

- **Mitigating median settlement impacts** by: 1) utilizing light weight aggregates/GeoFoam, 2) installing stabilization geosynthetics to better distribute the settlement, 3) surcharging embankment fills to induce/accelerate settlement, or 4) installing PVDs (wick drains) to accelerate settlement.
- **Performing additional corrosion potential tests** of the soils at the location of proposed structures. If necessary, the use of steel structures near the water table will be limited. All structures will be designed with corrosion protection, if warranted, based on the characterized conditions.
- **Mitigating new bridge foundation impacts** due to down drag and/or induced lateral movement efficiently with consideration of oversizing the foundation elements; using light-weight fill material to minimize settlement of subsurface soils; using coatings, jackets or “cans” on piles to reduce friction of subsurface soils pulling down on the pile; or modifying the construction sequencing to allow for settlement of subsurface soils to occur prior to driving of foundation elements.
- **Mitigating existing bridge foundation impacts** through various methods which may include the use of zoned lightweight backfill to reduce the driving load; isolating the existing foundations using a vertical cutoff such as steel sheeting to eliminate the transfer of down drag inducing soil movement; limiting lateral displacement by pre-drilling displacement type foundation elements; driving open-ended steel piles and backfilling with concrete; or by utilizing non-displacement type piles such as H-piles.
- **Monitoring both proposed and existing structures** for ground movement during the foundation installation process. Existing piers and bridge beams will be protected during construction and construction will be sequenced to ensure global stability of the foundations during construction.
- **Preparing for variable field conditions** with the geotechnical design deliverables by incorporating explicit design language not only for the conditions encountered during investigations, but also guidance on the impacts different conditions can have on the planned construction. By including the implications on design and construction for conditions that may not be discovered until the construction phase, our Team will be prepared to address field changes quickly.

Improving Subgrade Soils

Myers successfully improved subgrades at the Richmond Airport Project by applying more than 12 tons of lime to treat over 193,000 SY of soft subgrade soils.

Settlement Impact Analysis

On the I-95/Temple Avenue project, the Myers Team utilized settlement analysis software to accurately analyze embankment settlements and down drag forces for the existing bridge structures to eliminate conservative assumptions of a conventional 2D modeling approach.

ROLE OF VDOT AND OTHER AGENCIES

VDOT’s role in mitigating the adverse soils conditions for the Project is anticipated to begin with providing a Geotechnical Data Report, including minimum pavement requirements. The Team will review the provided data thoroughly to aid in identification of adverse conditions that influence the design and schedule. We will work closely with VDOT during the design process and construction to ensure the selected solutions are consistent with expectations for long-term performance and maintenance efforts.

VDOT’s technical specialists will be engaged in discussions during the early design stages to reach consensus on geotechnical recommendations and approve the GER. Coordination between our Team and VDOT during the subsurface exploration program is critical to its successful completion. Exploration crews will access the project site via the existing interstate roadway, which will require limited maintenance of traffic that is coordinated through the VDOT Traffic Operations Center. VDOT’s input and concurrence will be requested on the preferred mitigation methods for settlement, stability, and bridge foundation down drag.

STORMWATER MANAGEMENT

WHY THE RISK IS CRITICAL

Storm Water Management (SWM) is a critical risk due to flat longitudinal and cross slope grades throughout the Project, unknown or unfavorable existing groundwater and soils conditions, confined and/or limited ROW adjacent to existing outfall locations, and construction phasing associated with reuse of excavated soils. **Flat grades** (~0.1%) over a 1.3 mile distance (west of MP 204 to MP 205) will challenge how water is captured and conveyed to outfalls, both above and through the BMP's. It is probable that locations may be influenced by high groundwater, as the Chickahominy River flows through the middle of this flat area. Locations where BMP/SWM's would ideally be constructed are inhabited by wetlands and floodplains. Placement of SWM facilities in these locations will be scrutinized by environmental agencies. The RFQ conceptual plans identify 24 BMPs to manage the water quality and quantity requirements of the Project, all within existing ROW and primarily contained in the open spaces between the EB and WB lanes of I-64.

IMPACT TO THE PROJECT

The SWM risk on the Project presents significant impacts including schedule, construction cost, future maintenance, and safety. Extremely flat areas through the median create challenges with meeting drainage design minimum grades criteria. Swale inverts will be approximately four feet below the edge of roadway to provide adequate outfall for pavement underdrains. In addition, dry swales require approximately three feet of depth to underdrain per VDEQ (Figure 3.5.6), plus another two feet of buffer to seasonal high groundwater elevation. Therefore, the depth from edge of roadway to groundwater must be a minimum of ten feet, without considering swale grades.

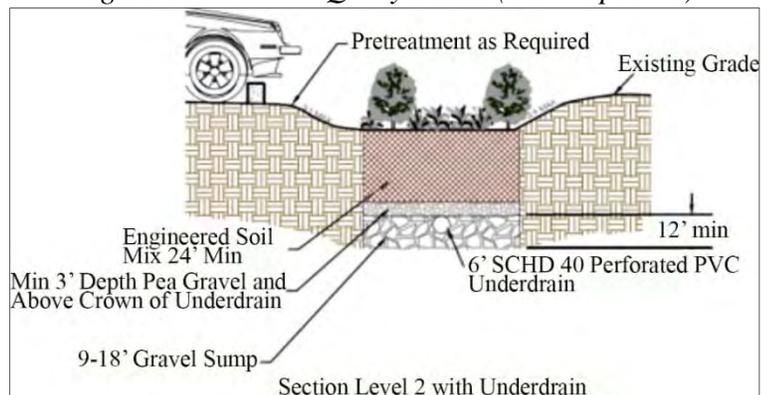
Based on the location and flow elevation of the Chickahominy River (Figure 3.5.5), and on our experience on the I-64 Segment II project, efforts to create acceptable grades by providing deeper swales will increase the likelihood that high groundwater will be an issue or that the river elevation will inhibit adequate underdrain outlet for dry swales. As a result, less efficient or higher maintenance facilities would have to be explored as well as offsite areas requiring ROW not currently contemplated.

Over 24 BMP/SWM facilities are shown in the RFQ Conceptual Plans, all of which appear to be anticipated as BMP swales (dry or wet). Furthermore, BMP swales are less efficient than bioretention facilities, expensive to build, and even more expensive to maintain. If they cannot be placed in the median areas as shown due to high groundwater or inadequate space available to achieve the required grades, there will be an added impact to right-of-way in order to provide acceptable locations adjacent to the Project to manage the quality and quantity requirements. Additionally, significant efforts would be required to design and construct features that route runoff to offsite BMP's. Both additional right-of-way beyond that currently anticipated and additional routing features would add time and effort to the Project not currently foreseen.

Figure 3.5.5 – High Flow at the Chickahominy River



Figure 3.5.6 – VDEQ Dry Swale (SWM Spec 10)



MYERS TEAM MITIGATION STRATEGIES

The mitigation strategies below focus on cost (of the project and long-term maintenance) and schedule. Given the likelihood that high groundwater could influence underground BMP measures, our Team will take a proactive approach to mitigating these concerns. We will establish a boring program that has an initial focus on groundwater readings in order to determine and fully assess any impact. Should groundwater be encountered in proposed BMP locations, we would develop alternate designs. These may include a revised detail for dry swales or bioretentions utilizing an impervious membrane to an elevation above the seasonably high groundwater level. Other options, such as less efficient grassed swales, could be implemented in much greater quantities than required for dry swales. However, they would have to be supplemented with additional check dams beyond the BMP limits to achieve needed water quantity benefits. The SWM design will be optimized during the technical phase of procurement to minimize the number of facilities. Alternative locations throughout the Project, although not considered in the preliminary SWM design, will be available in the event that groundwater readings preclude the use of BMP’s at certain selected locations. Optimizations will be accomplished by combining facilities that occur in series where feasible, maximizing contributing areas, and fully utilizing the maximum 25% purchase of nutrient credits allowed. Additionally, where profile grades are generally the same, bioretention basins may be a viable option and are preferred over BMP swales due to increased nutrient removal efficiency at little added cost. To ensure availability of nutrient credits and secure preferred pricing, we will engage Falling Springs LLC during the technical proposal phase of the Project. Understanding that VDOT’s preferred method of providing water quality is through nutrient credits because there are no long-term maintenance costs, we would explore the provisions in the regulations allowing the purchase of credits in excess of 25% with VDOT and DEQ in the event that our efforts show that the construction of BMP’s to obtain the 75% required on-site treatment levels are unreasonable due to site conditions.

Drainage Design Optimization

Myers and RDA optimized the drainage design and reduced the amount of storm drainage by more than 25% on the Middle Ground Blvd. DB project by back-grading pipes to shorten runs and optimizing SWM facility sizing/configuration.

The preliminary list of applicable BMPs (Fig. 3.5.7) will be prioritized to balance efficiency and maintenance, given the project constraints including high groundwater and limited ROW. Solutions requiring the use of amended soils, which are expensive and must be cleaned or replaced regularly to maintain their benefit, will be minimized to the extent possible. Removal efficiency will ultimately determine what is required.

ROLE OF VDOT/OTHER AGENCIES

The mitigation strategies presented are founded on forming a collaborative partnership with VDOT to work toward common goals. Our Team will do the groundwork and request that VDOT provide approval and help obtain outside agency approvals. We will engage VDOT early regarding innovative mitigation strategies to collectively establish parameters for the intended design.

Figure 3.5.7 – BMP Preference List

DEQ Practice	Practice	Total Phosphorus Removal (%)
3	Grass Channel	24 to 41
8	Infiltration 1	63
	Infiltration 2	93
9	Bioretention 1	55
	Bioretention 2	90
	Urban Bioretention	55
10	Dry Swale 1	52
	Dry Swale 2	76
11	Wet Swale 1	20
	Wet Swale 2	40
13	Constructed Wetland 1	50
	Constructed Wetland 2	75
14	Wet Pond 1	50 (45)
	Wet Pond 2	75 (65)
15	Extended Detention Pond 1	15
	Extended Detention Pond 2	31
	Most desirable efficiency but unlikely due to soil conditions	
	Very desirable efficiency but has space constrictions	
	Less Desirable due to efficiency	

APPENDIX 3.2.6

AFFILIATED/SUBSIDIARY COMPANIES

ATTACHMENT 3.2.6

State Project No. 0064-043-602, C00107458DB95

Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

The Offeror does not have any affiliated or subsidiary companies.

Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Parent	Allan Myers, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers MD, Inc.	2011 Bel Air Rd, P.O. Box 278, Fallston, MD 21047
Affiliate	Allan Myers PA, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers, L.P.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan Myers Materials MD, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Materials PA, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers DE, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Transport Co	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	American Infrastructure Investments, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	The Myers Group, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Compass Quarries, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Materials, Inc.	638 Lancaster Avenue, Malvern, PA 19355
Affiliate	Allan Myers Management, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Boulevard, Suffolk, VA 23435
Affiliate	Myers Aviation Company, LLC	1805 Berks Road, P.O. Box 98, Worcester, PA 19490



APPENDIX 3.2.7

DEBARMENT FORMS

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

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

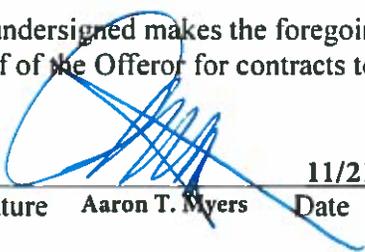
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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


Signature Aaron T. Myers Date 11/21/2016

Vice President/General Manager
Title

Allan Myers VA, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205

Project No.: 0064-043-602

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

	12/6/2016	VP of Business Development
Signature	Date	Title
DIW Group, Inc. t/a Specialized Engineering		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

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

<u><i>J. J. [Signature]</i></u>	<u>12/06/2016</u>	<u>Principal</u>
Signature	Date	Title
<u>Dulles Geotechnical & Material Testing Services</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

<u>Shawn Ward Hanko</u>	<u>December 12, 2016</u>	<u>Sr. Vice President</u>
Signature	Date	Title
<u>EEE Consulting, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

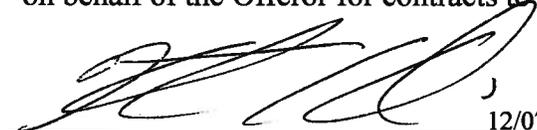
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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



<u>Signature</u>	<u>12/07/16</u>	<u>Kenneth Aducci, PE, Sr. Vice President</u>
	<u>Date</u>	<u>Title</u>

HDR Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

 Signature	<u>12/5/2016</u> Date	<u>President</u> Title
<hr/>		
Quinn Consulting Services, Inc.		
<hr/>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205

Project No.: 0064-043-602

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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


Signature _____

12/7/16
Date

Executive Director of Design-Build
Services
Title

Rinker Design Associates, P.C.

Name of Firm

APPENDIX 3.2.8

VDOT PREQUALIFICATION EVIDENCE



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

ALLAN MYERS VA, INC.

Vendor Number: **G303**

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):

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

Issue Date: July 31, 2016

Suzanne FR Lucas, State Prequalification Officer

This Rating and Classification will Expire: July 31, 2017

Don E. Silies, Director of Contracts

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

APPENDIX 3.2.9

EVIDENCE OF OBTAINING BONDING



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

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

www.archinsurance.com



3 Parkway 215-606-1600 Main
Suite 1500 866 472 8845 Toll Free
Philadelphia, PA 19102 866 637 5861 Fax

December 15, 2016

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

Re: State Project No.:0064-043-602 - Federal Project No.: NHPP-064-3 (499) - Contract ID Number:
C00107458DB98 - A Design Build Project, I-64 Widening Exit 200 to 205 From Interstate 295 To Exit
205 (Bottom Bridge), Henrico and New Kent Counties, Virginia

To Whom It May Concern:

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

As sureties for Allan Myers VA, Inc., with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Allan Myers VA, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Fifty Five Million and No/100 (\$55,000,000.00) 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))
Arch Insurance Company (AM Best Rating A+ (XV))

Elizabeth P. Cervini
Attorney-in-Fact

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

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

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

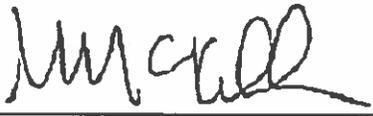
The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 13th day of January, A.D. 2016.

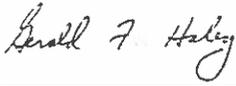
ATTEST:

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



By: 

*Secretary
Michael McKibben*

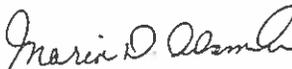


*Vice President
Gerald F. Haley*

State of Maryland
County of Baltimore

On this 13th day of January, A.D. 2016, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **GERALD F. HALEY, Vice President, and MICHAEL MCKIBBEN, Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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





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

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 15th day of December, 2016



Michael Bond, Vice President

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

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

POWER OF ATTORNEY

Know All Persons By These Presents:

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

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

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

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

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

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

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

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

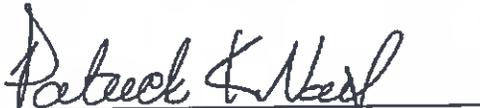
This Power of Attorney is signed, sealed and certified by facsimile under and by authority of the following resolution adopted by the unanimous consent of the Board of Directors of the Company on September 15, 2011:

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

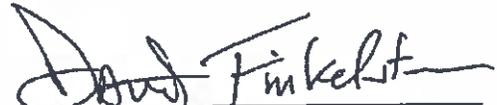
In Testimony Whereof, the Company has caused this instrument to be signed and its corporate seal to be affixed by their authorized officers, this 9th day of November, 2016.

Attested and Certified

Arch Insurance Company

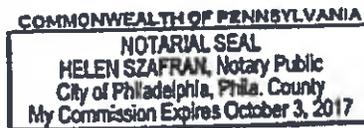

Patrick K. Nails, Secretary

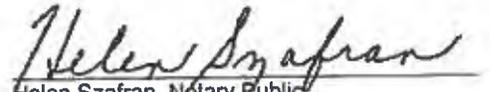



David M. Finkelstein, Executive Vice President

STATE OF PENNSYLVANIA SS
COUNTY OF PHILADELPHIA SS

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

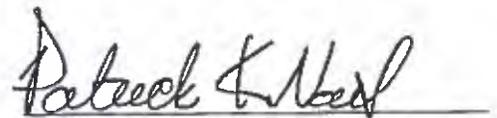



Helen Szafran, Notary Public
My commission expires 10/03/2017

CERTIFICATION

I, Patrick K. Nails, Secretary of the Arch Insurance Company, do hereby certify that the attached Power of Attorney dated November 9, 2016 on behalf of the person(s) as listed above is a true and correct copy and that the same has been in full force and effect since the date thereof and is in full force and effect on the date of this certificate; and I do further certify that the said David M. Finkelstein, who executed the Power of Attorney as Executive Vice President, was on the date of execution of the attached Power of Attorney the duly elected Executive Vice President of the Arch Insurance Company.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the Arch Insurance Company on this 15th day of December, 20 16.


Patrick K. Nails, Secretary

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

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

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



APPENDIX 3.2.10

SCC AND DPOR REGISTRATION DOCUMENTATION

ATTACHMENT 3.2.10

State Project No. 0064-043-602, C00107458DB95

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA, Inc.	0113780-1	Corporation	Active	301 Concourse Blvd, Ste 300 Glen Allen, VA 23059	Contractor	2701009872	12-31-2016
DIW Group, Inc. dba Specialized Engineering	F128190-8	Corporation	Active	4845 International Blvd, Ste 104 Frederick, MD 21703	Professional Corporation (ENG)	0407004748	12-31-2017
Dulles Geotechnical and Material Testing Services, Inc.	0758232-3	Corporation	Active	14119 Sullyfield Cir, Ste H Chantilly, VA 20151	Professional Corporation (ENG)	0407006236	12-31-2017
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Rd Mechanicsville, VA 23116	Professional Corporation (ENG)	0407003798	12-31-2017
H&B Surveying and Mapping, LLC	S290560-4	Limited Liability Corporation	Active	612 Hull St, Ste 101B Richmond, VA 23224	Professional Corporation (LS)	0407005432	12-31-2017
HDR Engineering, Inc.	F048460-2	Corporation	Active	4470 Cox Rd, Ste 200 Glen Allen, VA 23060	Professional Corporation (ENG)	0411000192	02-28-2018
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Dr, Ste 220 Chantilly, VA 20151	Professional Corporation (ENG)	0407003733	12-31-2017

ATTACHMENT 3.2.10

State Project No. 0064-043-602, C00107458DB95

SCC and DPOR Information

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
Rinker Design Associates, P.C. (RDA)	0227062-7	Corporation	Active	9385 Discovery Blvd, Ste 200 Manassas, VA 20109	Professional Corporation (ENG, LS)	0405000502	12-31-2017
				927 Maple Grove Dr, Ste 105 Fredericksburg, VA 22407	Professional Corporation Branch Office (ENG, LS)	0410000156	02-28-2018
				4301 Dominion Blvd, Ste 100 Glen Allen, VA 23060	Professional Corporation Branch Office (ENG)	0410000220	02-28-2018

ATTACHMENT 3.2.10

State Project No. 0064-043-602, C00107458DB95

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
Quinn Consulting Services, Inc	John Kevin Vicinski	Chantilly, VA	4609 Marble Rock Ct Chantilly, VA 20151	Professional Engineer	0402026380	08-31-2017
Rinker Design Associates, P.C. (RDA)	Darell Lee Fischer	Glen Allen, VA	14101 Spring Gate Terrace Midlothian, VA 23112	Professional Engineer	0402023296	06-30-2018
Rinker Design Associates, P.C. (RDA)	Real Estate Appraisal	9385 Discovery Blvd, Ste 200 Manassas, VA 20109		Real Estate Appraisal Business	4008001684	02-28-2017
		927 Maple Grove Dr, Ste 105 Fredericksburg, VA 22407		Real Estate Appraisal Business	4008001739	04-30-2018
		4301 Dominion Blvd, Ste 100 Glen Allen, VA 23060		Real Estate Appraisal Business	4008001801	04-30-2018

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w

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Commonwealth of Virginia
State Corporation Commission

Vir

12/05/16

CISM0180

CORPORATE DATA INQUIRY

12:16:26

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

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

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 216 15 6422 DATE: 10/21/16 HENRICO COUNTY
CURRENT AR#: 216 15 6422 DATE: 10/21/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

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

**EXPIRES ON
12-31-2016**

**9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500**

**NUMBER
2701009872**

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

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

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

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

(DETACH HERE)

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

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

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

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



Jan W. DeBoer
Jan W. DeBoer, Director



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Commonwealth of Virginia
State Corporation Commission

Vir

12/08/16

CISM0180

CORPORATE DATA INQUIRY

17:33:01

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

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

STREET: 4701 COX ROAD AR RTN MAIL:
SUITE 285
CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143
ACCEPTED AR#: 217 01 2461 DATE: 12/05/16 HENRICO COUNTY
CURRENT AR#: 217 01 2461 DATE: 12/05/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 1,700.00 2,000,000

(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
12-31-2017

NUMBER
0407004748

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

PROFESSIONS: ENG



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



Jay W. Lebeck
Jay W. Lebeck, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004748 EXPIRES: 12-31-2017
PROFESSIONS: ENG
DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



(FOLD)

DPOR-LIC (05/2015)
(DETACH HERE)

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

DPOR-PC (05/2015)

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Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

12/05/16

12:17:44

CORP ID: 0758232 - 3 STATUS: 00 ACTIVE STATUS DATE: 11/26/12
CORP NAME: **Dulles Geotechnical and Material Testing Services, Inc.**

DATE OF CERTIFICATE: 11/26/2012 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: TARIQ BIN HAMID

STREET: 42727 STRALOCH TERRACE AR RTN MAIL:

CITY: ASHBURN STATE : VA ZIP: 20147-0000
R/A STATUS: 1 DIRECTOR EFF. DATE: 11/26/12 LOC : 153
ACCEPTED AR#: 216 53 5395 DATE: 09/22/16 LOUDOUN COUNTY
CURRENT AR#: 216 53 5395 DATE: 09/22/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 100.00 1,000

(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

12-31-2017

NUMBER

0407006236

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

PROFESSIONS: ENG



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



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407006236 EXPIRES: 12-31-2017
PROFESSIONS: ENG
DULLES GEOTECHNICAL AND MATERIAL TESTING SERVICES, INC
14119 SULLYFIELD CIR STE H
CHANTILLY, VA 20151



Jay W. DeBoer
Jay W. DeBoer Director

DPOR-LIC (05/2015)
(DETACH HERE)

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Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

12/05/16

12:18:33

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: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 216 09 1220 DATE: 05/31/16 HENRICO COUNTY
 CURRENT AR#: 216 09 1220 DATE: 05/31/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 16 1,700.00 333,000

(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

12-31-2017

NUMBER

0407003798

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

PROFESSIONS: ENG



EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116



Janet W. DeBoer
Janet W. DeBoer, Director

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

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12/05/16

LLCM3220

LLC DATA INQUIRY

12:24:09

LLC ID: S290560 - 4 STATUS: 00 ACTIVE STATUS DATE: 04/27/09
 LLC NAME: H & B Surveying and Mapping, LLC

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 612 HULL STREET STE 101B

CITY: RICHMOND STATE: VA ZIP: 23224-0000

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

R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC

6802 PARAGON PL STE 100

RTN MAIL:

CITY: HENRICO STATE: VA ZIP: 23230-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY

YEAR	FEE	PENALTY	INTEREST	BALANCE
16	50.00			

(Screen Id:/LLC_Data_Inquiry)

COMMONWEALTH of VIRGINIA

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EXPIRES ON

12-31-2017

NUMBER

0407005432

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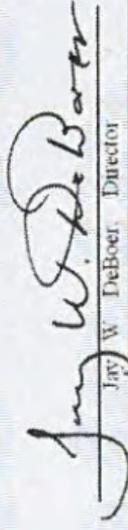
PROFESSIONS: LS



H & B SURVEYING & MAPPING LLC
612 HULL ST
SUITE 101B
RICHMOND, VA 23224



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


Jay W. DeBoer, Director

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12/05/16

CISM0180

CORPORATE DATA INQUIRY

12:20:39

CORP ID: F048460 - 2 STATUS: 00 ACTIVE STATUS DATE: 07/16/12
CORP NAME: HDR ENGINEERING, INC.

DATE OF CERTIFICATE: 06/25/1985 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: NE NEBRASKA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 216 10 6061 DATE: 07/01/16 HENRICO COUNTY
CURRENT AR#: 216 10 6061 DATE: 07/01/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 130.00 10,000

(Screen Id:/Corp_Data_Inquiry)

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EXPIRES ON
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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



HDR ENGINEERING INC
4470 COX ROAD
SUITE 200
GLEN ALLEN, VA 23060



Jay W. DeBoer
Jay W. DeBoer, Director

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CORPORATE DATA INQUIRY

12/05/16

12:19:11

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

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

STREET: 2208 S KNOLL ST

AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
 ACCEPTED AR#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT
 CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 16 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

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EXPIRES ON
12-31-2017

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0407003733

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

PROFESSIONS: ENG



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



Jay W. LeBevet
Jay W. LeBevet, Director

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

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2017
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR STE 220
CHANTILLY, VA 20151**



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12/05/16

CISM0180

CORPORATE DATA INQUIRY

12:19:49

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#: 216 02 0957 DATE: 01/13/16 FAIRFAX COUNTY
CURRENT AR#: 216 02 0957 DATE: 01/13/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 190.00 190.00 20,000

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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EXPIRES ON

12-31-2017

NUMBER

0405000502

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG, LS



**D
P
O
R**

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

Jay W. DeBoer
Jay W. DeBoer, Director

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-28-2018

NUMBER
0410000156

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PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS



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

DPR

Jerry W. DeBoer
Jerry W. DeBoer, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

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PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



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



Jay W. DeBoer
Jay W. DeBoer, Director

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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EXPIRES ON
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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER
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PROFESSIONAL ENGINEER LICENSE**

**JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151**



Jan W. DeBever
Jan W. DeBever, Director

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**BOARD FOR APELSCIDL
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026380 EXPIRES: 08-31-2017**

**JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151**



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Telephone: (804) 367-8500

EXPIRES ON

06-30-2018

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



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Jan W. DeBoer
Jan W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA**

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Telephone: (804) 367-8500

**EXPIRES ON
02-28-2017**

**NUMBER
4008001684**

**REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION**

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



Jay W. DeBoer
Jay W. DeBoer, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

04-30-2018

NUMBER

4008001739

REAL ESTATE APPRAISER BOARD APPRAISAL BUSINESS REGISTRATION

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



DPOR

Jay W. DeBoer
Jay W DeBoer, Director

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
04-30-2018

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
Jay W. DeBoer, Director

APPENDIX 3.3.1

KEY PERSONNEL RESUMES

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: M. JEFF HUMPHREYS JR., DBIA
b. Project Assignment: DESIGN-BUILD PROJECT MANAGER
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): ALLAN MYERS (MYERS) – FULL TIME
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>29</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Jeff has 36 years of experience in project management, estimating, and design oversight. He has held active roles on five VDOT design-build projects, including the I-581/Elm Avenue project. Jeff's expertise includes design risk mitigation, constructability analysis, and preconstruction project planning. He build strong partnerships with his teams and clients and strives to find win-win solutions by proactively identifying and mitigating risks before they impact project schedules and budgets. His partnerships with clients and project stakeholders simplify contract administration. ALLAN MYERS, DBPM/SENIOR ESTIMATOR (2009 – PRESENT): As Design-Build Project Manager, Jeff is responsible for managing design, construction, quality management, and contract administration for his projects. Jeff has managed the startup of multiple design-build projects including the Middle Ground Boulevard Extension (\$32.5M), the I-581/Elm Ave Interchange Improvements (\$20.4M), and the Route 29 Bridge over Tye River project (\$6.7M) for VDOT. Jeff is responsible for all aspects of project start up, including design team coordination, project planning and scheduling, and submittal coordination. His responsibilities also include overall management of the construction and design process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He is also responsible for coordination with clients, project stakeholders, and public outreach efforts. Jeff manages all aspects of project estimating, engineering, customer satisfaction, and safety for all phases of construction. JOSEPH B. FAY COMPANY, PROJECT MANAGER/SENIOR ESTIMATOR; (2005 – 2009): Duties included initial estimating and project procurement, project management, scheduling, negotiations, recruitment, owner relations and public relations. Jeff was responsible for overseeing safe and successful project construction, bridge rehabilitation, and bridge demolition projects in the Mid-Atlantic Region. KEY CONSTRUCTORS, INC., VICE PRESIDENT/STRUCTURES DIVISION MANAGER; (2003 – 2005) Responsible for the safe and successful development and operation of all corporate bridge projects with an annual volume of \$14M. Estimated and managed safe and successful bridge construction projects in Virginia and North Carolina. D.W. LYLE CORPORATION, VICE PRESIDENT, CONSTRUCTION; (1998 – 2003): Jeff was responsible for management of all field operations and personnel on various public projects for VDOT and NCDOT, as well as many private sector projects. His duties included estimating, construction management and delivery of design-build projects including the Route 288 PPTA Project between the Powhite Parkway and the I-64 interchange.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: NELSON COUNTY HIGH SCHOOL/1976-1980/GENERAL STUDIES, BUILDING TRADES PENN STATE UNIVERSITY, STATE COLLEGE, PA/TWO CEU'S/1986/SUPERVISOR TRAINING
f. Active Registration: Year First Registered/ Discipline/VA Registration #: EROSION AND SEDIMENT CONTROL CONTRACTOR CERTIFICATION #1-04983 THE DESIGN-BUILD INSTITUTE OF AMERICA, DESIGNATED DESIGN-BUILD PROFESSIONAL, DBIA
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(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.</p>

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

1. **Project Highlights:** This project improved traffic flow along I-581 and Elm Avenue by reducing congestion at the interchange. Improvements added a lane to both off-ramps, extended turning lanes, widened/replaced two bridges, and reconstructed all four ramps.

Role: Design Build Project Manager responsible for the design management, construction quality management, contract administration, overall estimating, constructability, and overall management of this project. Jeff was responsible for supervising and controlling the design, construction, quality management, contract administration, and materials procurement. Jeff ensure all contractual obligations under the contract were met and supported dispute avoidance and resolution.

Impact on the Project: Jeff lead Project Partnering efforts early in the project design and throughout construction along with early Public Relations efforts and kept all stakeholders informed. He worked with designers and field personal to ensure constructability and safe operations. Jeff worked with RDA to build retaining walls that required minable support of excavation and disruption to the traveling public. Jeff proposed a single overhead sign structure built on the center pier of the I-581 bridge in lieu of the two structures shown on the RFP plans to the designer, which allowed better site distance for motorist and less confusion with limited signage.

Reference: Robert Phlegar, 504-378-5038, r.phlegar@vdot.virginia.gov

2. ALLAN MYERS

3. AUGUST 2012 – AUGUST 2015

Relevance to the Project

- ✓ VDOT design-build
- ✓ Teamed with RDA
- ✓ Interstate construction
- ✓ Bridge replacement
- ✓ Culvert extensions
- ✓ Maintenance of traffic

VDOT MIDDLE GROUND BOULEVARD DESIGN-BUILD, NEWPORT NEWS, VA (\$32M)

1. **Project Highlights:** This project, the first VDOT design-build roadway project in the Hampton Roads District, extended Middle Ground Boulevard from its previous termini at Route 143 (Jefferson Avenue) approximately 1.2 miles to Route 60. Myers was responsible for overall design and construction including 1.2 miles of primarily new mainline four-lane divided highway, widening of urban principal arterial roadways at Jefferson Avenue and Warwick Boulevard to provide turn lanes to the new roadway, and intersection improvements.

Role: Assistant to the DBPM, Jeff was responsible for the design management and preconstruction startup of this project. Jeff coordinated development of the MOT plans to minimize temporary traffic control measures. He was responsible for the design development, constructability reviews, quality management and contract administration.

Impact on the Project: Through involvement in the design development, Mr. Humphreys helped expedite the start of construction on critical work operations to mitigate the schedule risk. Mr. Humphreys recommended and coordinated soils and water sampling to determine the potential for hazardous materials early in the design process to mitigate this potential risk. In addition, Jeff coordinated with the designer to expedite delineation changes through partnering relationships with the USACE and VA DEQ.

Reference: VDOT Project Manager, Vasilios Andreou (804) 524-6073 v.andreou@VDOT.virginia.gov

2. ALLAN MYERS

3. MAY 2011 – DECEMBER 2014

Relevance to the Project

- ✓ VDOT Design-Build
- ✓ Teamed with RDA
- ✓ Roadway widening
- ✓ Bridge construction
- ✓ Stormwater management
- ✓ Public Involvement

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

1. **Project Highlights:** Approximately 17.5 miles of Route 288 between the Powhite Parkway Extension (Route 76) in Chesterfield County and Interstate 64 in Goochland County. Enabled western portion of VA-288 to be built immediately including 10 new interchanges on a 4-lane freeway.

Role: Contracted as a dedicated bridge subcontractor, Jeff was the Vice President of Construction and directly managed and controlled all aspects of the work activities constructed by his firm. He oversaw and control all aspects of construction, quality management, contract administration, and materials procurement for 15 bridges and roadway grading activities. He oversaw project cost estimating and scheduling and assisted the design team through constructability issues and project phasing for structures and associated roadway.

Impact on the Project: Jeff was responsible for early constructability reviews during design to expedite the start construction and advance the schedule quickly. Jeff served as the contractor's bridge structure team leader for the project to channel all plans and RFI's to the correct designers and prime contractor's personnel. Jeff supported the use of MSE walls at bridge abutments to shorten construction schedules and the use of Prestressed Bulb-Tee girders at all overpass structures which saved construction material and reduced VDOT's long maintenance cost.

2. D.W. LYLE CORPORATION

3. MARCH 2001 – APRIL 2003

Relevance to the Project

- ✓ VDOT Design-Build
- ✓ Highway construction
- ✓ Bridge construction

* 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.

Jeff is committed to the project's success and is available to oversee the design, construction, quality management, and contract administration.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: JOHN VICINSKI, P.E. DBIA
b. Project Assignment: QUALITY ASSURANCE MANAGER
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): QUINN CONSULTING SERVICES (QUINN) – FULL TIME
d. Employment History: With this Firm <u>8</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): John has 33 years of experience and has held lead QA and QC roles on VDOT and FHWA design-build projects. As the QAM for 15 transportation projects, he has written, overseen, and implemented project-specific QA/QC plans that conformed to VDOT's Minimum Requirements for Quality Assurance and Quality Control for numerous projects. He is experienced with interstate widenings, phased construction, and bridge modifications with high traffic volumes. QUINN CONSULTING SERVICES, QUALITY ASSURANCE MANAGER (2008 – PRESENT): As the QAM on Design-Build Projects, John has been responsible for the Quality Assurance and oversight of construction operations, including QA testing technicians; he certified to VDOT whether materials and work complied with the Contract Documents; he conducted preparatory inspection meetings prior to the start of any new work; provided oversight and directed the independent QA testing and inspections; and compared the QA and QC tests to ensure that they abided by VDOT's Minimum QA/QC Requirements Manual. ALPHA CORPORATION, VICE PRESIDENT AND DIRECTOR OF TRANSPORTATION IN VA (1995 – 2008): John is a registered professional engineer in Virginia with more than 32 years' experience in engineering with emphasis on transportation systems, structures, utilities and construction methods. He served as a Quality Assurance Manager (QAM), Inspector Coordinator and/or Project Director on 30 Design-Build projects, 15 VDOT district-wide and regional contracts as well as 6 VDOT project specific jobs. He has managed a staff of up to 80 inspectors and engineers across 20+ contracts simultaneously where he has worked closely with clients to match staff skills and experience to project requirements. John has worked with engineering consultants since 1990 where he has held many positions. He is knowledgeable of VDOT's Construction Program, Road and Bridge Specification and Standards, Site Manager, and Virginia Work Area Protection Manual.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: UNIVERSITY OF PITTSBURGH, JOHNSTOWN/B.S./1982/CIVIL ENGINEERING
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/PROFESSIONAL ENGINEER/ VA REGISTRATION #0402-026380
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(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.</p> <p>VDOT I-64 SEGMENT II DESIGN-BUILD, NEWPORT NEWS, YORK, & JAMES CITY CO., VA (\$138M)</p> <ol style="list-style-type: none">1. Project Highlights: This Project includes widening the existing I-64 interstate to a 3-lane section from the end of I-64 Segment I, approximately 7 miles. Improvements include: full-depth reconstruction of the existing lanes; the addition of a 12-foot-wide travel lane and a 12-foot-wide paved shoulder in each direction; repair and widening of nine existing bridges and six box culverts; and widening the existing roadway and bridges in the median of the existing interstate to avoid impacts to existing interchanges. The scope of work includes all work required to support the design and construction of the Project including, but not be limited to, the following: roadway; structures and bridges; environmental; traffic control devices; maintenance of traffic; noise walls; right-of-way; utilities; landscaping; public involvement/relations; ITS; railroad coordination; third-party coordination; and construction engineering and inspection



Role: As the QAM, John is responsible for QA inspection and testing of material and work, including monitoring contractor’s QC program. He checks test, daily, safety, and environmental reports; ensures work and materials, testing and sampling conform with contract documents and “approved for construction” plans/specs; conducts preparatory inspection meetings prior to the start of any new work; directs the independent QA testing and inspections; and compares the QA and QC tests to ensure that they abide by VDOT’s Minimum QA/QC Requirements.

Relevance to the Project

- ✓ VDOT Design-Build
- ✓ Interstate widening
- ✓ Structures/bridges
- ✓ MOT
- ✓ ROW

Impact on the Project: John was instrumental in the development of the QA/QC Plan and worked with VDOT to include clarification to the document. John ran Preparatory Meeting for the early Design Package to maintain project schedules. This included developing the agenda; facilitating the meeting, providing minutes and follow-up actions.

Reference: Mr. Giles Njumbe, P.E., VDOT, (757) 253-5367, Giles.Njumbe@VDOT.Virginia.gov

2. QUINN CONSULTING SERVICES, INC. 3. MARCH 2014 – PRESENT

VDOT FAIRFAX COUNTY PARKWAY (PHASE III) DESIGN-BUILD, FAIRFAX COUNTY, VA (\$22M)

1. **Project Highlights:** The project scope included construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway.

Relevance to the Project

- ✓ VDOT Design-Build
- ✓ QA/QC
- ✓ Structures/bridges
- ✓ Noise analysis/abatement
- ✓ Complex MOT/TMP

Role: As QAM, John oversaw QA and QC staff to make certain the project was completed in accordance with the contract documents and VDOT Design-Build Minimum Standards. Responsibilities included facilitating preparatory meetings before new activities, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required. John worked to utilize the VDOT Design-Build Manual in Northern VA while working closely with Federal Highway personnel who administered the project

Impact on the Project: John created, maintained and closed out project punch lists for each group of major activities (i.e. bridges, soundwalls). He also maintained the FHWA QL A System to track and report on project material acceptability.

Reference: Mr. Tim Brown, FHA – EFL, (703) 440-9086, Timothy.Brown@dot.gov

2. QUINN CONSULTING SERVICES 3. FEBRUARY 2010 – MARCH 2013

EASTERN FEDERAL HIGHWAY ROUTE 1 WIDENING DESIGN-BUILD, FAIRFAX COUNTY, VA (\$185M)

1. **Project Highlights:** This Project consists of the widening of a 3.68 mile segment of U.S. Route 1 (Richmond Highway) from Telegraph Road (Route 611) to Mount Vernon Highway (Route 235) in Fairfax County, VA. The project widens the highway from four through lanes to six through lanes, including the addition of left and right turn lanes at intersections and connecting roadways; and the construction of a multi-use trail, pedestrian sidewalk, and on-road bicycle accommodations. The Project also includes the construction of new bridges over the Accotink Creek. These improvements are necessary to improve traffic operations on Route 1 and to provide access to the new Army Hospital located on Fort Belvoir.

Relevance to the Project

- ✓ In cooperation with VDOT
- ✓ Design-Build
- ✓ QA/QC
- ✓ Traffic control
- ✓ Roadway widening

Role: As the QAM, John is responsible for QA inspection and testing of materials used and work performed, including monitoring contractor’s QC program. He checks test reports, daily reports, safety reports, and environmental reports; he ensures work and materials, testing, and sampling conform with the contract documents and “approved for construction” plans/specs; he conducts preparatory inspection meetings prior to the start of any new work; provides oversight and directs the independent quality assurance testing and inspections; and compares the QA and QC tests to ensure that they abide by VDOT’s Minimum QA/QC Requirements Manual.

Impact on the Project: John facilitated over 30 detailed activity preparatory meetings and worked with VDOT, EFLHD, and the contractor to resolve project issues at the lowest possible level.

Reference: Mr. Tim Brown, FHA – EFL, (703) 440-9086, Timothy.Brown@dot.gov

2. QUINN CONSULTING SERVICES, INC. 3. MARCH 2014 – PRESENT

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. *John is available and committed to ensuring quality design and construction of the Project.*



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: DARELL FISCHER, PE, DBIA, PRINCIPAL/GENERAL MANAGER (RICHMOND)
b. Project Assignment: DESIGN MANAGER
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): RINKER DESIGN ASSOCIATES (RDA) – FULL TIME
d. Employment History: With this Firm <u>9</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Darell has 30 years of transportation design experience and 22 years of design management experience. He has served as the Design Manager on nine design-build projects, seven of which were VDOT projects. Darell has worked with Myers successfully for four of these VDOT design-build projects, including the I-581/Elm Avenue and the I-95/Temple Avenue projects. Darell's common sense engineering approach helps identify opportunities for unique project solutions within the confines of the project requirements. By looking for opportunities within the project footprint and allowing the project conditions to define the design approach, his design teams are able to limit disturbance and unnecessary impacts, which provide cost and schedule savings. His experience includes interstate widening and complex TMP/MOT development that supports constructability, maintains traffic, and accelerated project delivery. RDA, EXECUTIVE DIRECTOR OF DESIGN-BUILD SERVICES / GENERAL MANAGER / PRINCIPAL, RICHMOND OFFICE (2016-PRESENT): In addition to the duties described below, Darell is responsible for pursuing and overseeing all design-build projects for RDA. He is actively involved in DBIA and with the VTCA Design-Build (DB) Committee. He is responsible for tracking future DB projects and finding the right contractor to lead the pursuit based on past experience and qualifications. Additionally, he is responsible for establishing the teams for all DB projects – putting the right people on the project and bringing in the right subconsultants to support. Finally, Darell helps to establish and finalizes all fee proposals for DB pursuits to ensure consistency and aggressiveness. As a result of his detailed involvement through all aspects of the DB process, Darell is extremely knowledgeable about what is involved in each DB project, what it will take to win, and how to execute to ensure success. RDA, ASSISTANT DIRECTOR OF TRANSPORTATION / PRINCIPAL (2007-2016): Darell was responsible for allocating, overseeing and managing all designs performed in the Richmond Office, by another office for a project managed by the Richmond Office, and all sub-consultants on those projects. Design elements managed include roadway design, hydrology/hydraulic analysis, traffic analysis and design, construction plan preparation, R/W acquisition, utility coordination/design, environmental permitting / environmental compliance, and structural design. His duties also include development and implementation of the design QA/QC programs for design-build projects. From 2007 and 2011, he performed the same role for RDA's Transportation Group in the Fredericksburg Office prior to opening the Richmond Office in early 2011. JOHNSON MIRMIRAN & THOMPSON, VICE PRESIDENT/BRANCH MANAGER (2001-2007): 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. Additional responsibilities of office operations included: hiring, firing, raises, evaluations, dispute resolution, resource allocation, manpower projections and marketing.
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. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>



VDOT I-64 SEGMENT II, DESIGN-BUILD, YORK COUNTY/NEWPORT NEWS (\$138.7M)

1. **Project Highlights:** The project involves the widening of I-64 for approximately 7.5 miles. Widening is primarily to the median. Scope of work includes: utility coordination and design; complex TMP; E&S and environmental permitting; bridge design; and geotechnical analysis. SWM design to meet current regulations along with detailed hydrologic/hydraulic studies for FEMA regulated waterways have established the design and construction approach needed for success.

Role: As Design Manager, Darell is responsible for all design components/disciplines/subconsultants, as well as design QA/QC to ensure compliance with all Contract documents. As requests for information are received, Darell ensures that responses and supporting information is provided expeditiously. Once construction begins, Darell will address shop drawing reviews for constructability as well as compliance while taking into account necessary means and methods for implementation.

Impact On the Project: Through collaboration with Myers and VDOT, the plans are being developed in work packages so that Myers can initiate phased construction prior to final approval, which will provide needed schedule flexibility. Integration of Myers' construction staff with RDA's design team for the TMP, roadway and structural designs has been instrumental in ensuring that cost and constructability are maintained.

Reference: Janet Hedrick, VDOT, (757) 494-5478, janet.hedrick@VDOT.virginia.gov

2. RINKER DESIGN ASSOCIATES

3. FEBRUARY 2016 – JULY 2019 (EST.)

Relevance to the Project

- ✓ D/B project with Myers
- ✓ Interstate widening
- ✓ Complex TMP/MOT
- ✓ Utility coordination
- ✓ ROW acquisition
- ✓ Geotechnical challenges
- ✓ Interstate design
- ✓ Corridor experience

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

1. **Project Highlights:** This project improved traffic flow along I-581 and Elm Avenue by reducing congestion at the interchange. Improvements added a lane to both off-ramps, extended turning lanes, widened/replaced two bridges, and reconstructed all four ramps.

Role: As Design Manager, Darell was responsible for the design, management, and QA/QC for complete roadway construction plans to meet

RFP and design criteria compliance, to include all design disciplines and subconsultants. Darell's responsibilities included the design input and oversight of TMP, utility coordination/design, bridge reconstruction/widening design, and geotechnical analysis. He was responsible for coordinating with Myers, VDOT, the City of Roanoke, and utility companies to ensure constructability and attainment of goals. Additionally, Darell addressed shop drawing reviews for compliance with the contract and specifications.

Impact On the Project: Darell provided detailed coordination between the design and the construction team which minimized RFI's and expedited a thorough execution of the work plan. He worked closely with Myers to ensure that the MOT was reasonable and feasible while maintaining a safe work zone. The TMP on this project required significant integration of the roadway and bridge designers as it encompassed both bridge widenings and the adjacent/approach roadway work.

Reference: Robbie Williams, VDOT, (540)387-5345, robbie.williams@VDOT.virginia.gov

2. RINKER DESIGN ASSOCIATES

3. AUGUST 2012 – AUGUST 2015

Relevance to the Project

- ✓ D/B project with Myers
- ✓ Interstate design
- ✓ Complex TMP/MOT
- ✓ Geotechnical challenges
- ✓ ROW acquisition

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

1. **Project Highlights:** The project scope involved the development of roadway/drainage design on new alignment and widening of highly congested, urban roadways including 1.2 miles of four-lane divided highway and widening of existing adjacent roadways. Additional scope included: utility coordination and design; TMP; E&S and environmental permitting; bridge design; and geotechnical design and analysis.

Role: As Design Manager, Darell was responsible for the design, management (disciplines and subconsultants), and design QA/QC for complete construction plans. Plan reviews focused on contract document compliance while plan packages focused on advancing construction ahead of final approval. During construction, he reviewed requests for information to ensure Myers received the correct answers. He also reviewed shop drawing reviews (i.e. drainage structures, sign panels, bridge super/sub-structure elements) to ensure that compliance with all requirements was achieved.

Impact On the Project: The TMP design along the congested roadways presented unique challenges to ensure driver and construction personnel safety. As a result, Darell and his team collaborated with Myers' construction staff for the TMP design which included specific sequencing needs to address construction means and methods.

Reference: Bruce Duvall, VDOT, (757) 494-5480, bruce.duvall@vdot.virginia.gov

2. RINKER DESIGN ASSOCIATES

3. JUNE 2011 – DECEMBER 2015

Relevance to the Project

- ✓ D/B project with Myers
- ✓ Complex TMP/MOT
- ✓ Geotechnical challenges
- ✓ Utility coordination
- ✓ ROW acquisition

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



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: BENJAMIN BUSHEY, CONSTRUCTION MANAGER
b. Project Assignment: CONSTRUCTION MANAGER
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time):: ALLAN MYERS (MYERS)
d. Employment History: With this Firm <u>9</u> Years With Other Firms <u>1</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Construction Manager, Ben Bushey has ten years of boots-on-the-ground construction management experience including five interstate widening and interchange projects. His background in construction quality control and detailed operation planning ensure a schedule-driven construction approach for the Project. Over the past eight years, Ben has been involved with the construction of five VDOT design-build projects. His involvement contributed to the early delivery of the Richmond Airport Connector Road and Route 29 Bridge Replacement over Tye River design-build projects, which were delivered 2 and 7 months ahead of schedule, respectively. ALLAN MYERS, DB CONSTRUCTION MANAGER (2013 – PRESENT): Manages all aspects of his projects including planning and scheduling work activities; coordination with owners & other stakeholders, design consultants, and utility owners; and public outreach for all phases of construction. Ben oversees construction engineering; submittals; pay estimates; coordination with subcontractors and suppliers; and safety for all phases of construction. He monitors the construction schedule to ensure project milestones are achieved, production goals are met, and additional resources are provided when necessary. He oversees construction QC and ensures material used and work performed meets or exceeds contract requirements and AFC plans and specs. He manages multiple project engineers and superintendents to ensure project delivery meets or exceeds all expectations of quality, safety, schedule, and budget. ALLAN MYERS, PROJECT ENGINEER (2007 – 2012): Responsible for detailed operation planning, material procurement, schedule management, and subcontractor oversight. He managed project cost reporting, quantity and material tracking, and project management documentation. In addition, Ben was responsible for inspection of erosion and sediment control measures, maintenance of traffic operations, and quality control. His experience includes projects ranging from \$12M to \$173M. PENNDOT, CONSTRUCTION INTERN (2006-2007): Supported PennDOT District 8 inspection staff on a roadway and bridge construction project southwest of Harrisburg, PA. Responsibilities included construction inspections, quantity takeoffs, review of pay quantities, field inspections, and schedule review.
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. <ol style="list-style-type: none"><i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i><i>Note whether experience is with current firm or with other firm.</i><i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(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.</p> <p>VDOT I-581 ELM AVENUE INTERCHANGE DESIGN-BUILD, ROANOKE, VA (\$20M)</p> <ol style="list-style-type: none">Project Highlights: This project improved traffic flow along I-581 and Elm Avenue by reducing congestion at the interchange. Improvements added a lane to both off-ramps, extended turning lanes, widened/replaced two bridges, and reconstructed all four ramps. Traffic was maintained on both Elm Avenue and I-581 using phases construction and systematically performing the construction sequentially from one side of the road to the other Role: As Construction Manager, Ben was on the site project for the duration of construction. He was responsible for managing all aspects of the construction process and worked closely with VDOT to develop common sense

project solutions that mitigated schedule impacts. Ben provided daily oversight of construction quality control inspections and ensured QC testing met the frequency requirements. He coordinated construction activities with VDOT, the City of Roanoke, NSRR, and other project stakeholders.

Impact on the Project: Ben and VDOT project staff had great communication and an effective partnership throughout the project which allowed issues to be resolved at the project level and minimized schedule impacts. He worked collaboratively with VDOT and the City to minimize construction impacts for vehicular and pedestrian traffic. Ben also value-engineered an alternative to micro-tunneling and proposed a tunnel boring operation.

Reference: Robert Phlegar, 504-378-5038, r.phlegar@vdot.virginia.gov

2. Firm: ALLAN MYERS

3. Dates: APRIL 2013 – FEBRUARY 2016

Relevance to the Project

- ✓ VDOT design-build project
- ✓ Teamed with RDA
- ✓ Interstate construction
- ✓ Bridge replacement
- ✓ Culvert extensions
- ✓ Maintenance of traffic

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

1. **Project Highlights:** Designed to ease congestion and enhance safety on the interstate, the project reconstructed and widened 5.3 miles of the PA Turnpike from four lanes to six-lanes and reconstructed the Valley Forge interchange. Accelerating reconstruction at the Valley Forge interchange improved traffic flow at the toll plaza prior to reconstructing the roadway. Three box culvert extensions were required on the project, including two single cell culverts and one twin cell.

Role: As a Construction Field Engineer, Ben was supervised multiple crews and subcontractors, developed detailed work plans, and incorporated safety planning into operations. He was also responsible for scheduling, subcontractor coordination, permanent materials procurement, construction quality control, tracking labor and equipment costs, and material yields. Ben developed pre-pour checklists, checked grades, coordinated concrete testing, conducted depth checks, and monitored evaporation rates for bridge deck pours.

Impact on the Project: Ben supported eight concrete crews to achieve production, quality, and safety goals for the Project. As the project progressed, he took a leadership role to complete construction and close out the contract.

Reference: Pennsylvania Turnpike Commission, Bernard Bydlon, 610-313-6200, bbydlon@paturndpike.com

2. Firm: ALLAN MYERS

3. Dates: JUNE 2007 – FEBRUARY 2009

Relevance to the Project

- ✓ Four to six-lane interstate widening
- ✓ Shoulder improvements
- ✓ Bridge replacement
- ✓ Culvert extensions
- ✓ Maintenance of traffic

VDOT F25 ROUTE 1 BRIDGE REPLACEMENT, CHESTERFIELD COUNTY, VA (\$11M)

1. **Project Highlights:** The project includes reconstruction and widening of one mile of Route 1. Project includes 80,000 cy of fill placement; complete reconstruction of a 180' bridge over two CSX tracks; drainage enhancements; two large MSE walls; a large concrete retaining wall; and new roadway lighting, signage and signals. Myers coordinated with the County for the waterline relocation work, which included two jack and bore operations and approximately 1500 feet of 8" waterline. Drainage work includes roadway crossings which were open cut across Route 1 using night-operations.

Role: As Construction Manager, Ben was responsible for all aspects of construction oversight and management, coordination with VDOT and project stakeholders, schedule management, subcontractor coordination, construction quality control, safety planning, monthly pay estimates, and budget management. He managed the weekly planning and scheduling process with developed detailed 5-week look-ahead schedules and oversaw the construction quality control activities for the project.

Impact on the Project: Ben and his team delivered this successful project 6 months early and under budget. He communicated daily with VDOT to maintain accurate quantity tracking during construction. Ben coordinated public relations activities with VDOT and his leadership has built a strong working relationship with CSX representatives.

Reference: Eric Thornton, VDOT Construction Manager, eric.thornton@VDOT.Virginia.gov, (804) 920-3319

2. Firm: ALLAN MYERS

3. Dates: OCTOBER 2014 – DECEMBER 2016

Relevance to the Project

- ✓ VDOT Richmond District
- ✓ Roadway widening
- ✓ Bridge replacement
- ✓ MSE/retaining walls
- ✓ Maintenance of traffic

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

- I-95/Temple Avenue Interchange Improvements, Construction Manager, November 2017

APPENDIX 3.4.1

WORK HISTORY FORMS

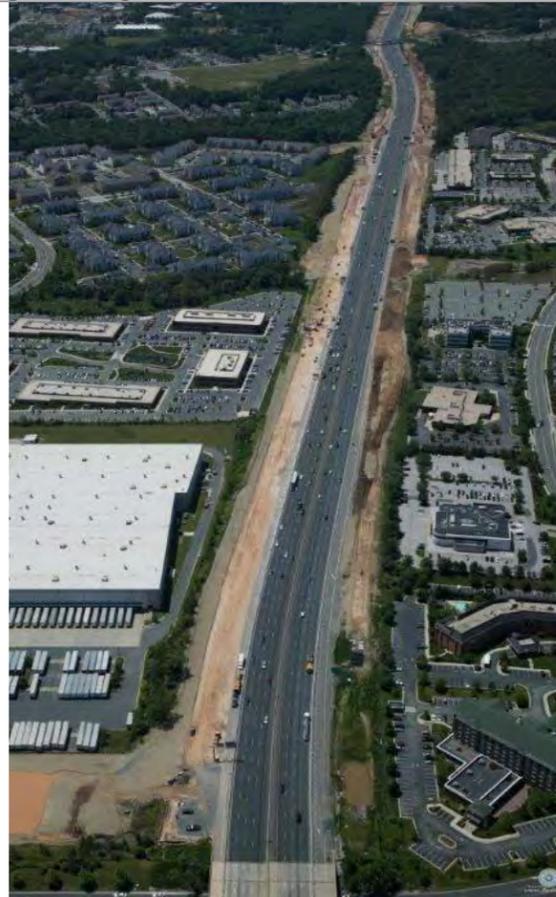
ATTACHMENT 3.4.1(a)

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-95 EXPRESS TOLL LANES (ETLS) Location: BALTIMORE, MD	Name: URS AND RUMMEL, KLEPPER & KAHL JOINT VENTURE (RKK) 	Name of Client: Maryland Transportation Authority (MDTA) Phone: 410-537-1000 Project Manager: Gradon Tobery Phone: 410-931-0808 Email: gtobery@I-95GEC.com	10/2010	10/2010	\$52,477,777	\$53,748,069	\$53,748,069

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



Aerial photo of entire project

SUCCESSFUL DELIVERY DETAILS

- Construction was completed on-schedule and within budget, despite the high volumes of traffic and challenging weather conditions.
- Received an "A" rating on Environmental Management (from MTA's E&S consultant Greenman-Pederson)
- Received an overall rating of "Very Good" from the GEC Construction Manager (Past Performance Questionnaire – 2014).
- The project had an exemplary safety record with zero lost time injuries.

PROJECT DESCRIPTION AND RELEVANCE

This Project was designed ease congestion and traffic and involved the reconstruction of I-95 for 1.80 miles to the north of the I-695 interchange between Rossville Boulevard and Campbell Boulevard.

INTERSTATE WIDENING – The existing eight-lane divided highway was reconstructed into twelve total lanes – eight general purpose lanes and four express toll lanes.

COMPLEX MAINTENANCE OF TRAFFIC – To minimize traffic delays and enhance safety to the traveling public, particularly during rush hour, an abundant amount of night work was utilized. In addition, safety was increased by eliminating left exits, improving interchanges, and reducing conflict points. Four lanes of traffic were maintained during construction through this congested corridor while widening to the outside of the existing NB and SB roadways. Once the new outside lanes were completed, traffic was placed on these lanes and the middle of I-95 was reconstructed.

BRIDGE REPLACEMENT/RECONSTRUCTION – Contingent repairs to the existing MD 43 bridges over I-95 were added to the scope of work to ensure the safety of the traveling public until these were removed by a later project.

MAJOR CULVERT EXTENSIONS – Phased replacement of a deteriorating major large diameter structural plate pipe arch culvert under the entire width of I-95 with a precast concrete arch culvert was an environmentally sensitive critical path item that literally cut the project into two. The stream in this area was subject to drastic flow fluctuations during storm events and had to be flumed directly through the work area. Myers implemented an innovative stream diversion/support of excavation scheme.

RETAINING AND NOISE WALLS – The Project included two retaining walls which were constructed in a top-down fashion and were 482' long and 256' long. H-piles were embedded in 36" diameter caissons and installed at 8' spacing. Timber lagging was utilized and a 10" thick reinforced concrete wall was cast-in-place to the front of the H-piles. Construction of the shorter wall required one row of tiebacks.

GEOTECHNICAL CHALLENGES – The geotechnical conditions and challenges included undercutting and stream flooding during storms and periods of rain. Myers proposed a change in foundation design due to the subsurface conditions on the project, and MTA approved the use of H-piles instead of caissons which resulted in faster work times and a more stable construction process due to inclement weather and regular stream flooding.

STORMWATER MANAGEMENT – The Project included new storm drain improvements, stormwater management, and wetland mitigation facilities. Major erosion and sediment control measures were required due to close proximity to the Chesapeake Bay. Stormwater management included the installation of permanent ponds with required access roads, gates, and service areas.

*"Allan Myers is always willing to go the extra mile. Immediate response to all issues."
– Gradon Tobery (Past Performance Questionnaire)*



Maintenance of Traffic along I-95



Shoring for phased culvert reconstruction under I-95

Allan Myers VA, Inc.'s affiliated company Allan Myers MD, Inc. served as the Lead Contractor for this project and will provide management and manpower support for the Project. While Allan Myers contracts under different entities in different states for accounting purposes, all entities share resources and report to the same management team.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-581/ELM AVENUE IMPROVEMENTS Location: 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	02/2016*	\$20,369	\$20,772	\$20,772

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SUCCESSFUL DELIVERY DETAILS

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

**Contract extension to incorporate additional work including milling & overlay, handicap ramps, median landscaping, and repair work requested by VDOT.*

PROJECT DESCRIPTION AND RELEVANCE

This project was designed to reduce traffic congestion on I-581, restore and increase clearances for two bridges over I-581 and the Norfolk Southern Railroad, widen Elm Avenue, and modernize downtown Roanoke.

INTERSTATE IMPROVEMENTS AND ROADWAY WIDENING – The configuration of the Elm Avenue and the I-581/Route 220 interchange includes 0.3 miles of widening on Elm Avenue at the I-581 interchange, widening of the SB off-ramp from I-581 by adding one new lane, widening of the NB off-ramp from Route 220 with an additional lane, connection to the on-ramps to I-581 and Route 220, and construction of a center pier in the median of I-581/Route 220. Improvements also included extending the left turn lane in each direction on Elm Avenue to provide additional capacity and improve traffic flow on the congested roadway, replacement of the guardrail along I-581 to current standards, replacement of a 60-inch pipe crossing under I-581 with an 84-inch pipe, urban landscaping in medians along I-581.

COMPLEX MAINTENANCE OF TRAFFIC – Myers, VDOT, and the City worked collaboratively to maintain traffic flow throughout construction with minimal disruptions, by completing construction in two stages on I-581 and three stages for Elm Avenue. To eliminate additional phases of construction and reduce impacts to traffic on the interstate, widening was completed on I-581 prior to shifting traffic. To maximize traffic flow and safety, Myers built certain elements out of their logical sequence by systematically performing the construction sequentially from one side of the road to the other. Pavement markings were proactively refreshed to provide clear direction for traffic flow.

BRIDGE REPLACEMENT/RECONSTRUCTION – Bridge work on I-581/Elm Avenue included widening and replacement of two bridges - one over I-581 & one over the Norfolk Southern Railroad. Improvements included adding one lane to both off ramps from I-581, and extending the left turn lane in each direction on Elm Avenue. Modifications were made to each bridge to provide adequate vertical clearance. The design converted a four-lane urban highway structure (200' long over I-581) to a six-lane bridge including sidewalks and lighting. A new pier (in the median) was added to the existing layout to convert three spans of simple steel-girders to a four-span, continuous, steel-girder bridge with shallower girders to meet current vertical clearance criteria. The design also converted a four-lane urban highway structure (150' long) to a seven-lane bridge over the Norfolk Southern Railroad tracks including sidewalks and lighting. Simple-span, concrete, and box beams were replaced with three-span, continuous, steel girders. Deck extensions and buried approach slabs were used on both bridges to eliminate joints at the abutments, reduce maintenance, and minimize traffic disruptions.

“The [Myers] approach to project management has served the Department well... Project scheduling is done on site and involves input from superintendents which improves the efficiency of planning construction in an urban setting.”- Robert Phlegar, VDOT DB Project Manager, January 2015

RETAINING AND NOISE WALLS – MSE and retaining wall construction facilitated interchange ramp widening for I-581 SB Off Ramp and Route 220 NB Off Ramp. Retaining walls were placed along the I-581 SB Off-Ramp and the Route 220 NB Off-Ramp in order to widen the ramps to three lanes. Additionally, a gravity wall was constructed at the intersection return from westbound Elm Avenue to northbound Williamson Road. Architectural finishes and staining were utilized on three RW-3 retaining walls.

GEOTECHNICAL CHALLENGES – Bridge foundations were designed as drilled shafts adjacent to existing footings. Field probes identified pinnacle rock with elevations as deep as 100'. The design was modified based on field conditions and utilized H-piles in lieu of drilled shafts. Delays to construction were overcome by utilizing multiple crews and additional shifts.

STORMWATER MANAGEMENT – Stormwater management improvements included roadway drainage, erosion/sediment control, and major drainage (box culverts and 84" culvert design) requiring detailed analysis.

COMMUNITY ENGAGEMENT - To mitigate traffic impacts, Myers coordinated with the public and VDOT TOC to keep parties informed of lane closures and traffic signal impacts.



Aerial view of the Project Location



Post Construction I-581 at Elm Avenue

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-276 PA TURNPIKE WIDENING Location: MONTGOMERY COUNTY, PA	Name: URBAN ENGINEERING	Name of Client / Owner: Pennsylvania Turnpike Commission Phone: 610-313-6200 Project Manager: Bernard Bydlon, PE Phone: 610-313-6200 Email: bbydlon@paturndpike.com	11/2008	11/2008	\$158,178	\$173,164*	\$173,164

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



Aerial photo of entire project

SUCCESSFUL DELIVERY DETAILS

- Even with a 9.5% increase in scope, the project was delivered within the original contract deadline as a result of comprehensive scheduling, innovative construction sequencing, and successful management of unknown subsurface conditions.
- Project was awarded the ABC Excellence in Construction Award for Heavy Construction/Infrastructure (2009).

PROJECT DESCRIPTION AND RELEVANCE

The Project was designed to ease congestion and enhance safety on I-276 (the PA Turnpike). This section of roadway is the most heavily traveled portion of the Pennsylvania Turnpike System with over 65,000 vehicles daily. Myers complete this project on time with an accelerated 30-month schedule.

FOUR TO SIX-LANE INTERSTATE WIDENING – Myers was responsible for the total reconstruction and widening of 5.3 miles of limited access highway from four lanes to six, along with the reconstruction of the Valley Forge interchange.

COMPLEX MAINTENANCE OF TRAFFIC – Myers was responsible for MOT throughout the duration of the project. The work was completed in four stages, which included 13 sub stages. The schedule demands required constructing 2 stages simultaneously. Myers proposed accelerating the Valley Forge interchange reconstruction to improve traffic flow at the toll plaza prior to reconstructing the roadway. This approach relieved traffic congestion, minimized the delays encountered during construction, and shortened the duration of inconvenience to the travelling public. The Myers Team, including MOT Coordinator Scott Styfco, will consider similar innovative alternatives to reduce MOT impacts and maintain traffic flow.

BRIDGE REPLACEMENTS – Replacement of 5 bridge structures (two of which were over railroads) was required for this project. The Myers Team had to coordinate with both PennDOT and two rail companies, SEPTA and Penn Eastern. Myers provided design alternates for four bridges on this project to implement designs that were safe and cost and space effective.

MAJOR CULVERT EXTENSIONS – Three box culvert extensions were required on this project a twin 8' x 8' cell box culvert extended to 15'-11" and 14'-8" built in two stages, and two single cell culverts with extensions of 18" and 21'-10" and 15'-7" and 33'

RETAINING AND NOISE WALLS – MSE and Noise Structures included 10 MSE walls totaling over 250,000 SF, 5 post and panel retaining walls and 11 RSS walls, and 6 noise walls which were designed and constructed by Myers.

GEOTECHNICAL CHALLENGES – Schedule impacts of unknown subsurface conditions were minimized by providing a full-time crew dedicated to geotechnical remediation of subsurface soils. A stable base for the new roadway was provided by undercutting unsuitable subgrade soils, typically removing and replacing two feet of material. Despite encountering several sinkholes which impacted the work progress, to limit the impact of the sink holes on progress Myers sequenced construction activities to allow adequate time to repair the sink holes encountered, utilized night and double shifts, located access points of sink holes and set work area limits to make sure sink hole efforts were off the critical path. Exploratory efforts were also put forth after previous encounters with unidentified sink holes.

STORMWATER MANAGEMENT – The scope of work also included 360 drainage structures; 36,500 lf of pipe; 4 basins/SWM features.

COMMUNITY ENGAGEMENT: Right-of-Way was limited because the Turnpike was being widened without acquiring additional right-of-way. Myers negotiated access agreements with neighboring entities to allow equipment and material access without affecting traffic.

**Increased contract value due to Owner approved change orders for sinkhole treatment & restaging due to ROW. Schedule acceleration incentives.*



Maintenance of Traffic on I-276



Night Paving Operations

Allan Myers VA, Inc.'s affiliated company Allan Myers MD, Inc. served as the Lead Contractor for this project and will provide management and manpower support for the Project. While Allan Myers contracts under different entities in different states for accounting purposes, all entities share resources and report to the same management team.

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: 95 EXPRESS LANES Location: FAIRFAX, PRINCE WILLIAM, AND STAFFORD COUNTIES, VA	Name: FLUOR/LANE	Name of Client: VDOT, NOVA District Phone: 571-259-8229 Project Manager: Charlie Warraich, P.E. Phone: 571-259-8229 Email: charlie.warraich@vdot.virginia.gov	08/2012	12/2014	\$900,000	\$900,000	\$2,749

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SUCCESSFUL DELIVERY DETAILS

- No construction delays due to utility coordination/relocation
- Design completed as scheduled - utility coordination completed ahead of schedule to remove utilities from the critical path
- Less than 1 MOT review comment per plan sheet for more than 21 miles of MOT design to include mainline, connectors, and 2 significant detours for overnight work

PROJECT DESCRIPTION AND RELEVANCE

The project entailed design and construction of roadway improvements to upgrade existing HOV Lanes to a hybrid high occupancy/tolled facility. Arterial road improvements adjacent to the I-95 corridor were also implemented. The plans also included the preparation and analysis of detour plans, both on mainline I-95/395, and utilizing arterial roadways along the project corridor. HDR was the prime engineer and provided design management, subconsultant management (RDA – utilities, ROW, MOT, and design support) and design services (roadway, drainage, traffic, geotech, ITS, structures, etc.) which have significant correlation to the design elements associated with this project.

FOUR TO SIX-LANE INTERSTATE MEDIAN WIDENING – The I-95 Express Lanes project widened portions of the general purpose lanes as well as 8 miles of the preexisting HOV lanes. The risks and approach in handling the design (i.e. matching cross slopes, super elevations, drainage, etc.) are very similar to what we expect for this project.

COMPLEX MAINTENANCE OF TRAFFIC – The I-64 Bottoms Bridge project and the I-95 Express Lanes project both involve high volume interstate widening through phased construction. Our approach to MOT for the Express Lanes will provide significant insight and similar experience to draw from. Some similar features include the use of existing/reconstructed shoulders to shift traffic away from the work zone and strategically placed/integrated emergency pull offs to maximize work zones and construction efficiency.

BRIDGE REPLACEMENT/RECONSTRUCTION – Given that the I-95 project was over 29 miles in length, and extensive number of bridges were replaced or reconstructed to accommodate the added capacity and features of the project. HDR's experience in this role will be used in the same manner for the I-64 Bottoms Bridge project to provide bridge design options.

MAJOR CULVERT EXTENSIONS – Numerous major culverts were extended or connected in the median throughout the length of the Express Lanes project. These designs mirror what we must implement on the Bottoms Bridge project.

RETAINING AND NOISE WALLS – The Express Lanes project had countless retaining walls and noise walls along both sides of the interstate, which required the preparation and finalization of the noise analyses for implementation.

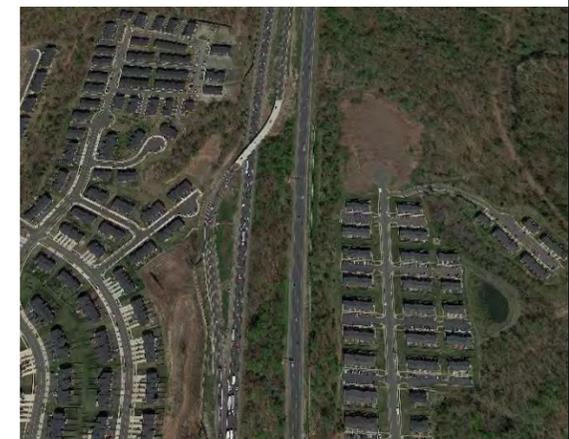
GEOTECHNICAL CHALLENGES – The I-95 Express Lanes project had challenging geotechnical conditions to include Potomac clays and acidic soils. Although the type of geotechnical challenges that the I-64 Bottoms Bridge project may present could be different, the approach to integrate and embrace the challenge are similar.

STORMWATER MANAGEMENT – Given the limited space for implantation of SWM facilities, the Express Lanes design had to think outside the box to achieve compliance with the old DEQ regulations. Although the new regulations are in effect for this project, this same innovative thinking will be critical in finding solutions within the ROW that achieve compliance while providing a cost and maintenance friendly approach.

Rinker Design Associates was a Subconsultant to HDR on the I-95 Express Lanes Project. The design was managed and performed primarily in the project site office (co-location) with assistance from their Fredericksburg and Manassas offices. Design services included: Utility Coordination and Right of Way acquisition for 21 miles of roadway reconstruction and 8 miles of new roadway (worked with over 20 different utility companies); MOT/TMP design for the full corridor; and design support to include some drainage design.



I-95 Express Lanes at the Russell Rd Interchange



I-95 Express Lanes at southern terminus, north of Garrisonville Rd

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 Location: YORK COUNTY AND CITY OF NEWPORT NEWS, VA	Name: ALLAN MYERS 	Name of Client: VDOT, Hampton Roads District Phone: 757.494.5478 Project Manager: Janet Hedrick, PE Phone: 757.494.5478 Email: janet.hedrick@vdot.virginia.org	01/2016	05/2019	\$138,748	\$138,748	\$5,501

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SUCCESSFUL DELIVERY DETAILS

- The design went through a major redesign for optimization that shifted anticipated early starts. However, original schedule submission dates have been achieved to ensure an on-time completion.

PROJECT DESCRIPTION AND RELEVANCE

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 (west of the Route 199 interchange) 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. ITS is also being impacted and replaced along with numerous overhead sign structures.

FOUR TO SIX-LANE INTERSTATE MEDIAN WIDENING – The Project widens the interstate from four to six-lanes for approximately 7.5 miles. The majority of the widening is to the median and includes the reconstruction of the existing lanes using a Full Depth Reclamation (FDR) approach/pavement section.

COMPLEX MAINTENANCE OF TRAFFIC – As a high volume interstate widening, phased construction was used to complete the project. Our approach to MOT for the Segment II project includes shoulder strengthening to shift traffic away from the work zone and to maximize the length of available area to construct. This approach is supported by a comprehensive TMP to include emergency pull offs which provide refuge for stalled vehicles and access points for construction vehicles. This combined use allows the maximum available work area and safe access.

BRIDGE REPLACEMENT/RECONSTRUCTION – Nine bridge widenings included in the scope of work had additional challenging constraints. One constraint of particular interest is the clearance on Jefferson Avenue. The existing bridge clearance is at the minimum and the proposed widening lowers the girders to the side where the roadway underneath is increasing. As a result, there would be inadequate clearance if the same size girders were used to widen the structure. To solve the problem, we designed dissimilar beams to shallow up the depth. A similar approach may be needed on the I-64 Bottom's Bridge project to ensure that adequate flow capacity on the 50-year storm event is achieved.

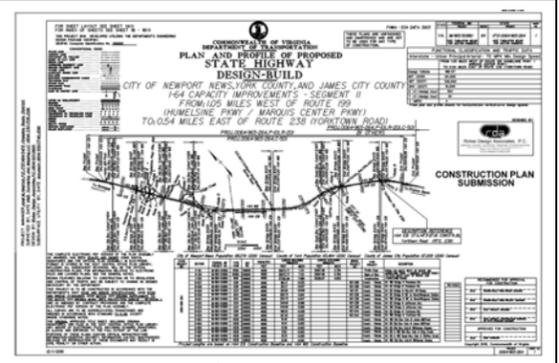
MAJOR CULVERT EXTENSIONS – Extension of box culverts were created to connect crossings of both directions of the interstate at multiple locations. This design feature and the required analyses are identical to the situations, which will occur on the I-64 Bottom's Bridge project.

RETAINING AND NOISE WALLS – There were several retaining wall locations in addition to the raised median retaining walls throughout the eastern portion of the Project. Additionally, a noise wall is being evaluated for consideration. The Myers Team is working with the Department to determine that the noise wall is warranted and constructed accordingly. Our detailed analysis shows that the wall is at the threshold for reasonableness and feasibility. However, to do our part as good stewards of the Department's financial commitments, we are evaluating all aspects to ensure that the right decision is made. A similar approach will be implemented on the Bottom's Bridge project to further evaluate the reasonableness and feasibility of the noise walls proposed.

GEOTECHNICAL CHALLENGES – Geotechnical conditions to include Potomac clays and acidic soils were a concern for this project. To mitigate this challenge the Myers Team was able to integrate and embrace the challenges to create solid and safe solutions.

STORMWATER MANAGEMENT – Storm water management challenges were complicated by high groundwater and limited ROW. These same challenges could exist on the Bottom's Bridge project, which makes this recent experience extremely valuable.

COMMUNITY ENGAGEMENT – The Myers Team has been working with the District Public Relations as well as Traffic Management staff to ensure that the public is well informed and prepared for upcoming work that will impact traffic or impending traffic shifts. Additionally, the team has reached out to the adjacent municipalities to obtain information on items of a sensitive nature (i.e. Whiteman Swamp) and to coordinate municipal owned utilities.



I-64 Segment II



Landscape plan for Exit 243 Interchange

Rinker Design Associates is the Lead Designer on the I-64 Capacity Improvements Segment II Project. The design is being managed from their Glen Allen office with design assistance from their Manassas and Fredericksburg offices. The design is approximately 90% complete and will be finalized in early 2017. Design services include: design and subconsultant management; roadway design; traffic engineering; drainage and SWM design; structural design; community involvement; and MOT/TMP design.



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-581/ ELM AVENUE INTERCHANGE IMPROVEMENT Location: CITY OF ROANOKE, VA	Name: ALLAN MYERS 	Name of Client: VDOT Phone: 540-378-5038 Project Manager: Robert Phlegar Phone: 540-378-5038 Email: r.phelgar@vdot.virginia.gov	05/2014	02/2016*	\$20,369	\$20,772	\$1,507

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a Subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SUCCESSFUL DELIVERY DETAILS

- Design only took ten months from NTP to Approved Plans which allowed the project to be constructed on-time and within-budget.
- Design of the MOT eliminated a temporary pedestrian bridge and reduced the number of phases. As a result, the project was accelerated and work zone safety was enhanced.

**Contract extension to incorporate additional work including milling & overlay, handicap ramps, median landscaping, and repair work requested by VDOT.*

PROJECT DESCRIPTION AND RELEVANCE

The Project consisted of modifications to both I-581 and Elm Avenue. I-581 consists of a six-lane divided highway, freeway/other principal arterial (GS-5), and median barrier. Elm Avenue work included the four-lane divided highway, Urban Minor Arterial Typical Section (GS-6) with curb and gutter, and raised median (1,200 linear feet). RDA provided complete design services and/or coordination for roadway and bridge designs for 0.3 miles of widening and reconstruction on Elm Avenue to include the replacement of two bridges (one over I-581 and the other over the Norfolk Southern Railroad). The Project also included reconstruction of all four ramps to provide additional capacity and better traffic flow. Guardrail along I-581 was replaced to reflect current standards along with the replacement of a 60-inch pipe crossing with an 84-inch pipe (originally designed using micro-tunneling technology).

FOUR TO SIX-LANE INTERSTATE MEDIAN WIDENING – The Project increased deceleration lengths on the I-581 ramps, increased capacity on the ramps from I-581 to Elm Avenue, and provided additional capacity on Elm Avenue. The Myers Team increased capacity and efficiency of the interchange and eliminated significant backups onto the interstate. Implementation of capacity and efficiency strategies will be critical in providing a successful I-64 Bottoms Bridge project.

COMPLEX MAINTENANCE OF TRAFFIC – In addition to the phased construction identified above for the bridges, RDA's design took a similar approach on the interstate improvements work to avoid shifting traffic multiple times. It required building the bridge substructure out of its logical sequence but improved traffic flow and safety. The I-64 Bottoms Bridge project will require similar thought processes to ensure a successful result.

BRIDGE REPLACEMENT/RECONSTRUCTION – The existing structures over I-581 and the NS Railroad were reconstructed and/or widened to provide additional capacity along Elm Avenue and clearance over the interstate. Although phased construction was used, The Myers Team minimized the number of lanes shifts/phases of construction to improve public safety and minimize costs - a strategy which will be used for this project.

GEOTECHNICAL CHALLENGES – RDA managed several geotechnical challenges in developing the design as well as design modifications during construction to minimize unforeseen geotechnical issues. The I-581 project was built in Karst topography with high variable rock conditions. Although the type of challenges dictated the solutions, the similarity to this project will be the approach to finding the solutions, which were done collaboratively with the construction team.

STORMWATER MANAGEMENT – The design implemented strategies to incorporate existing drainage in good condition into the proposed drainage solution for the project to reduce costs and to continually maintain drainage capacity throughout construction. The Myers Team worked with the Department to resolve unknown/buried debris encountered during the tunnel boring operation for the 84" pipe under I-581/Route 220. Additionally, we implemented a stormwater management facility that was integrated with our closed storm system. Our out-of-the-box approach to implement the drainage design will be utilized to ensure an efficient and effective drainage design on the I-64 Bottoms Bridge project.

COMMUNITY ENGAGEMENT – The Myers Team met with emergency responders and held public meetings ahead of construction to ensure mitigation measures were integrated into our MOT/TMP design. We anticipate that an identical approach will be used on this project to ensure that all emergency responders' concerns are addressed and safety is maintained.



Construction on and over I-581 completed through interchange at Elm Avenue



Bridge Construction along I-581

Rinker Design Associates was the Lead Designer on the I-581/Elm Ave Project. The design was managed from their Glen Allen office with design assistance from their Manassas and Fredericksburg offices. Design services included: overall design and subconsultant management; roadway design; traffic engineering; drainage and SWM design; community involvement; and MOT/TMP design.





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