

Submitted to:



# STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

## I-95 CITY OF RICHMOND BRIDGE SUPERSTRUCTURE REPLACEMENT AND REHABILITATION BUNDLING



**UPC (State Project Nos.; Federal Project Nos.)**

UPC 111300 (U000-127-023, P101, R201, C501, B601; STP-BR04(287))

UPC 111294 (0064-127-022, P101, B661; NHPP-064-3(510))

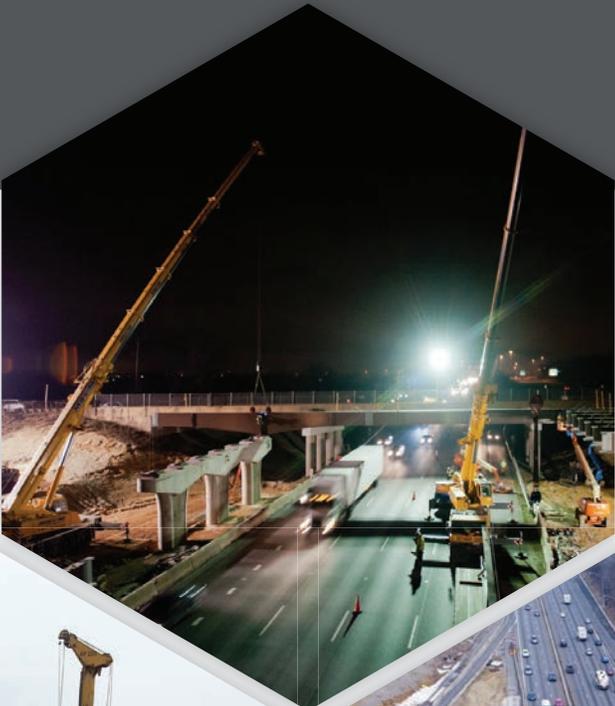
UPC 113375 (0250-127-050, P101, R201, C501; NHPP-BR04(307))

UPC 113388 (0004-127-051, P101, R201, C501; NHPP-BR04(308))

7th Street Bridge

**Contract ID No.** C00111300DB107

SECTION 3.2  
LETTER OF SUBMITTAL



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February 2, 2021

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

Letter of Submittal/Statement of Qualifications:  
**I-95 City of Richmond Bridge Superstructure Replacement  
and Rehabilitation Bundling**  
City of Richmond, Virginia  
Contract ID Number: C00111300DB107

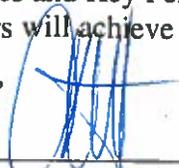
Dear Mr. Clarke:

The Team of Allan Myers (Myers), KCI Technologies (KCI), and Rinker Design Associates (RDA), herein referred to as the Myers Team, brings together resources with proven VDOT design-build capabilities to design and construct the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling (Project). Our Team's qualifications for the Project include recent experience in the project corridor; design and construction of new alignment roadway projects; and recent partnering with VDOT's Richmond District. This experience is complemented by our Team's accelerated schedule capabilities, competitive pricing advantage for self-performing all major design and construction elements, and innovative approaches to design and construction to meet project goals/objectives. Our Team anticipates expediting the construction schedule to provide early opening of the project improvements. Myers has delivered seven successful VDOT design-build projects and looks forward to partnering with the Richmond District to deliver another successful design-build project to the Commonwealth.

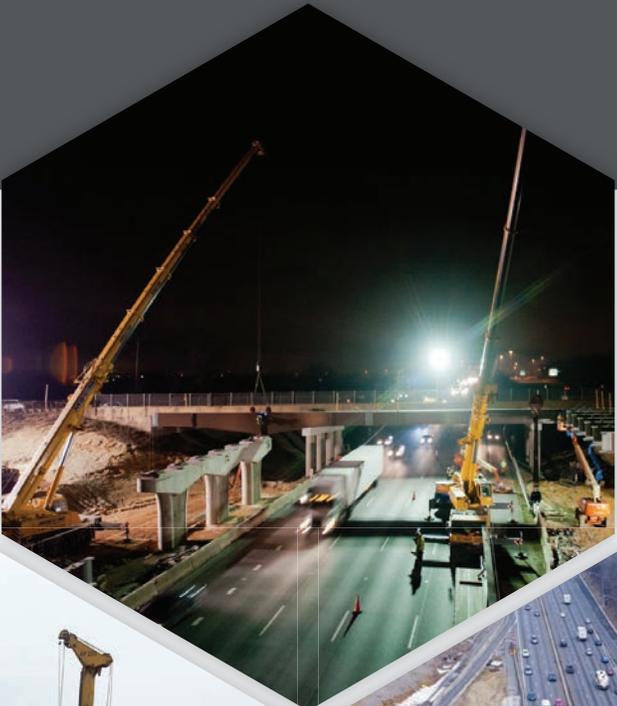
As requested by Section 3.2 of the RFQ, our Team presents the following information:

- 3.2.2 Design-Build Project Manager, Thomas Heil will serve as the Point of Contact for Allan Myers.  
**Thomas Heil, P.E., DBIA, Design-Build Project Manager** (571) 485-0387 (Telephone)  
12500 Fair Lakes Circle, Suite 150 (703) 272-7230 (Fax)  
Fairfax, VA 22033 tom.heil@allanmyers.com
- 3.2.3 Executive Vice President of Operations, Aaron Myers is the Principal Officer for Allan Myers:  
**Aaron Myers, Executive Vice President of Operations** (804) 290-8500 (Telephone)  
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)  
Glen Allen, VA 23059 aaron.myers@allanmyers.com
- 3.2.4 Allan Myers VA, Inc., is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.
- 3.2.5 Allan Myers VA, Inc. will serve as the Lead Contractor and KCI Technologies, Inc. will serve as the Lead Designer for the Project.
- 3.2.6 All affiliated and subsidiary companies are identified on the attachment in Appendix 3.2.6.
- 3.2.7 Executed Certification Regarding Debarment Forms are included in Appendix 3.2.7 for all team members.
- 3.2.8 Allan Myers VA, Inc. is active, in good standing, and prequalified to bid on the Project. Allan Myers' prequalification number is G303 and evidence of prequalification is included as in Appendix 3.2.8.
- 3.2.9 Myers has the capability to obtain a performance and payment bond for the \$37M 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 9% DBE participation goal for the Project.

Respectfully,

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

SECTION 3.3  
TEAM STRUCTURE



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The Myers Team provides VDOT with an integrated Design-Build (DB) partnership for the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Project (the Project). The partnership between Myers and KCI for DB project delivery and Design-Bid-Build (DBB) construction support has lasted more than 10 years and continues to become even stronger through our recent collaboration on the I-64 Segment II DB bridge rehabilitations and the I-66 Outside the Beltway project. These projects demonstrate our continuing commitment to deliver on-budget and ahead of schedule, while meeting VDOT’s objectives with respect to safety, environmental management, and quality. Our Team is providing VDOT with firms, key personnel, and subconsultants who successfully worked together on recent VDOT DB projects. Subconsultant team members are as follows:

- **Rinker Design Associates (RDA)** will provide roadway design, maintenance of traffic, utility coordination, and right-of-way services.
- **Quinn Consulting Services (QCS)** will provide quality assurance.
- **HWR** will provide drainage and SWM services.
- **ECS** will provide geotechnical services and quality control (QC) lab services.
- **H&B** will provide surveying services.
- **DMY** will provide quality assurance (QA) lab services.

**3.3.1 KEY PERSONNEL**

To ensure effective project management and successful risk mitigation, the Myers Team is committing to the Project an experienced VDOT DB Team – including many key and support staff who have worked together before on the I-64 Capacity Improvements Segment II DB and I-66 Outside the Beltway. This Team has extensive knowledge of the VDOT Richmond District and is aware of its current goals/concerns. Their integrated working relationships and commitment to the Project’s success will expedite the schedule, minimize costs, and meet VDOT’s Project goals.

*Figure 3.3.1 Key Personnel Experience Overview*

Key Personnel	Years	Relevant Experience	Project Highlights
 DB Project Manager Tom Heil, PE, DBIA	36	<ul style="list-style-type: none"> <li>• Extensive VDOT DB experience</li> <li>• Design/construction oversight and expertise</li> <li>• DBPM for 2 VDOT DB projects</li> </ul>	<ul style="list-style-type: none"> <li>• I-64 Segment II</li> <li>• I-95/Temple Ave Int.</li> <li>• I-66 Outside the Beltway</li> </ul>
 Design Manager John Barefoot, PE	28	<ul style="list-style-type: none"> <li>• Extensive VDOT DB experience</li> <li>• Managed &gt;100 superstructure replacements</li> <li>• ABC Experience</li> </ul>	<ul style="list-style-type: none"> <li>• I-64 Segment II</li> <li>• I-66 Outside the Beltway P3</li> <li>• Route 46 over Nottoway River</li> </ul>
 Construction Manager Ben Bushey	14	<ul style="list-style-type: none"> <li>• Extensive VDOT DB experience</li> <li>• CM for 2 VDOT DB projects</li> <li>• 4 successful VDOT DB projects</li> </ul>	<ul style="list-style-type: none"> <li>• I-64 Segment II</li> <li>• I-95/Temple Ave Int.</li> <li>• I-581/Elm Ave Int.</li> </ul>
 Quality Assurance Manager Anthony Kondysar, PE	35	<ul style="list-style-type: none"> <li>• Rehabilitation/construction of 16 VA interstate bridges on past 3 assignments</li> <li>• QAM on 3 VDOT DB projects</li> </ul>	<ul style="list-style-type: none"> <li>• I-64 Segment I</li> <li>• I-64 Segment III</li> <li>• I-564 Intermodal Connector</li> </ul>
 Lead Utility Coordination Manager John Myers	22	<ul style="list-style-type: none"> <li>• Lead Utility Coordinator on 14 DB projects</li> <li>• Former VDOT Utility Coordinator</li> </ul>	<ul style="list-style-type: none"> <li>• Route 7 Bridge Rehab</li> <li>• Route 29 Solutions</li> <li>• I-64 Segment II</li> </ul>

**3.3.2 ORGANIZATIONAL STRUCTURE**

The organizational structure on page 4 shows the Myers Team’s structure and reporting relationships for the management, design, and construction of the Project. This structure supports cost-effective and schedule-conscious Project delivery and implementation of innovative design/construction approaches. The Team has comprehensive risk management capabilities, along with internal resources to successfully mitigate all major Project risks including utilities and maintenance of traffic and will effectively coordinate with third-party stakeholders. Design and construction staff will work together to incorporate safety into the Project approach. The narrative below describes the roles of key and value-added personnel in managing the Project and mitigating risks to ensure successful delivery.



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

 **Quality Assurance Manager** Anthony Kondysar, PE, will report to DBPM Tom Heil, with oversight by VDOT. Anthony will manage QA inspection/testing, including the Materials Notebook, to ensure all work and materials meet contract requirements. He will communicate frequently with VDOT, participate in weekly coordination meetings, and confirm construction QC is functioning properly. Anthony also will ensure the design QA/QC process is followed prior to VDOT design submittals.

 **Design Manager** John Barefoot, PE, will report to DBPM Tom Heil, and will manage a multidisciplinary team to meet design schedule milestones, ensure design conformance, and implement the design QA/QC program. Supported by Design QA/QC Manager Eric Burgess, PE, he will oversee adherence to the VDOT-approved Design QA/QC Plan. John will coordinate with CM Ben Bushey to develop an efficient/constructible design. John will engage Ben in weekly design review status meetings and periodic constructability reviews to ensure consistency with means and methods. During construction, John will confirm design assumptions, help solve design-related challenges, approve shop drawings, and prepare as-builts. John’s recent experience with the Nottaway River ABC approach supplements the Team’s experience.

 **Construction Manager** Ben Bushey will report to DBPM Tom Heil and will be onsite full-time throughout construction. He will oversee all construction operations, including maintenance of traffic, utilities, roadway, and bridge construction. During the design phase, Ben will work closely with DM John Barefoot and DBPM Tom Heil to evaluate innovative design approaches and develop a sequence of work consistent with safe and efficient construction means/methods. With support from QC Manager Rami Chehade, PE, Ben will manage QC efforts to ensure the work and materials comply with the contract. Ben will make certain that construction performance supports green-green-green status as evaluated by VDOT for cost, schedule, and environmental management.

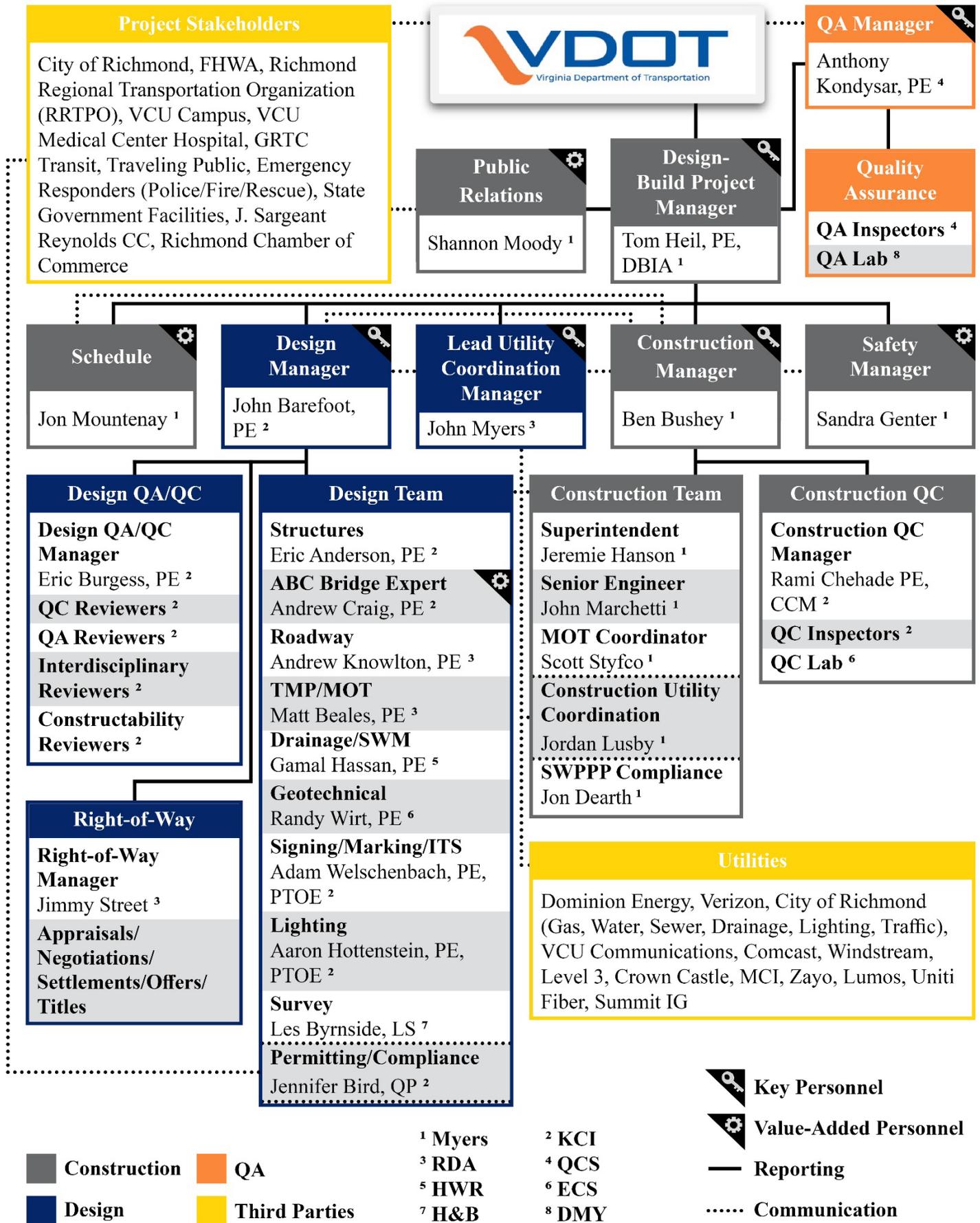
 **Lead Utility Coordination Manager** John Myers will oversee utility coordination efforts to develop relocation plans and estimates when impacts occur and to obtain letters of “no conflict” where impacts are avoided. He will work with Construction Utility Lead Ben Wagner to ensure relocated utilities move to the designated locations.

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

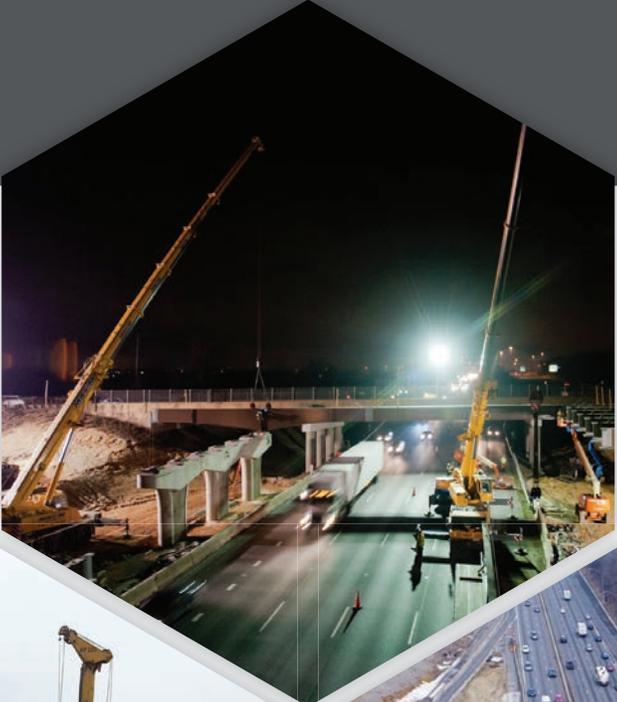
 **Schedule Manager** Jon Mountenay reports to DBPM Tom Heil and will communicate with key staff to maintain focus on the Project schedule. Jon will develop a realistic and detailed schedule during the proposal phase to analyze how design decisions impact the schedule, budget, and compliance with contractual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

 **Safety Manager** Sandra Genter reports to DBPM Tom Heil and will be responsible for overall Project safety. In addition to managing Myers’ internal safety program focused on the construction staff, she will oversee our traffic and safety program to ensure motorists, pedestrians, and bicyclists safely navigate the construction work zones.

 **ABC Bridge Expert** Andrew Craig, PE, reports to DM John Barefoot and has been involved in many projects utilizing Accelerated Bridge Construction (ABC) techniques, including the SC 277 bridge over I-77 using Rapid Bridge Demolition (RBD), CSX RR Bridge over I-85 using Self-propelled Modular Transport (SPMT) vehicles, and the Ft. Bragg Bridge Replacement project for USACE using Prefabricated Bridge Elements (PBE).



SECTION 3.4  
EXPERIENCE OF TEAM



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The Myers Team has a long-standing partnership on VDOT Design-Build (DB) projects, and our recent success together provides us with an understanding of the challenges and risks associated with this Project. Our continued partnership facilitates transparent communication and successful project delivery focused around VDOT’s goals with respect to safety, cost, environmental management, schedule, and quality. From our Team’s joint experience on the four DB projects listed and collective experience on 30 VDOT DB projects, we have established the following approach to delivery of DB projects, which will be implemented on the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Project:

- Partnering with VDOT and Project stakeholders to expedite issue resolution and proactively address concerns, similar to the approach implemented on the I-581/Elm Ave DB Interchange project.
- Safely constructing the Project with zero incidents/injuries by implementing our Home Safe Tonight approach, which has resulted in a recordable incident rate six times lower than the industry average.
- Providing cost certainty and maximizing Project improvements through practical design solutions and self-performing construction, as we did when our Team provided 10% cost savings to VDOT on the I-64 Segment II project.
- Implementing a value-added partnership with VDOT on environmental management, which led to successfully working through challenges on the I-95/Temple Ave Interchange to deliver the project on schedule with a green rating.
- Expediting the Project schedule to open the roadway to users earlier than required, similar to our early delivery of I-64 Capacity Improvements Segment II, which was opened to traffic six weeks early.

**EXPERIENCE OF THE MYERS TEAM**

**Teaming Experience:** The Myers Team has been specifically assembled to meet each design, coordination, and construction issue that may arise on the Project. This is evidenced by the four projects shown in *Figure 3.4.1*, which demonstrates our collective VDOT DB project experience and involvement of our three team partners in each project.

*Figure 3.4.1 The Myers Team Design-Build Projects*

Project	Value	VDOT DB	Myers	KCI	RDA
I-64 Capacity Improvements Seg II, <i>Hampton Roads, VA</i>	\$141M	✓	✓	✓	✓
I-66 Outside the Beltway P3, <i>Fairfax County, V</i>	\$2.4B	✓	✓	✓	✓
I-581/Elm Ave Interchange, <i>Roanoke, VA</i>	\$20.7M	✓	✓		✓
Middle Ground Blvd Extension, <i>Newport News, VA</i>	\$34.2M	✓	✓		✓

**Myers Experience:** With nearly 50 years of bridge building experience throughout the Mid-Atlantic region, Myers draws on an extensive resume of similar projects. In the last five years, we have successfully constructed 32 bridge projects, ranging in contract size from \$1M to \$26M. These projects were delivered using both DB and design-bid-build contracting methods for both public and private clients, including the *PA Bundled Bridge program* contractor. Myers built a bundle of four bridges in 2017 for the PA Bundled Bridge program, utilizing planning and construction methods to accelerate delivery of bridges in as few as 70 days for full demo/reconstruction. On the *I-81 Section 11B Bridge Rehabilitation* project, Myers completed nine bridge rehabilitations and five bridge replacements under traffic using a six-day work week to expedite completion. Rehab work included expansion dam replacement, latex overlays, bearing replacements, beam encasements, and substructure repairs. Eight of the structures carried mainline traffic on I-81, three structures were over I-81, and three structures were on the ramp from I-81 to SR 309.

Having delivered heavy civil construction projects throughout the Mid-Atlantic, Myers is as equally adept at building in urban and rural environments. We have urban building experience in the City of Baltimore; Washington, DC; Wilmington, DE; and the City of Richmond. We have built almost 100 projects in the City of Richmond and surrounding Henrico and Chesterfield Counties over the past 10 years, including roadways, bridges, paving, and site development. Myers enjoys the distinction of having built the first DB project for the City of Baltimore – the Central Avenue Streetscape and Harbor Point Connector Bridge. This \$52M project in the City’s center involved structural repair of one bridge and building of a new pedestrian-friendly bridge to connect downtown to the new Harbor Point

development site. The project included complex utility coordination, storm drain relocation, electrical duct banks, water and sanitary upgrades, street lighting, signal upgrades, and intelligent transportation systems.

**KCI Experience:** In addition to the six projects highlighted in *Appendix 3.4.1*, *Figure 3.4.2* illustrates the several additional bundled bridge programs successfully completed by KCI and their relevance to the five specific project relevance criteria outlined in VDOT’s RFQ for the Project.

Figure 3.4.2 KCI Bridge Bundle Experience

Project Name / Construction Value	Design-Build Delivery	Number of Bridges	Rehabilitation/Widening or Staged Construction	ABC/Innovative Design & Construction Techniques	Complex Utility Coordination/Relocation	3 <sup>rd</sup> Party Stakeholder Coordination	Traffic Maintenance & Management	Design/Construction in Urban Corridors	Key Personnel Involved
VDOT ARRA Region 2 Bridge Replacements & Rehabs / \$10M	✓	12	✓	✓		✓	✓		✓
SCDOT Statewide Bridge Replacement Program / \$19M	✓	33	✓		✓	✓			✓
SCDOT I-77 Rehabilitation & Widening DB / \$96M	✓	10	✓			✓	✓	✓	✓
MoDOT Safe and Sound Bridge Replacements / \$487M	✓	70	✓	✓	✓	✓		✓	
NCDOT Division 13 Express Bridge Replacements / \$21M	✓	11	✓		✓	✓	✓		
PENNDOT P3 Rapid Bridge Replacements / \$2B	✓	60	✓		✓	✓	✓		

**PREVIOUS EXPERIENCE WITH PROJECT SELECTION PARAMETERS**

The Myers Team has experience working on bridge rehabilitation projects in tight urban corridors that involve each of the five specific areas of specialization in the RFQ. The purpose of the following is to provide, in greater detail, specific experience that pertains to the five parameters outlined by VDOT.

**Experience with Accelerated Bridge Techniques**

On the *I-581/Elm Ave Interchange DB* project, Myers/RDA successfully implemented changes to the project phasing and approach to accelerate the schedule. The project scope called for multiphase widening and ramp work along I-581 in conjunction with bridge replacement. The Team completed widening of I-581 in a single phase, accelerating the schedule and reducing project complexity by eliminating phases. On the *Argonne Dr Bridge Rehabilitation* project, Myers re-sequenced the deck pours to reduce the number of pours from 18 to just three. By pouring more deck in each phase, and planning with the City of Baltimore to expedite construction, the project was completed seven months early. In addition to accelerated bridge construction methods used within the work history forms, KCI used prefabricated bridge elements on two projects in VDOT's Salem/Lynchburg ARRA bundle. The first was a glulam bridge that allowed for quick summer construction to eliminate impacts to school routes; the second was development of custom prefabricated pier cap extensions to speed construction of Main St over Route 29 when increasing clearances in Chatham, VA.

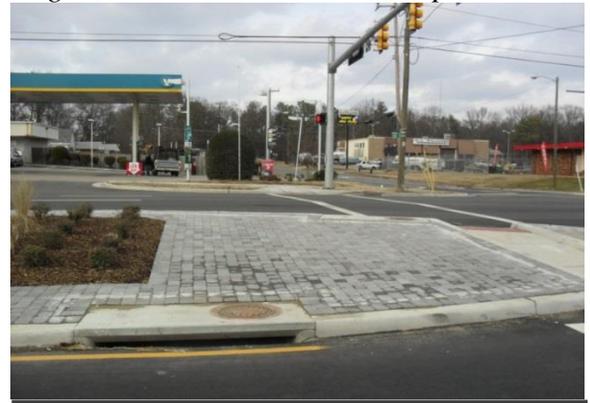
**Delivering Projects in Developed Urban Corridor**

The Myers Team worked on the *I-581/Elm Ave Interchange* project running through downtown Roanoke, VA. This interchange replacement required extensive maintenance of traffic (MOT) on the interstate and Elm Ave, a major throughfare. In addition, it required coordination with Norfolk Southern Railway. Myers also constructed the replacement of Frederick Rd over I-695, the Baltimore beltway. This urban construction project required reconstruction of a bridge over heavy I-695 traffic.

**Limit Impacts to the Traveling Public and Affected Businesses and Communities**

On the *Frederick Rd Bridge Rehabilitation over I-695*, Myers implemented changes to the transportation management plan (TMP) to minimize traffic impacts. The TMP that Myers developed added an active detour for the inner loop portion of the bridge to move traffic away from the new ramps. This limited MOT impacts by separating traffic from construction and reduced the duration of construction impacts by accelerating bridge demolition and construction. On *I-581/Elm Ave Interchange*, Myers/RDA eliminated phasing for the I-581 widening work, which reduced the number of traffic shifts on I-581 and minimized traffic impacts. On the *Route 60 Widening* project in Richmond, VA, Myers crews completed the majority of Route 60 work at night. Work on German School Rd was performed during the day due to a large number of residential properties. This dual-shift approach minimized daytime traffic disruption on Route 60, avoided nighttime impacts on German School Rd residents, and minimized safety risks to the public and Myers crews.

Figure 3.4.3: Route 60 Median Improvements



*"[Myers] proved to be an excellent partner working with the agency through a host of issues on the Rte 60/German School Rd project in the City of Richmond and delivered the job ahead of the scheduled completion date."* - Harold Dyson, VDOT

**Innovative Bridge Design Solutions and Construction Techniques**

On the *Argonne Dr Bridge Rehab* project, Myers worked closely with the City of Baltimore to develop innovative design and construction solutions that mitigated the impacts of additional substructure repairs not included in the original scope of work. Working with the City’s designer, Myers removed the 20-ton pier caps to expedite rehabilitation work in the work area constructed onsite for this specific purpose. In addition, Myers developed a deck pour production plan that reduced the number of concrete deck pours from 18 to three. Fewer phases in deck pours led to fewer joints in the slab, creating less wear on the bridge joints and reducing the number of locations for water and chemical intrusion – improving the overall quality of construction and extending the lifespan of the new structure. On the *I-581/Elm Ave Interchange*, Myers/RDA determined that existing geotechnical conditions were not prime for the proposed use of drilled shafts for the bridge substructure. The Team determined that driven H-pile would be a better option based on these conditions, thus expediting the foundation redesign to better meet existing conditions.

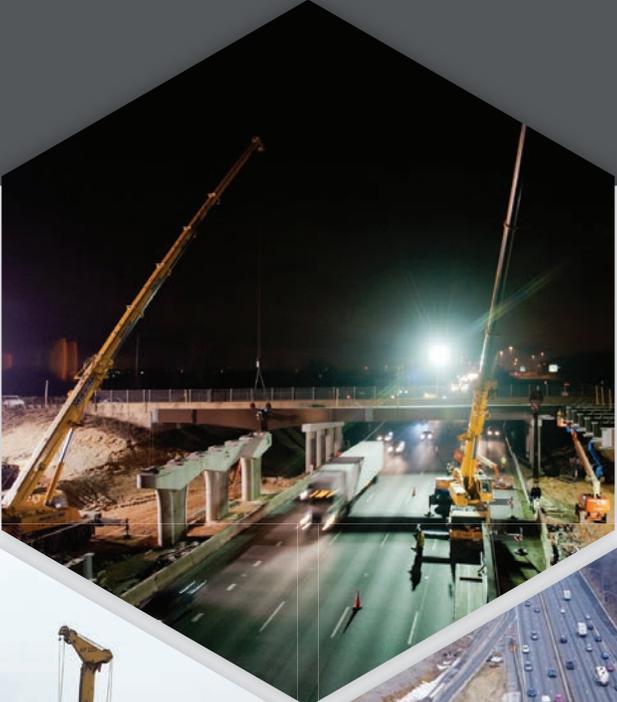
**Previous Success in the Coordination of Complex Utility Relocations/Coordination**

The Myers/RDA Team successfully coordinated multiple utility relocations and upgrades on the *I-581/Elm Ave Interchange*, including the Western Virginia Water Authority (public water and sanitary sewer), Roanoke Gas, and Appalachian Power Company. The Western Virginia Water Authority and Roanoke Gas relocations were critical to installation of an 84-in microtunnel replacing a 60-in concrete pipe running under I-581. Maintaining existing signals and lighting for pedestrians while installing new utility lines required the Myers Team to coordinate with RDA, VDOT, the City, and the Myers electrical subcontractor performing the work. On the *Route 60 Widening* project, Myers identified utility conflicts proactively before they became critical to the project schedule. The Team had alternative work operations planned and prepared. If unanticipated conflicts were encountered, crews could move quickly to another work operation. The project was completed eight months ahead of schedule despite utility conflicts with overhead and underground Verizon, Virginia Dominion Power, and AT&T, which were resolved through construction plan revisions or field relocations.

**3.4.1 WORK HISTORY**

The work history forms provided in *Appendix 3.4.1* highlight the Myers Team’s experience on DB projects with similar scope and complexity, many of which were jointly designed and constructed by Myers/KCI. As noted in the RFQ, VDOT is specifically interested in the Team’s demonstrated experience within five specific areas of specialization, each covered in the project descriptions included in *Appendix 3.4.1*.

SECTION 3.5  
PROJECT RISKS



The Myers Team’s experience on seven VDOT Design-Build (DB) projects, including the award-winning I-95/Temple Ave Roundabout, have contributed to the following risk management strategies our Team will implement for the I-95 Richmond Bundled Bridges Project:

- Optimizing traffic flow during construction to minimize impacts to vehicular and multimodal transportation;
- Supporting a robust outreach program with Project stakeholders to maximize safety and public acceptance;
- Effectively managing utility relocations to avoid potential schedule delays and minimize Project impacts; and
- Minimizing costs by self-performing all major construction elements for the Project.

In consideration of the most relevant and critical risks for the Project, the Myers Team reviewed the RFQ documents, visited the Project site, reached out to stakeholders, and attended the public meeting. We selected critical utility relocations, maintenance of traffic (MOT), and fracture critical connection on the East Broad St Bridge as three critical risks which could significantly impact the Project’s success by impacting public safety, delaying the schedule, and creating design/construction inefficiencies that increase cost.

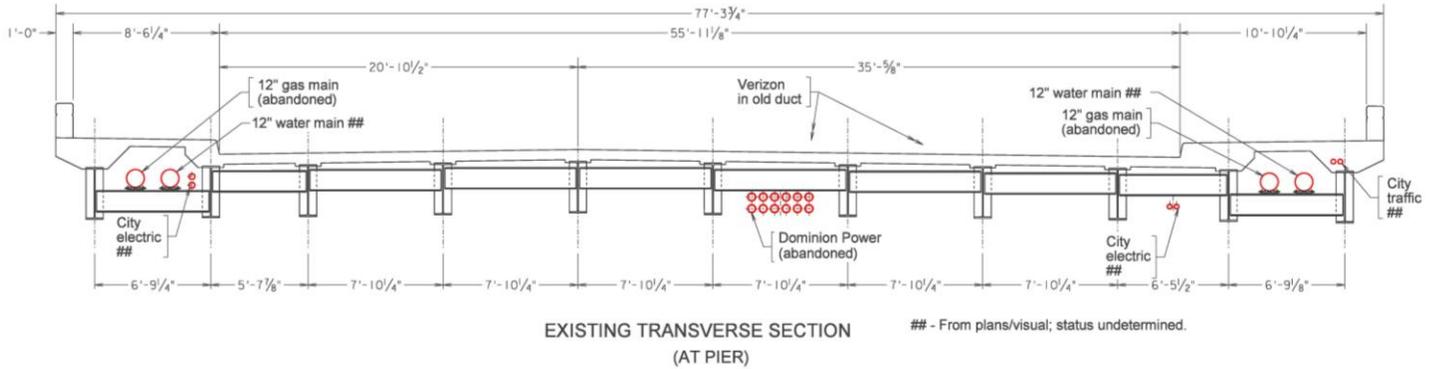
### CRITICAL UTILITY COORDINATION AND RELOCATIONS

**WHY THE RISK IS CRITICAL:** Utilities within the project corridor are often on the critical path of a DB project’s schedule due to the coordination required when multiple utilities are present. In most cases, these constraints can be mitigated by working in other areas of the project. However, for this Project, utilities on the bridges must be addressed prior to bridge demolition, making coordination even more critical. The risk that utilities may delay a project is always present because design and relocation work for most private utilities is performed by design firms outside the DB team or by the utility owners themselves. As a result, the DB team must rely on utility owners to complete their design and relocations within the project schedule – with little or no control to ensure that happens.

There is a subset of utility owners specific to each bridge: some owners have facilities on all bridges and others have facilities on one or two bridges. The schedule challenges and compounding effect of each utility relocating in series is significant. Each utility attachment is a connection point within the utility grid and connects the gap over I-95. Utility companies may require a specific sequence of construction to avoid concurrent outages, which could potentially be created if multiple bridges are completed at the same time. The following discusses utilities located on each existing bridge and how they may result in a huge risk to schedule and cost:

- **1<sup>st</sup> St North over I-95:** Multiple communication conduits are attached to the bridge, some of which appear to be vacant. On the bridge is existing overhead three-phase power with poles. Utility owners identified in this bridge work area include gas (6-in), water, sewer, and lighting – all owned by the City of Richmond, Dominion Energy, Virginia Commonwealth University (VCU) Communications, and Verizon.
- **4<sup>th</sup> St North over I-95:** The bridge has no overhead utilities, but it does have attachments associated with City of Richmond Lighting, Level 3, and VCU Communications.
- **5<sup>th</sup> St North over I-95:** The bridge has no overhead utilities, but there are several under-bridge attachments. Identified utilities on the north and south sides of the bridge are the City of Richmond Water and Sewer, Dominion Energy, Level 3, and VCU Communications.
- **7<sup>th</sup> St North over I-95:** The bridge has no overhead power or communication lines on poles that will affect construction. Several large utility attachments are on the north side of this bridge. In addition, several communication and electric conduit attachments are near the middle of the bridge. The numerous under-bridge attachments are owned by Comcast, City of Richmond Water, Dominion Energy, Summit IG, VCU, and Verizon.
- **East Broad St over I-95:** The bridge has several attachments on the north side, south side, and center portions. Communication attachments are located near the middle of the bridge, while 12-in wet utilities are located on the outsides. The fact that utilities are on all sections of this bridge adds complexity to the sequence of construction. If ABC methods are used, utilities may require alternative relocation methods to be properly sequenced. Utility owners include Verizon and City of Richmond Water, Traffic and Lighting. Bridge records show existing gas and Dominion Energy on this bridge, but early coordination with the utility owners has indicated they are not active. The graphic below highlights the utilities located on this bridge.

Figure 3.5.1: Existing Transverse Section



Further adding to the utility risk for the Project is concern that there may not be enough room within the new bridge girders to fit larger utilities due to reduced girder depth on some bridges. Figure 3.5.2 is a preliminary review of the space required for larger utilities, and whether the required space is available based on girder depths provided in the RFQ. There is a risk that the bridges cannot facilitate large sizes required by utility companies.

Figure 3.5.2: Utility Sizing Analysis for Bridge Attachments

Location	Largest Wet Utility (in)	Utility Bracket Depth (in)	RFQ Girder Depth (in)	Max. Allow. Utility Gas (in)	Max. Allow. Utility Water (in)	Utility Fits in Bay?
1 <sup>st</sup> St	12	29.5	20.5	6	none	No
4 <sup>th</sup> St	--	--	24.8	8	6	Yes/NA
5 <sup>th</sup> St	12	35.4	19.0	4	none	No
7 <sup>th</sup> St	6	24.3	18.0	none	none	No
E Broad St	12	35.4	20.8	6	none	No

**POTENTIAL IMPACTS:** Utility coordination and relocation risk could lengthen the Project schedule and potentially increase Project cost. If utility owner design/relocation is not completed on schedule, this will directly impact the bridge demolition schedule and the construction completion date. Additionally, any prolonged delay to the start of bridge demolition also will impact Project cost. Because on-bridge utility relocation is required prior to bridge superstructure replacement, schedule impacts from utility relocation delays cannot be recovered. Further, should utility owners require sequencing of their work on various bridges, the sequence of bridge construction may be dictated by utility sequencing rather than construction efficiencies and means and methods. This schedule impact would require bridge construction to occur in a series instead of concurrently, thereby prolonging the overall Project schedule.

**MYERS TEAM MITIGATION STRATEGIES:** To mitigate risks that revolve around the utility conflicts identified above, our Team believes the most important strategy is early, detailed, and continued coordination with utility owners – starting at NTP, going through design, and continuing throughout construction (see Figure 3.5.3). Our Team has previously worked with and established relationships with most of the utility owners within the Project footprint, which provides a foundation to set this Project up for success and facilitate the meaningful coordination efforts that are required. Since any individual utility could present a problem for the Project cost or schedule, specific and individualized coordination with each utility owner is a critical mitigation for this Project risk.

Given that leaving the utilities in place and working around them is not feasible, it will be imperative to determine if utility owners have redundancy in their systems that would allow for prolonged outages on any of the bridges. At the onset of coordination, we will gather information from each utility owner related to their relocation sequence, if one is needed, for their various relocations. Integration of required ties between utilities and bridge work in the construction schedule, including utility sequence, will allow for early recognition and mitigation of potential delays caused by utility relocation. Continued updating to the schedule by the utility coordination team will help mitigate schedule risk. This detailed schedule integration will be important on all bridges but will be critical to mitigating schedule impacts to the East Broad St bridge should ABC methods be implemented.

All bridge attachment requests from utilities must prove there is no other feasible or economically reasonable place for them to relocate. Early coordination must also include the determination of each utility's need to reattach to the bridge(s). Upon proving there is no other feasible or economically reasonable place for utilities to relocate, bridge attachment will be proposed. Bridge attachment requests need to be made as soon as possible because for review and approval by the Regional Utilities Manager. As needed, our Team will assist in developing acceptable bridge attachment requests along with bridge attachment agreements for submission to VDOT.

On several of the bridges where existing utility attachments are in one section, our Team will research making construction on the opposite section of the bridge the priority and include building of a hanger system on that section. Conduits in the hanger system will be run through the backwall and a handhole or manhole placed for utility company access, as needed. Coordination of this work and connection point will reduce the amount of work needed from the utility companies and provide clear direction of where lines need to be located. A further mitigation strategy for this risk is exploring the potential for a separate "utility bridge" enabling utilities to temporarily make their connections across I-95 while bridge construction is underway. A utility bridge could be in the form of overhead utility crossings where the existing facilities are currently attached to the bridges. Alternatively, a utility bridge could be in the form of a support system for pressurized utilities to cross I-95 until they can be reattached to the new bridge. While multiple relocations, including a temporary solution, are not desirable, they may be required to minimize potential schedule impacts. Given that vertical clearance is a limiting factor, potential mitigations to the risk of utilities not having enough vertical space under the bridge are picking up the outside girders or shallowing up the utility bracket detail (see Figure 3.5.4). This mitigation would not only make space for both larger and smaller utilities, but also increase clearances on I-95, simplify pier cap build-ups, remove complexities associated with the accommodation of varying bridge widths/sidewalks, and improve profile appearance. Though not a common practice, other options, such as reducing or constricting utility size as they cross the bridge, can be explored with the utility owners as design progresses.

Figure 3.5.3: Utility Coordination Process

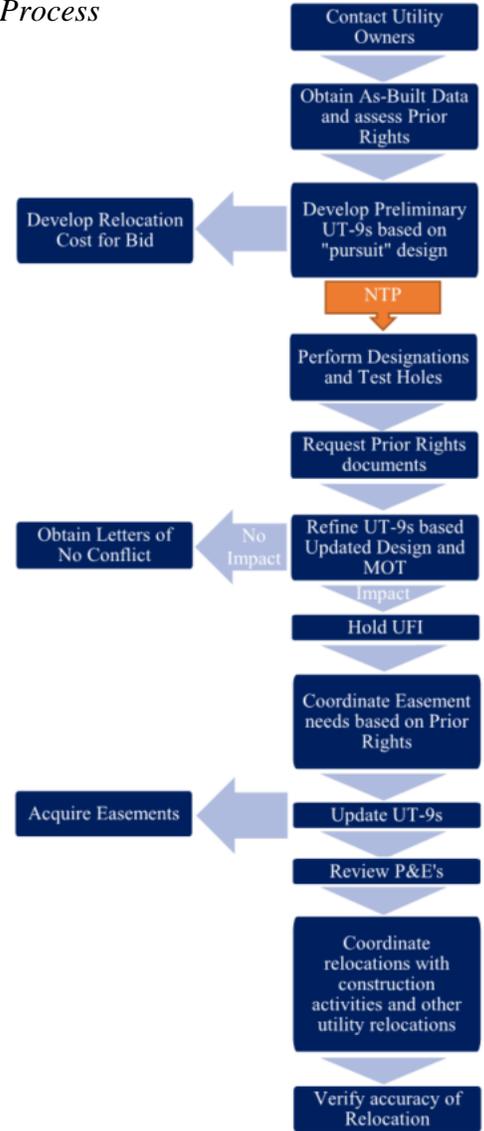
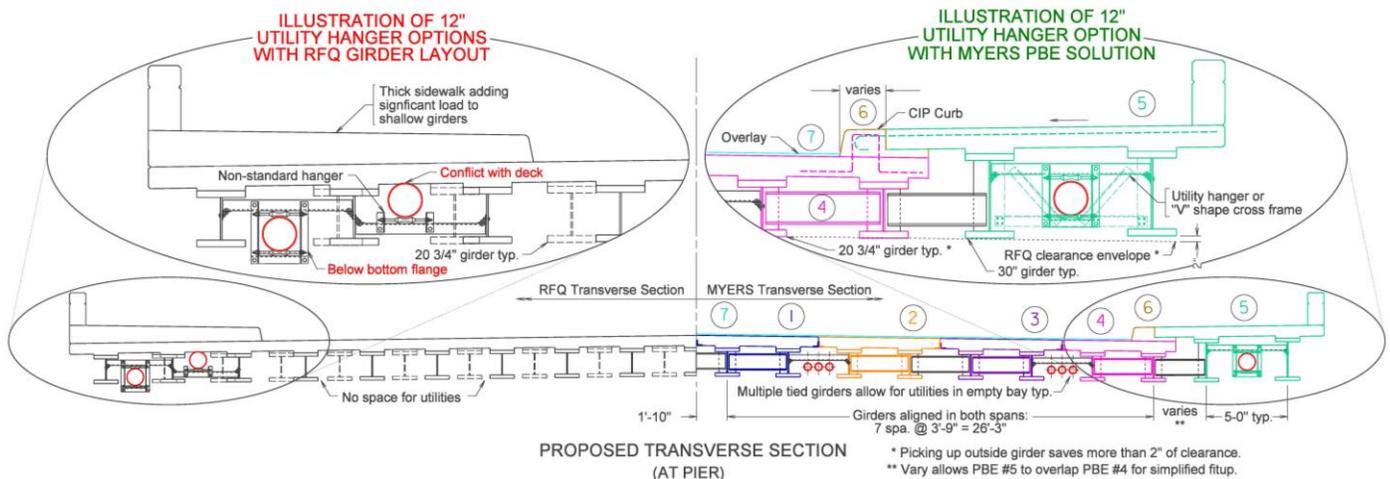


Figure 3.5.4: RFQ vs. Myers Team Proposed Transverse Sections



The schedule must be developed in conjunction with utility relocations. For that reason, communicating the potential risks posed by utilities to the entire Team during design development and construction is imperative to risk mitigation. To that end, the utility coordination team will participate in all design discipline meetings and collaborate on solutions.

**ROLE OF VDOT AND OTHER AGENCIES:** Participation and engagement by utility owners during the design and construction process is necessary to minimize utility risk to the Project schedule and budget. Our Team also appreciates the need for involvement by third parties, such as the City of Richmond and VCU. As always, coordinating utilities throughout the Project will occur with VDOT awareness and involvement. Due to the utilities on the existing bridges and potential for reattachment to the new bridges, specific coordination with VDOT Regional Utilities Manager Lindy Turner will be required. Proximity of the Project to VCU and the VCU Medical Center Hospital requires additional coordination efforts to address potential utility relocation impacts to third parties throughout the corridor.

### MAINTENANCE OF TRAFFIC

**WHY THE RISK IS CRITICAL:** Maintaining traffic safely and efficiently will be key to Project success. Each of the five proposed bridge improvements has its own unique site characteristics and challenges that will need to be considered universally. The coordination of overlapping work zones will introduce competing construction sequencing, barrier placements, and temporary lane closures potentially challenging driver expectations. I-95 experiences heavy traffic volumes in the vicinity of the I-64 Interchange; average daily traffic (ADT) of 165,000, based on VDOT’s most recent traffic counts.

Poorly planned maintenance of traffic and lack of coordination of the multiple projects under simultaneous construction can create driver confusion and frustration resulting in potential delays to the City’s street network as well as interstate traffic.

The most recent traffic volumes (2019) for the Project’s five bridge locations are as follows:

- N 1<sup>st</sup> St – 3,600 ADT
- N 4<sup>th</sup> St – 2,600 ADT
- N 5<sup>th</sup> St – 9,900 ADT
- N 7<sup>th</sup> St – 9,700 ADT
- East Broad St – 32,000 ADT

East Broad St is considered by many to be Richmond’s lifeline, especially regarding emergency vehicle traffic to VCU Medical Center Hospital and connecting the Church Hill community to the City. Constructing the East Broad St bridge will require a substantial weekend detour. The route for this detour will encounter heavy volumes of traffic, including:

- 18<sup>th</sup> St – 8,500 ADT
- East Main St – 16,000 ADT
- 14<sup>th</sup> St – 13,000 ADT

Mainline I-95 will be impacted by shifting traffic to the inside and then outside to accommodate overhead bridge construction. The safety risk to the traveling public, emergency responders, incident management responders, and the construction workforce will be exacerbated by the mix of commuters traveling on a congested highway while navigating multiple construction work zones. This section of I-95 is also within a curve with multiple exits and merge points. The need for nighttime and weekend closures, superstructure erection over the interstate, and construction vehicle access to work zones, present increased potential for crashes. In carefully studying the RFQ concept plans and subsequent field visits to each structure, our Team has identified the following key MOT considerations that define the risk:

- **Traffic Delays and Queueing:** This can lead to a variety of negative outcomes, including driver frustration and increased accident rates. Most traffic accidents on congested highways are related to speed differentials and queued traffic. That directly translates into less safe work zones for both the traveling public and construction personnel. For example, the I-64 5th St exit consistently experiences morning delays and queueing back across the I-64 Shockoe Valley Bridge due to volume that exceeds capacity. Compounding this issue with construction work zones and lane restrictions will result in unprecedented traffic delays and queueing that ultimately impacts the area’s entire road network.
- **Emergency Traffic:** VCU Medical Center Hospital is the only Level 1 trauma center in the region, receiving more than 4,000 trauma patients per year. The primary hospital helipad was recently relocated to the roof of the main hospital building. The previous helipad located on 7th St adjacent to the I-95 bridge is still in place and used as a backup when needed. Emergency vehicles accessing all points east of the interstate will use the 5th St, 7th St, and

East Broad St approach routes. Keeping these emergency routes open to traffic without delays during construction will be critical to first responders' ability to respond expeditiously.

- **I-95 Lane Closures to Construct East Broad S Bridge:** I-95 traffic management in the vicinity of the East Broad St bridge is the most critical component of our MOT plan, around which all other plans will be coordinated. The removal of existing fracture critical girders and placement of prefabricated bridge elements via ABC will require timed lane closures along I-95. Performing this work at night will be challenging under heavy traffic volumes as well as erecting and removing towers and cranes prior to being reopened for traffic.

**POTENTIAL IMPACTS:** With simultaneous construction of five bridges and approaches in the corridor, high traffic volume along I-95 and East Broad St, and a mix of drivers and construction activities, any uncommunicated changes in one or more of the bridges' traffic control plans could severely impact other bridge locations and the traveling public. Should an incident occur, there would be major disruption of both corridor travel and Project construction. If we were unable to minimize such occurrences, there would be increased potential for rear-end crashes resulting in significant traffic delays, public safety concerns would be raised, and the traveling public and stakeholders would lose confidence in the Project. Delays can impact not only safety, but also construction crew performance: cutting their access to a work zone, delaying material deliveries from trucks stuck in traffic, and lost time for planned lane closures that cannot be performed until traffic returns to normal. Inadequate MOT plans and/or implementation of the MOT control devices during construction directly impacts mobility. When traffic is excessively or unnecessarily delayed, driver frustration increases, which increases risky or aggressive driving behaviors, leading to unsafe conditions.

**MYERS TEAM MITIGATION STRATEGIES:** This risk can be effectively managed by first developing an effective transportation management plan (TMP) and temporary traffic control plans (TTCPs) that reflect each project's constructability, the safe and efficient navigation through work zones, timely and responsive incident management strategies, as well as the anticipation of the unexpected. The TMP will be coordinated with the construction schedule for each structure to account for overlapping detours, traffic diversion patterns, and workforce ingress/egress. We understand the importance of regularly reviewing and refining these strategies during construction to reflect unanticipated traffic and/or site conditions, special construction activities, and specific requests by VDOT or the City. These plans will be living documents that evolve as conditions change or concerns arise. Note the following specific mitigation strategies:

- **Develop, Monitor, and Refine an Effective MOT Plan:** All temporary traffic maintenance strategies and controls will provide adequate room for construction personnel to safely perform their work, as well as provide the traveling public with clear guidance to navigate the work zone. Challenges such as nighttime lane closures, reduced shoulder widths, movable barrier systems, and overlapping work zones will be coordinated early in a comprehensive TMP. Our Team will develop a broad, multifaceted MOT plan encompassing all five bridge locations to determine the full impact and overlap, which will lead to a phased plan that stages bridge construction.
- **East Broad St Bridge Ramp:** The ramp from East Broad St to access I-95 and I-64 will need to be shut down, possibly for long periods, to make the proposed bridge improvements. A detour can be provided to North 7th St, from which traffic can access the interstates. This detour would be about 12 blocks long.
- **Phased Construction and Adequate Separation Between Traveling Public and Construction:** Phased traffic control plans will be developed for each proposed bridge improvement. During constructability reviews of the phased traffic control plans, special attention will be given to limiting the number of traffic shifts required to construct each bridge. Focus will be placed on making traffic shifts as gradual as possible. We will incorporate a movable traffic barrier system along I-95 to shift traffic and allow for nighttime lane closures. As for the E Broad St Bridge, our Team has looked at potential construction options to stabilize the fracture critical connection by erecting a girder support tower as one option or by strengthening the joint prior to demolition. Either option will require I-95 nighttime lane closures to accomplish the work safely. Where applicable, temporary barrier systems will increase separation between traffic, pedestrians, and construction because, as separation increases, so does safety. Personnel on our Team hold Basic, Intermediate and Advanced Level Work Zone Certifications, qualifying

them to design, implement and monitor all traffic control devices and ensure compliance with MUTCD and VA WAPM.

- **Incident Management:** The design and transportation operations plan in our TMP will incorporate an incident management plan (IMP) for various scenarios, including accident access, vehicle maneuvering and storage, and traffic restoration strategies. Having an effective IMP will reduce the time required to clear any incident and minimize impacts to mobility and safety.
- **Public Awareness:** Our Team lead by Shannon Moody who also orchestrated our Public Relations efforts on the I-95/Temple Ave Interchange DB project, will work closely with VDOT public affairs staff to provide regular project updates distributed through traditional paper media, social media, VDOT’s project website, virtual stakeholder meetings, etc. Traffic pattern changes, detour routes, delays, and lane closures will be coordinated with the Regional Traffic Operations Center to provide motorists with real-time travel information through the Virginia 511 traffic information website and mobile app. Our Team will assist VDOT in promoting avoidance of construction work zones by encouraging commuters to take alternative routes and directing through traffic along I-95 to utilize I-295 to avoid potential traffic disruptions. Our Team also will develop a comprehensive Public Awareness Plan to communicate work zone information, updates on construction sequencing, construction activities that may impact traffic, and congestion notifications.

**ROLE OF VDOT AND OTHER AGENCIES:** Our Team will work closely with VDOT to address concerns through coordination meetings and reviews. These meetings, in-person or virtual, may include City of Richmond staff as well, since construction will impact the City’s transportation network. We anticipate VDOT will play an active partnership role with our Team that will include review and approval of the Project TMP and ensuring VDOT staff adhere to all Project safety requirements while visiting the site. An added VDOT responsibility will be to attend Safety and Traffic Management Meetings to ensure VDOT is well informed and approves of all coordination efforts, required public outreach/notifications, and our overall approach to safety and traffic management in the corridor.

**FRACTURE CRITICAL CONNECTION ON BROAD STREET BRIDGE**

**WHY THE RISK IS CRITICAL:** The Broad St bridge was constructed from 1956-1958 and lengthened in 1973 as part of a roadway widening along I-95. The bridge extension involved adding approximately 12 ft of beam extension using an approximately 22-ft balanced beam section (balanced over Abutment A) with a pinned connection in the webs to connect the old and new beams. The connection appears to be fracture critical with little redundancy and creates risks for both the Myers Team and VDOT. Extra precautions need to be taken to reduce the bridge’s susceptibility to this failure mode. This concern is amplified by the fact that four of the 11 connections are rated as poor condition and the remaining connections are rated as fair.

Figure 3.5.6: Fracture Critical Connection



**Fixed Bearing Location:** Based on visual understanding of the existing system, it appears that the fixity of the bridge would have been changed in the 1970s retrofit. When the structure was built, the fixed bearing was at the pier at the higher elevation; however, the massive abutment, the balanced beam section, and the shoes against the seat of Abutment A all suggest the fixed bearing is now at the abutment. This change creates a concern with regard to demolition. First, the fixed bearing at Abutment A in concert with the shoes on the face of the abutment would be resisting the tendency for the hinged connection to rotate down and prevent longitudinal movement. Unbolting the bearings and shoes would change the static nature of the loads and introduce movements into the hinge. If the point of fixity were not moved, the span would be fixed-fixed, with beams prestressed by temperature loads. That energy would be released during demolition and create a dangerous construction situation or cause damage to neighboring beam lines during removal.

**Identification of Cut Locations:** Based on the Prefabricated Bridge Element method of ABC, the old structure will be cut at various longitudinal locations to allow for incremental construction of the new structure. As the existing bridge beams are splayed differently than the proposed bridge beams, these cut lines will not always be in optimal locations. Adjustment of the existing beam layout is limited with regard to beam spacing due to the shallowness of the beams and the limits of both deflection and structural capacity. The cut locations may result in cuts that alter the intrinsic counterweighting of the balanced section over the abutment, resulting in either reduced or increased shear forces in the hinge. The load change could result in movement of the hinged section and could alter the ability to maintain an appropriate riding surface or reduce the clearances under the bridge.

**Structure Demolition:** In this ABC scenario, we remove the deck and girders in sections by saw cutting the deck between the beam flanges and picking a section of deck, including beams, as one unit. Although we do not have access to the as-built plans, visual inspection prompts a concern that removal of deck may make the girder system unstable. With the existing beam’s hinge splice detail and the balanced beam system, it is unclear how the structure is functioning as a stable, determinant structure. To be stable, the beams are anchored near the asphalt approach and/or the connection at the abutment seat is fully fixed. The demolition process will need to remove or detach those items, rendering the remaining system indeterminate and unstable. Special attention will need to be given to disassembly of the rusty and possibly locked-up hinge pins. Residual forces that release when the connections break free present safety concerns for crane operations and worker safety.

**POTENTIAL IMPACTS:** The risk of failures or partial failures of the hinge connections could impact:

- **Safety:** Improper balancing of loads could result in weight shifts as portions of the bridge are cut free, causing crane and worker safety issues. The results of any failure are somewhat unpredictable and place life or limb at risk.
- **Rideability:** Shifts/movement in the bridge system could result in dips in the roadway above or posting of the structure.
- **Clearance Issues:** Changes in the deflection or movement in the structure could further encroach on the clearance envelope under the structure, increasing the risk of a bridge strike.
- **Schedule/Delayed Reopening:** The schedule for demolition leaves little room for delays, thus any unmitigated complication associated with the fracture-critical connections could create delays to a timely reopening to traffic. This would result in traffic backups and public relations issues.

**MYERS TEAM MITIGATION STRATEGIES:** To mitigate the many concerns noted above, it will be necessary to fully understand the existing system and the mechanics associated with the balanced beam system and hinges. Our Team will begin by gathering all existing plans and inspection reports to become intimately familiar with the connections. Based on information available in the existing inspection reports, our Team will conduct a physical inspection of the connections to evaluate the types of monitoring necessary during construction. Depending on the results of our investigations, a Midas structural software model may be created to best understand the existing load paths and prepare for what-if scenarios. The design team will tweak the model to investigate necessary changes and their impact on system performance. The results of this exercise will guide decision making with regard to cut locations, utility activities, and construction methodologies. If deemed necessary, the Team may install strain monitors similar to the Resensys system VDOT used on the Robert Norris Bridge to have real time data and electronic alerts of unwanted movement.

As the bridge is being removed in portions, with existing portions remaining in service, extra care will need to be taken to avoid introducing additional load on the remaining connections. To eliminate the risk of partial failure of one girder line, operations will need to eliminate any tugging on girders, ensure that cuts fully penetrate the deck, and keep large equipment away from the connection to avoid inadvertent contact.

Safety is our first concern and the Myers Team knows from experience that the best way to safely remove Span A at the site is to support the sections on either side of the hinge with shoring prior to disassembling the hinges or removing steel beams and/or concrete deck. The removal of Span A will require deck removal during the night shift when traffic is diverted on I-95 using the suggested (or similar) crossover plan.

We believe there are two options for managing this risk during demolition:

- **Option One** is to make use of nightly lane closures on I-95 to modify and reinforce the hinge joint before starting demolition activities. The plan would be to use nightly lane closures on I-95 NB to access the joint and perform retrofits. We would continue this process with nightly work until all the joints have been modified in preparation for deck removal. The advantage of this approach is it allows us to remove entire lengths of the bridge during demolition without having to support the hinge joint. The challenges with this option are the uncertainties around existing girder/hinge conditions and the ability to effectively stabilize the connection and account for the load changes. Any failure of the joint during the demo work could cause major schedule problems with reopening I-95 to traffic the next morning.
- **Option Two** is to place towers under each joint, use hydraulic jacks to take up the load of the beam end on each side of the joint, remove the joint, then proceed with removing the deck sections. This effectively separates Span A of the deck into two sections, therefore, removing a length of the span will require two picks. The advantage of this method is safety, as we would not be relying upon the hinge joint for any support during demolition. The disadvantage is that this approach will limit the amount of deck removal possible in a single night shift.

Our initial plan is to follow Option Two, supporting the beam ends on both sides of the joint, treating this section as if it is not a continuous span, and removing the joint to allow for picking the deck sections in two picks.

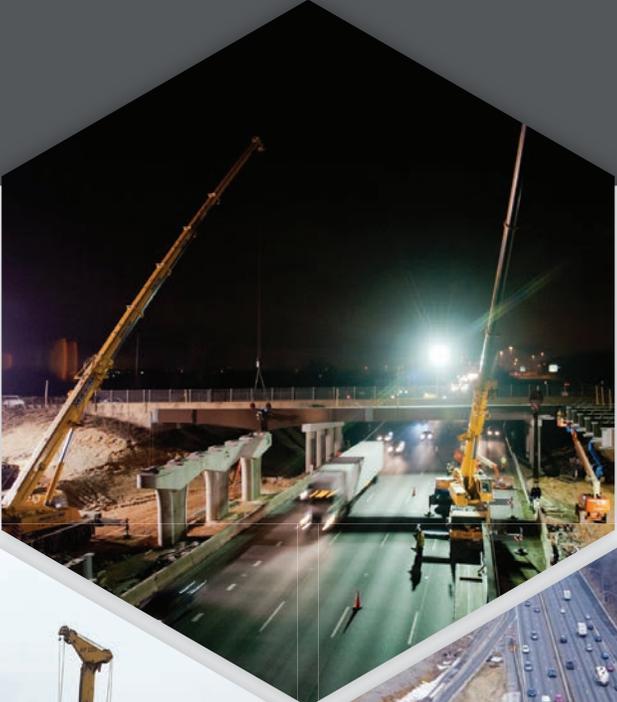
Our sequence will work as follows:

1. Premeasure and fabricate shoring towers and jacking materials for each location required.
2. MOT setup for nighttime crossover traffic on I-95.
3. Set up shoring towers; set up cranes for deck pick and trailers to remove section on I-95 NB while tower setup is taking place.
4. Install counterweights on east side of Abutment A (if necessary); use hydraulic jacks to take up the beam load on both sides of the hinge joint.
5. Remove hinge joint and sawcut deck at preplanned locations to separate the deck section into two units.
6. Attach lifting beam and attachment mechanisms from the crane to each deck section and pick/place deck section onto waiting trailers to be moved offsite for demolition.

Although this method requires more time with two picks instead of one, we believe that taking the extra step ensures a safer operation. Given the limited schedule window for removing and replacing the sections, failure of a section during a pick (more likely with Option One) would create a significant delay and likely force the operation to run long. We will plan to remove as much deck as is feasible during the nighttime closure window. To assist with demolition and removal of Span A, the construction team will work with engineers to determine acceptable pick points and appropriate counterweighting measures to relieve stresses in the pins and stabilize the system.

**ROLE OF VDOT AND OTHER AGENCIES:** The Myers Team has the construction experience working with similar hinge connections and the engineering expertise to successfully manage the risks associated with the fracture-critical connections on the structure and the stability issues. VDOT’s only roles will be providing all relevant information on the connections and reviewing MOT and demolition plans.

# ATTACHMENT 3.1.2 SOQ CHECKLIST



**ATTACHMENT 3.1.2**

**Contract ID C00111300DB107**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Contract ID C00111300DB107**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

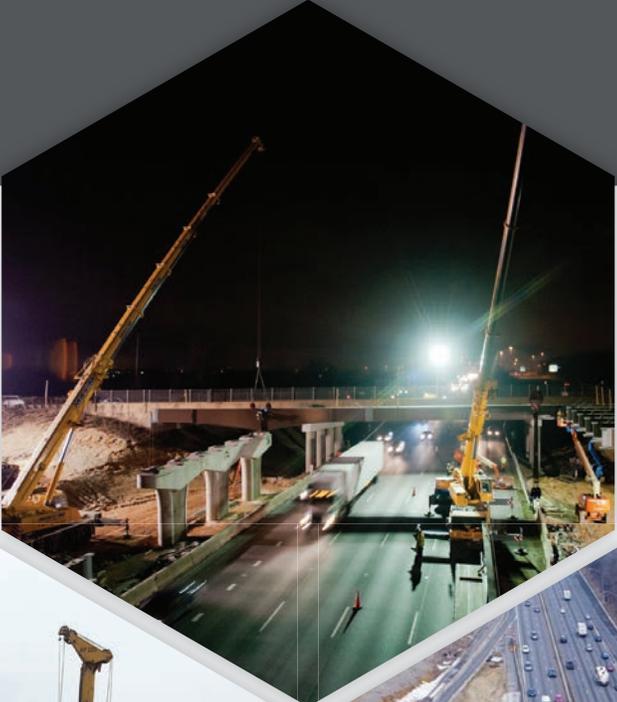
**ATTACHMENT 3.1.2**

**Contract ID C00111300DB107**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	2
<b>Experience of Offeror's Team</b>				5
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1
<b>Project Risk</b>				8
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8

ATTACHMENT 2.1.0  
FORM C-78-RFQ



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**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

**RFQ NO.**            C00111300DB107

**PROJECT:**            I-95 City of Richmond Bridge Superstructure  
Replacement and Rehabilitation Bundling

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

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

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

1. Cover letter of RFQ – December 15, 2020  
(Date)

2. Cover letter of \_\_\_\_\_  
(Date)

3. Cover letter of \_\_\_\_\_  
(Date)

  
SIGNATURE

02/02/2021

DATE

Aaron T. Myers

PRINTED NAME

Executive Vice President - Operations

TITLE

APPENDIX 3.2.6

# LIST OF AFFILIATED AND SUBSIDIARY COMPANIES



+



+



## ATTACHMENT 3.2.6

Contract ID C00111300DB107

### Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Parent	Allan Myers, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers DE, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Management, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials MD, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Materials PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers MD, Inc.	2011 Bel Air Rd, PO Box 278, Fallston MD 21047
Affiliate	Allan Myers PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Transport Company	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers, L.P.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Compass Quarries, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Myers Aviation Company, LLC	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	The Myers Group, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	American Infrastructure Investments, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490

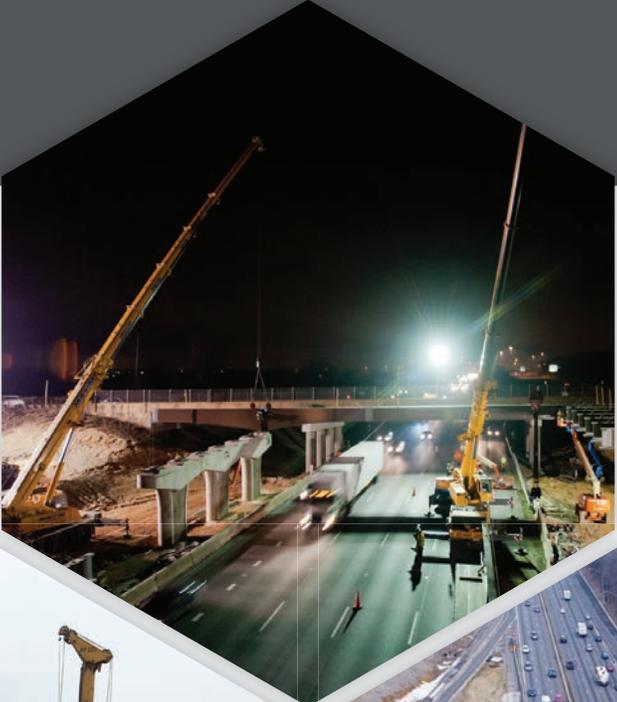
**ATTACHMENT 3.2.6**

**Contract ID C00111300DB107**

**Affiliated and Subsidiary Companies of the Offeror**

Affiliate	FAM Construction, LLC a Joint Venture	3877 Fairfax Ridge Rd, Suite 300C, Fairfax VA 22030
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk VA 23435

APPENDIX 3.2.7  
DEBARMENT FORMS



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Contract ID C00111300DB107**

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

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

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

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

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

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

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

  
\_\_\_\_\_  
Signature

January 20, 2021  
Date

Executive Vice President- Operations  
Title

Allan Myers VA, Inc.

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Contract ID C00111300DB107**

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

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

  
Signature

1/28/2021  
Date

Vice President  
Title

KCI Technologies, Inc.  
Name of Firm

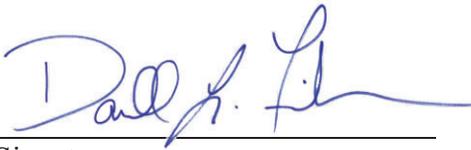
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Contract ID C00111300DB107**

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

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



2/2/21

Chief Business Officer

Signature

Date

Title

Rinker Design Associates, P.C.

Name of Firm

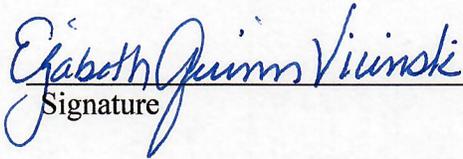
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Contract ID C00111300DB107**

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

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

  
Signature

1/26/21  
Date

President  
Title

Quinn Consulting Services, Inc.  
Name of Firm

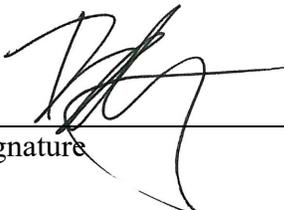
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Contract ID C00111300DB107**

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

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

 _____ Signature	<u>1/28/21</u> _____ Date	<u>Vice President</u> _____ Title
<u>ECS Mid-Atlantic, LLC</u> _____ Name of Firm		

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Contract ID C00111300DB107

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

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

  
Signature

1/12/2021

Date

President

Title

Hassan Water Resources, PLC

Name of Firm

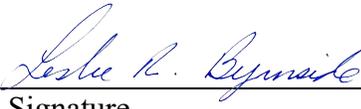
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Contract ID C00111300DB107**

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

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

  
\_\_\_\_\_  
Signature

January 13, 2021  
\_\_\_\_\_  
Date

Vice President  
\_\_\_\_\_  
Title

H & B Surveying and Mapping, LLC  
\_\_\_\_\_  
Name of Firm

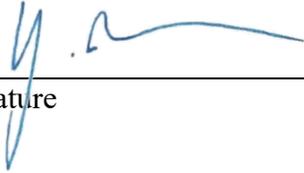
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Contract ID C00111300DB107**

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

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

	January 27, 2021	President and CEO
_____ Signature	_____ Date	_____ Title
DMY Engineering Consultants Inc.		
_____ Name of Firm		

APPENDIX 3.2.8

# VDOT PREQUALIFICATION CERTIFICATE





Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 6/24/2020

- M -

**Vendor ID:** M2729  
**Vendor Name:** MVP STEEL SPECIALIST, LLC  
**Prequal Level:** Subcontractor only  
**Prequal Exp:** 07/31/2020

-- PREQ Address --

P.O. BOX 7987  
HYATTESVILLE, MD 20787  
Phone: (571)216-4596  
Fax:

**Work Classes (Listed But Not Limited To)**

023 - REINFORCING STEEL PLACEMENT  
186 - SUBCONTRACTOR ONLY

**Bus. Contact:** PEREZ, RUDY ALFREDO  
**Email:** MVPSTEELSPECIALIST@GMAIL.COM

-- DBE Information --

**DBE Type:** DMBE  
**DBE Contact:** N/A

**Vendor ID:** G303  
**Vendor Name:** ALLAN MYERS VA, INC.  
**Prequal Level:** Prequalified  
**Prequal Exp:** 07/31/2021

-- PREQ Address --

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

**Work Classes (Listed But Not Limited To)**

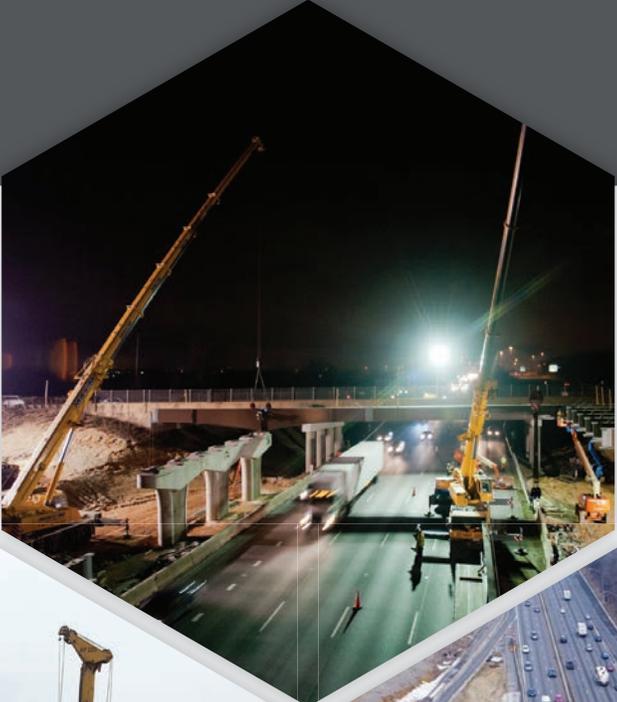
002 - GRADING  
003 - MAJOR STRUCTURES  
004 - ASPHALT CONCRETE PAVING  
007 - MINOR STRUCTURES  
013 - ROADWAY MILLING  
171 - SURFACE TREATMENT

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

-- DBE Information --

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

APPENDIX 3.2.9  
SURETY LETTER



+



+





February 2, 2021

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

Re: Contract ID # C00111300DB107, State Project No.: U000-127-023, P101, R201, C501, B601; Federal Project No.: STP-BR04(287), I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling, City of Richmond, Virginia

To Whom It May Concern:

Allan Myers VA, Inc., a subsidiary of Allan Myers, Inc., is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, and Berkshire Hathaway Specialty Insurance Company. As sureties for Allan Myers VA, Inc., with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Allan Myers VA, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Thirty-Seven Million and No/100 Dollars (\$37,000,000.00), 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 request for qualification process, including a review of the contract terms, bond forms, project financing and any other pertinent underwriting information.

Sincerely,

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

Julia R. Burnet  
Attorney-in-Fact



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

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

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

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 11<sup>th</sup> day of January, A.D. 2019.



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

By: *Robert D. Murray*  
Vice President

By: *Dawn E. Brown*  
Secretary

**State of Maryland  
County of Baltimore**

On this 11th day of December, 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, 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, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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



Constance A. Dunn, Notary Public  
My Commission Expires: July 9, 2023

**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 2nd day of February, 2021.



Brian M. Hodges, Vice President

**TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:**

Zurich Surety Claims  
1299 Zurich Way  
 Schaumburg, IL 60196-1056  
[www.reportsfclaims@zurichna.com](mailto:www.reportsfclaims@zurichna.com)  
800-626-4577



Power Of Attorney

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

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

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

[Signature of David Fields]

By: David Fields, Executive Vice President



NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

[Signature of David Fields]

By: David Fields, Vice President

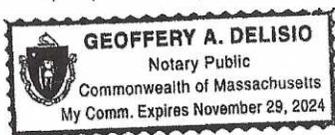


NOTARY

State of Massachusetts, County of Suffolk, ss:

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

[Notary Seal]



[Signature of Notary Public]

Notary Public

I, Ralph Tortorella, the undersigned, Officer of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this February 2, 2021.



Officer

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

**BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)**

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

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

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

**NATIONAL INDEMNITY COMPANY (BY-LAWS)**

Section 4. Officers, Agents, and Employees:

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

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

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

**NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)**

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

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

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

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

APPENDIX 3.2.10

# SCC AND DPOR SUPPORTING REGISTRATION/LICENSE DOCUMENTATION



## ATTACHMENT 3.2.10

### Contract ID C00111300DB107

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Allan Myers VA, Inc.	01137801	Stock Corporation	Active	301 Concourse Boulevard, Suite 300 Glen Allen VA 23059	Class A Contractor	2701009872	12-31-2022
KCI Technologies, Inc.	F0598690	Foreign Corporation	Active	936 Ridgebrook Road Sparks, MD 21152	Business Entity	0407003113	12-31-2021
				1025 Boulders Pkwy Boulers V, Richmond, VA 23225	Business Entity Branch Office	0411000938	02-28-2022
				9741 Southern Pine Blvd Suite J, Charlotte, NC 28273	Business Entity Branch Office	0411000963	02-28-2022
				3014 Southcross Blvd, Rock Hill, SC 29730	Business Entity Branch Office	0411000956	02-28-2022
Rinker Design Associates, P.C.	02270627	Stock Corporation	Active	11100 Endeavor Court, Suite 200 Manassas, VA 20109	Professional Corporation	0405000502	12-31-2021
				4301 Dominion Boulevard, Suite 100 Glen Allen, VA 23060	Professional Corporation Branch Office	0410000220	02-28-2022
				927 Maple Drive, Suite 105 Fredericksburg, VA 22407	Professional Corporation Branch Office	0410000156	02-28-2022
				4301 Dominion Boulevard, Suite 100 Glen Allen, VA 23060	Appraisal Business Registration	4008001801	04-30-2022
				927 Maple Drive, Suite 105 Fredericksburg, VA 22407	Appraisal Business Registration	4008001739	04-30-2022

**ATTACHMENT 3.2.10**

**Contract ID C00111300DB107**

**SCC and DPOR Information**

Quinn Consulting Services, Inc.	04925517	Stock Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	Business Entity	0407003733	12-31-2021
				1801 Pleasure House Rd., Suite 101, 102 Virginia Beach, VA 23455	Business Entity Branch Office	0411001133	02-28-2022
ECS Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	14026 Thunderbolt Pl Suite 300 Chantilly, VA 20151	Business Entity	0407004628	12-31-2021
				2119-D North Hamilton St, Richmond, VA 23230	Business Entity Branch Office	0411000384	02-28-2022
Hassan Water Resources, PLC	S2293282	Professional Limited Liability	Active	2255 Parkers Hill Drive Maidens, VA 23102	Professional Engineering	0413000299	12-31-2021
H&B Surveying and Mapping, LLC	S2905604	Limited Liability Company	Active	614 Moorefield Park Drive Richmond, VA 23236	Business Entity	0407005432	12-31-2021
				2105 Electric Road SW, Suite 103 Roanoke, VA 24018	Business Entity Branch Office	0411001268	02-28-2022
DMY Engineering Consultants Inc.	07688955	Stock Corporation	Active	4170 Lafayette Center Drive, Suite 500, Chantilly, VA 20151	Business Entity	0407005631	12-31-2021

**ATTACHMENT 3.2.10**

**Contract ID C00111300DB107**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Allan Myers VA, Inc.	Thomas M Heil	Glen Allen, VA	120 East Randolph Avenue Alexandria, VA 22301	Professional Engineer	0402044111	01-31-2023
Quinn Consulting Service, Inc.	Anthony J Kondysar	Virginia Beach, VA	3905 St. Mary's Circle Williamsburg, VA 23185	Professional Engineer	0402021246	07-31-2022
KCI Technologies, Inc.	John Benjamin Barefoot	Richmond, VA	14521 Leafield Dr. Midlothian, VA 23113	Professional Engineer	0402032375	07-31-2022

## Entity Information

### Entity Information

Entity Name: Allan Myers VA, Inc. Entity ID: 01137801  
Entity Type: Stock Corporation Entity Status: **Active**  
Formation Date: 10/06/1967 Reason for Status: Active and In Good Standing  
VA Qualification Date: 10/06/1967 Status Date: 11/19/2013  
Industry Code: 0 - General Period of Duration: Perpetual  
Jurisdiction: VA  
Annual Report Due Date: N/A  
Registration Fee Due Date: Not Required Charter Fee: \$0.00

### Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA,  
23060 - 6808, USA

### Principal Office Address

Address: 301 Concourse Blvd Ste 300, Glen Allen,  
VA, 23059 - 5659, USA

### Principal Information

Title	Director	Name	Address	Last Updated
EVP/CFO	No	DENIS P MOORE	PO BOX 98, WORCESTER, PA, 19490 - 0000, USA	10/29/2019
President	No	RICHARD DUNGAN	PO BOX 98, Worcester, PA, 19490 - 0000, USA	10/26/2020
EXECUTIVE VP - OPERATIONS	No	AARON T MYERS	301 CONCOURSE BLVD STE 300, GLEN ALLEN, VA, 23059 - 0000, USA	10/26/2020
CEO	Yes	A ROSS MYERS	PO BOX 98, WORCESTER, PA, 19490 - 0000, USA	10/29/2019
Secretary	No	TERESA S HASSON	1805 BERKS RD, WORCESTER, PA, 19490 - 0000, USA	10/29/2019

### Current Shares

Total Shares: 100000

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## Entity Information

### Entity Information

Entity Name: KCI Technologies, Inc. Entity ID: F0598690  
Entity Type: Stock Corporation Entity Status: **Active**  
Formation Date: 12/19/1988 Reason for Status: Active and In Good Standing  
VA Qualification Date: 12/19/1988 Status Date: 01/12/2021  
Industry Code: 0 - General Period of Duration: Perpetual  
Jurisdiction: DE  
Annual Report Due Date: N/A  
Registration Fee Due Date: Not Required Charter Fee: \$0.00

### Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA,  
23060 - 6808, USA

### Principal Office Address

Address: 936 Ridgebrook Rd, Sparks Glencoe,  
MD, 21152, USA

### Principal Information

Title	Director	Name	Address	Last Updated
VP/CFO	No	CHRISTINE KOSKI	936 RIDGEBROOK ROAD, SPARKS, MD, 21152 - 0000, USA	12/02/2019
Chairman of the Board	Yes	TERRY F NEIMEYER	936 RIDGEBROOK ROAD, SPARKS, MD, 21152 - 0000, USA	12/23/2019
EXEC VP	Yes	CHRISTOPHER J GRIFFITH	936 RIDGEBROOK ROAD, SPARKS, MD, 21152 - 0000, USA	12/02/2019
PRESIDENT/CEO	Yes	NATHAN J BEIL	936 RIDGEBROOK RD, SPARKS, MD, 21152 - 0000, USA	12/02/2019
Vice President, Secretary	Yes	Bayne Smith	2160 Satellite Boulevard, Suite 130, Duluth, GA, 30097, USA	12/23/2019

### Current Shares

Total Shares: 1000

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## Entity Information

### Entity Information

Entity Name: Rinker Design Associates, P.C. Entity ID: 02270627  
Entity Type: Stock Corporation Entity Status: **Active**  
Formation Date: 02/24/1982 Reason for Status: Active and In Good Standing  
VA Qualification Date: 02/24/1982 Status Date: 04/22/1991  
Industry Code: 70 - All professions not listed above Period of Duration: Perpetual  
Jurisdiction: VA  
Annual Report Due Date: 02/28/2021  
Registration Fee Due Date: 02/28/2021 Charter Fee: \$0.00

### Registered Agent Information

RA Type: Individual Locality: FAIRFAX COUNTY  
RA Qualification: Member of the Virginia State Bar  
Name: Thomas F. Quinn Registered Office Address: 1775 Wiehle Ave Ste 400, Reston, VA, 20190 - 5159, USA

### Principal Office Address

Address: 11100 ENDEAVOR COURT, SUITE 200,  
MANASSAS, VA, 20109 - 0000, USA

### Principal Information

Title	Director	Name	Address	Last Updated
Secretary, PRES/CEO	Yes	CHUN MO KIM	12530 BRENMILL LANE, Manassas, VA, 20112 - 0000, USA	02/29/2020
VP/COO	Yes	MARK A GUNN	3012 WOODLAWN AVENUE, FALLS CHURCH, VA, 22042 - 0000, USA	07/01/2019
Treasurer, Chief Financial Officer	Yes	JEFFREY J POWELL	6674 SCHOOLHOUSE ROAD, BEALETON, VA, 22712 - 0000, USA	02/29/2020

### Current Shares

Total Shares: 20000

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## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED  
Entity ID: 04925517  
Entity Type: Stock Corporation  
Entity Status: **Active**  
Formation Date: 10/24/1997  
Reason for Status: Active and In Good Standing  
VA Qualification Date: 10/24/1997  
Status Date: 12/01/2008  
Industry Code: 0 - General  
Period of Duration: Perpetual  
Jurisdiction: VA  
Annual Report Due Date: N/A  
Registration Fee Due Date: Not Required  
Charter Fee: \$50.00

### Registered Agent Information

RA Type: Individual  
Locality: ARLINGTON COUNTY  
RA Qualification: Member of the Virginia State Bar  
Name: JOHN H QUINN JR  
Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

### Principal Office Address

Address: 14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA

### Principal Information

Title	Director	Name	Address	Last Updated
COB/P/T	Yes	ELIZABETH QUINN VICINSKI	14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA	09/15/2017
Secretary	No	FRANCISCA I OTERO	888 17TH STREET NW, SUITE 640, WASHINGTON, DC, 20006 - 0000, USA	09/15/2017

### Current Shares

Total Shares: 5000

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## Entity Information

### Entity Information

Entity Name: ECS Mid-Atlantic, LLC	Entity ID: S1208216
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Formation Date: 04/16/2004	Reason for Status: Active
VA Qualification Date: 04/16/2004	Status Date: 04/16/2004
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: N/A

### Registered Agent Information

RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Officer or Director of a Corporation that is a Member or Manager of the Limited Liability Company	
Name: JAMES A ECKERT	Registered Office Address: 14026 THUNDERBOLT PL STE 100, CHANTILLY, VA, 20151 - 0000, USA

### Principal Office Address

Address: 14026 THUNDERBOLT PL STE 100,  
CHANTILLY, VA, 20151 - 0000, USA

### Principal Information

Management Structure: N/A

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## Entity Information

### Entity Information

Entity Name: Hassan Water Resources, PLC	Entity ID: S2293282
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Formation Date: 07/16/2007	Reason for Status: Active
VA Qualification Date: 07/16/2007	Status Date: 08/01/2014
Industry Code: 70 - All professions not listed above	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: N/A

### Registered Agent Information

RA Type: Individual	Locality: GOOCHLAND COUNTY
RA Qualification: Member or Manager of the Limited Liability Company	
Name: GAMAL E HASSAN	Registered Office Address: 2255 PARKERS HILL DR, MAIDENS, VA, 23102 - 0000, USA

### Principal Office Address

Address: 2255 PARKERS HILL DR, MAIDENS, VA, 23102 - 0000, USA

### Principal Information

Management Structure: N/A

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## Entity Information

### Entity Information

Entity Name: H & B Surveying and Mapping, LLC	Entity ID: S2905604
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Formation Date: 04/27/2009	Reason for Status: Active
VA Qualification Date: 04/27/2009	Status Date: 04/27/2009
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: N/A

### Registered Agent Information

RA Type: Individual	Locality: HENRICO COUNTY
RA Qualification: Member of the Virginia State Bar	
Name: TIMOTHY H GUARE	Registered Office Address: TIMOTHY H GUARE PLC, 6802 PARAGON PL STE 100, HENRICO, VA, 23230 - 0000, USA

### Principal Office Address

Address: 614 MOOREFIELD PARK DRIVE,  
RICHMOND, VA, 23236 - 0000, USA

### Principal Information

Management Structure: N/A

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## Entity Information

Entity Information	
Entity Name: DMY ENGINEERING CONSULTANTS INC.	Entity ID: 07688955
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Formation Date: 09/06/2013	Reason for Status: Active and In Good Standing
VA Qualification Date: 09/06/2013	Status Date: 10/23/2020
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: \$50.00

Registered Agent Information	
RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Director of the Corporation	
Name: WEIYI MA	Registered Office Address: 4170 LAFAYETTE CENTER DRIVE, SUITE 500, CHANTILLY, VA, 20151 - 0000, USA

Principal Office Address	
Address: 4170 Lafayette Center Dr Ste 500, Chantilly, VA, 20151 - 1254, USA	

Principal Information				
Title	Director	Name	Address	Last Updated
President	Yes	Weiyi Ma	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Wamiq Hamid	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Peng Zhang	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Xin Chen	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019

Current Shares	
Total Shares: 10000	

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# DPOR License Lookup License Number 2701009872

## License Details

<b>Name</b>	ALLAN MYERS VA INC
<b>License Number</b>	2701009872
<b>License Description</b>	Contractor
<b>Firm Type</b>	Corporation
<b>Rank <sup>1</sup></b>	Class A
<b>Address</b>	301 CONCOURSE BLVD SUITE 300, GLEN ALLEN, VA 23059
<b>Specialties<sup>2</sup></b>	Highway / Heavy (H/H)
<b>Expiration Date</b>	2022-12-31

- 
- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
  - 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup build 1,426 (built 2020-10-01 09:09:15).

# DPOR License Lookup License Number 0407003113

## License Details

<b>Name</b>	KCI TECHNOLOGIES INC
<b>License Number</b>	0407003113
<b>License Description</b>	Business Entity Registration
<b>Rank</b>	Business Entity
<b>Address</b>	936 RIDGEBROOK ROAD, SPARKS, MD 21152
<b>Initial Certification Date</b>	1992-08-06
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402033857	GRIFFITH, CHRISTOPHER JOHN	Professional Engineer License	Engineering	2021-11-30
0402044936	DRUMM, STEPHEN FRANCIS	Professional Engineer License	Engineering	2022-06-30

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# DPOR License Lookup License Number 0411000938

## License Details

<b>Name</b>	KCI TECHNOLOGIES INC
<b>License Number</b>	0411000938
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	1025 BOULDERS PKWY BOULVERS V, RICHMOND, VA 23225
<b>Initial Certification Date</b>	2012-06-27
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402049644	HOVERMAN, KATHY LYNN	Professional Engineer License	Engineering	2022-01-31

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# DPOR License Lookup License Number 0411000963

## License Details

<b>Name</b>	KCI TECHNOLOGIES INC
<b>License Number</b>	0411000963
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	9741 SOUTHERN PINE BLVD SUITE J, CHARLOTTE, NC 28273
<b>Initial Certification Date</b>	2013-01-15
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402048943	FITZ MORRIS, JAMES DUNCAN	Professional Engineer License	Engineering	2021-05-31

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# DPOR License Lookup License Number 0411000956

## License Details

<b>Name</b>	KCI TECHNOLOGIES INC
<b>License Number</b>	0411000956
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	3014 SOUTHCROSS BLVD, ROCK HILL, SC 29730
<b>Initial Certification Date</b>	2012-11-13
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402048509	BURGESS, ROBERT ERIC	Professional Engineer License	Engineering	2021-02-28

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# DPOR License Lookup License Number 0405000502

## License Details

<b>Name</b>	RINKER DESIGN ASSOCIATES PC
<b>License Number</b>	0405000502
<b>License Description</b>	Professional Corporation Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Professional Corporation
<b>Address</b>	11100 ENDEAVOR CT STE 200, MANASSAS, VA 20109
<b>Initial Certification Date</b>	1986-07-16
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

Filter:

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402056589	TACI, LUAN	Professional Engineer License	Engineering	2022-10-31
0402049361	QADIR, SOHAIB KHALIQ	Professional Engineer License	Engineering	2021-12-31
0402050047	SHELTON, MARGARET MAITLAND	Professional Engineer License	Engineering	2022-06-30
0403003186	DREELIN, RYAN JAMES	Land Surveyor License	Land Surveying	2021-12-31
0402047831	QADIR, CAROLYN MARIE	Professional Engineer License	Engineering	2021-01-31
0402030345	KIM, SONG CHUN	Professional Engineer License	Engineering	2022-01-31
0402033455	DUSZA, SHARON DIANE	Professional Engineer License	Engineering	2021-07-31
0402054460	NGUYEN, TRIEU DINH	Professional Engineer License	Engineering	2022-12-31
0402032943	KIM, CHUN M	Professional Engineer License	Engineering	2021-07-31
0402050868	NGUYEN, HOAINAM VU	Professional Engineer License	Engineering	2022-12-31

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Previous [1](#) [2](#) Next

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# DPOR License Lookup License Number 0410000220

## License Details

<b>Name</b>	RINKER DESIGN ASSOCIATES PC
<b>License Number</b>	0410000220
<b>License Description</b>	Professional Corporation Branch Office Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Professional Corporation Branch Office
<b>Address</b>	4301 DOMINION BOULEVARD STE 100, GLEN ALLEN, VA 23060
<b>Initial Certification Date</b>	2011-03-17
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402050047	SHELTON, MARGARET MAITLAND	Professional Engineer License	Engineering	2022-06-30
0403003046	KOUGOULIS, NICHOLAS JOHN	Land Surveyor License	Land Surveying	2021-12-31
0402023296	FISCHER, DARELL LEE	Professional Engineer License	Engineering	2022-06-30
0402041356	SHOCK, BRANDON CLAY	Professional Engineer License	Engineering	2023-01-31

Showing 1 to 4 of 4 entries

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# DPOR License Lookup License Number 0410000156

## License Details

<b>Name</b>	RINKER DESIGN ASSOCIATES PC
<b>License Number</b>	0410000156
<b>License Description</b>	Professional Corporation Branch Office Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Professional Corporation Branch Office
<b>Address</b>	927 MAPLE DR STE 105, FREDERICKSBURG, VA 22407
<b>Initial Certification Date</b>	2005-12-27
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402032300	GIOMETTI, JOHN A	Professional Engineer License	Engineering	2022-07-31
0402045169	KOMAR, BRIAN PAUL	Professional Engineer License	Engineering	2023-01-31

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# DPOR License Lookup License Number 4008001801

## License Details

<b>Name</b>	RINKER DESIGN ASSOCIATES P C
<b>License Number</b>	4008001801
<b>License Description</b>	Appraisal Business Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	4301 DOMINION BLVD, STE 100, GLEN ALLEN, VA 23060
<b>Initial Certification Date</b>	2014-04-10
<b>Expiration Date</b>	2022-04-30

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# DPOR License Lookup License Number 4008001739

## License Details

<b>Name</b>	RINKER DESIGN ASSOCIATES PC
<b>License Number</b>	4008001739
<b>License Description</b>	Appraisal Business Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	4301 DOMINION BOULEVARD STE 100, GLEN ALLEN, VA 23060
<b>Initial Certification Date</b>	2012-04-30
<b>Expiration Date</b>	2022-04-30

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# DPOR License Lookup License Number 0407003733

## License Details

<b>Name</b>	QUINN CONSULTING SERVICES INCORPORATED
<b>License Number</b>	0407003733
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
<b>Initial Certification Date</b>	1998-03-05
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2021-08-31

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# DPOR License Lookup License Number 0411001133

## License Details

<b>Name</b>	QUINN CONSULTING SERVICES INCORPORATED
<b>License Number</b>	0411001133
<b>License Description</b>	Business Entity Branch Office Registration
<b>Business Type</b>	Corporation
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	1801 PLEASURE HOUSE RD STE 101,102, VIRGINIA BEACH, VA 23455
<b>Initial Certification Date</b>	2014-06-25
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402040981	CLARKE, RICHARD LAYNE	Professional Engineer License	Engineering	2021-05-31

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# DPOR License Lookup License Number 0407004628

## License Details

<b>Name</b>	ECS-MID-ATLANTIC LLC
<b>DBA Name</b>	LEO J TITUS JR PE
<b>License Number</b>	0407004628
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank</b>	Business Entity
<b>Address</b>	14026 THUNDERBOLT PL STE 300, CHANTILLY, VA 20151
<b>Initial Certification Date</b>	2004-12-10
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402031573	TITUS, LEO JOSEPH JR	Professional Engineer License	Engineering	2021-08-31
0401008763	DOYLE, MICHAEL GENE	Architect License	Architecture	2021-08-31

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# DPOR License Lookup License Number 0411000384

## License Details

<b>Name</b>	ECS MID-ATLANTIC LLC
<b>License Number</b>	0411000384
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	2119-D NORTH HAMILTON ST, RICHMOND, VA 23230
<b>Initial Certification Date</b>	2004-12-10
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401014068	NELSON, KEITH PAUL	Architect License	Architecture	2022-12-31
0401017945	MEYER, BENJAMIN ALAN	Architect License	Architecture	2021-10-31
0402019982	MOSS, ROBERT C III	Professional Engineer License	Engineering	2021-07-31

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# DPOR License Lookup License Number 0413000299

## License Details

<b>Name</b>	HASSAN WATER RESOURCES PLC
<b>DBA Name</b>	HWR
<b>License Number</b>	0413000299
<b>License Description</b>	Professional Limited Liability Company
<b>Rank</b>	Professional Limited Liability Company
<b>Address</b>	2255 PARKERS HILL DRIVE, MAIDENS, VA 23102-2244
<b>Initial Certification Date</b>	2009-07-06
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402033382	HASSAN, GAMAL ELDIN	Professional Engineer License	Engineering	2021-06-30

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# DPOR License Lookup License Number 0407005432

## License Details

<b>Name</b>	H & B SURVEYING & MAPPING LLC
<b>License Number</b>	0407005432
<b>License Description</b>	Business Entity Registration
<b>Rank</b>	Business Entity
<b>Address</b>	614 MOOREFIELD PARK DR, RICHMOND, VA 23236
<b>Initial Certification Date</b>	2009-05-05
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403002617	HANSON, ALISON WATSON	Land Surveyor License	Land Surveying	2022-01-31

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# DPOR License Lookup License Number 0411001268

## License Details

<b>Name</b>	H & B SURVEYING & MAPPING LLC
<b>License Number</b>	0411001268
<b>License Description</b>	Business Entity Branch Office Registration
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	2105 ELECTRIC RD SW STE 103, ROANOKE, VA 24018
<b>Initial Certification Date</b>	2016-03-31
<b>Expiration Date</b>	2022-02-28

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0403002929	NASH, JESSICA LEAH	Land Surveyor License	Land Surveying	2022-06-30

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# DPOR License Lookup License Number 0407005631

## License Details

<b>Name</b>	DMY ENGINEERING CONSULTANTS INC
<b>License Number</b>	0407005631
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	4170 LAFAYETTE CENTER DR SUITE 500, CHANTILLY, VA 20151
<b>Initial Certification Date</b>	2010-03-10
<b>Expiration Date</b>	2021-12-31

## Related Licenses <sup>1</sup>

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402041123	MA, WEIYI	Professional Engineer License	Engineering	2021-06-30

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# DPOR License Lookup License Number 0402044111

## License Details

<b>Name</b>	HEIL, THOMAS M
<b>License Number</b>	0402044111
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	ALEXANDRIA, VA 22301
<b>Initial Certification Date</b>	2007-10-04
<b>Expiration Date</b>	2023-01-31

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DPOR License Lookup build 1,426 (built 2020-10-01 09:09:15).

# DPOR License Lookup License Number 0402021246

## License Details

<b>Name</b>	KONDYSAR, ANTHONY J
<b>License Number</b>	0402021246
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	WILLIAMSBURG, VA 23185
<b>Initial Certification Date</b>	1990-07-16
<b>Expiration Date</b>	2022-07-31

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# DPOR License Lookup License Number 0402032375

## License Details

<b>Name</b>	BAREFOOT, JOHN BENJAMIN
<b>License Number</b>	0402032375
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	MIDLOTHIAN, VA 23113
<b>Initial Certification Date</b>	1998-07-16
<b>Expiration Date</b>	2022-07-31

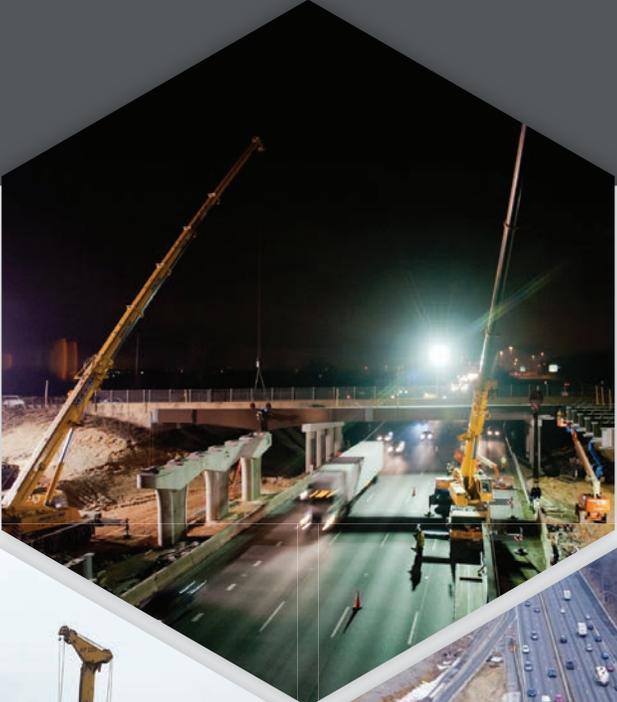
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The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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APPENDIX 3.3.1  
KEY PERSONNEL RESUME FORMS



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- **Similarities:** The project included bridge reconstruction, complex and time sensitive utility relocations, construction under local traffic (except for a four-month summer road detour to construct the bridge while school was out), and safe and effective MOT during both the AM and PM peaks.
- **Impact on the Project:** Tom actively partnered with VDOT and utility owners to overcome weather delays and overlapping utility relocation schedules in advance of the roadway closure. To meet the project milestone, he directed Myers Team members to assist the utility relocation subcontractors with C&G, E/SC installation, and MOT to expedite duct bank relocations. This support mitigated relocation delays, thus allowing the project to progress in accordance with the CPM schedule. The detour received fewer than 10 public comments and the duration was minimized by one month. The project was delivered on time and within budget, with a final rating of green on VDOT's dashboard.

### **Rolling Rd / Franconia Springfield Pkwy Interchange DB (\$9.2M) Fairfax County, VA**

Firm: Allan Myers

Role: Design-Build Project Manager

Dates: Mar 2014 – Jun 2015

- **Role:** As DBPM and primary VDOT liaison, Tom was responsible for overall design and construction, schedule management, issue resolution, quality management, contract administration, and stakeholder outreach. He managed design through AFC plans and NtCC approval and oversaw construction efforts, including unsuitable soil mitigation, retaining wall construction, and relocation of bike/pedestrian facilities, all without incident.
- **Project Highlights:** The project included capacity improvements to existing interchange ramp systems to and from Route 286 and elimination of a flow-through right movement from Rolling Rd to a controlled intersection – all completed under traffic without lane closures. Improvements included bridge rehabilitation, retaining wall construction, median improvements, mitigating unsuitable soils, and sidewalk/shared use path improvements.
- **Similarities:** The Rolling Rd Interchange capacity improvement project managed complex MOT issues similar to those anticipated for this Project, as well as unsuitable soils adjacent to traffic. The project required continuous pedestrian access to and across the work zone to ensure continuity of the Cross-County Trail and other local pedestrian/bicycle movements within the project limits.
- **Impact on the Project:** Tom partnered with VDOT, the DM, and the CM to develop and implement a phased MOT construction approach that preserved the existing bike/pedestrian trail system, balanced the interaction between vehicles and trail users, and prioritized through trail movements to ensure safety to users going to and from school.

### **I-64 Capacity Improvements Segment II (\$138M) Newport News, VA**

Firm: Allan Myers

Role: Design-Build Project Manager

Dates: Jan 2017– May 2019

- **Role:** Serving as RCE and fully integrated into the design and construction teams, responsible for primary VDOT liaison during design, and control over all engineering decisions and/or design modifications during construction.
- **Project Highlights:** The proposed improvements on the \$138 million project include: full-depth reconstruction of the existing lanes, the addition of one 12-foot-wide travel lane and one 12-foot-wide paved shoulder in each direction, and repair and widening of nine existing bridges and six box culverts located within the Project limits. Widening of the existing roadway and bridges is expected to occur in the median of the existing interstate, avoiding impacts to existing interchanges.
- **Similarities:** This VDOT design-build project included the rehabilitation of nine existing bridge structures within the project limits. The Myers Team, including our proposed design team of KCI and RDA, coordinated MOT to minimize construction impacts.
- **Impact on the Project:** Tom's impact serving as the RCE on the I-64 Segment II project was most prominently felt when working with VDOT/Myers to recover schedule lost to delays in full design approvals. He worked with VDOT, the DBPM, CM, and QAM for the Project to develop and secure phased plan-approval packages to allow issuance of AFC plans, receive Notice to Commence Construction letters, and begin construction while final roadway/bridge plans were being approved. His efforts allowed the project to progress to construction 60 to 90 days prior to final design approvals.

\* 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. **Not applicable**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>ANTHONY KONDYSAR, PE / QAM</b>
b. Project Assignment: <b>QUALITY ASSURANCE MANAGER</b>
c. Name of the Firm with which you are employed at the time of submitting SOQ: <b>QUINN CONSULTING SERVICES, INC.</b>
d. Employment History: With this Firm <u>5</u> Years – Other Firms <u>30</u> Years <b>QUINN CONSULTING SERVICES, QUALITY ASSURANCE MANAGER (2015-PRESENT):</b> Anthony has provided Quality Assurance Management (QAM) services on VDOT and FHWA Design-Build (DB) projects. On his past three QAM assignments, he has overseen the rehabilitation/construction of 16 Virginia interstate highway bridges. Anthony's responsibilities have included supervision of Quality Assurance (QA) inspection staff to ensure all work and testing of materials were performed correctly and at the proper frequencies. He also has monitored construction Quality Control (QC) programs, ensuring sampling and testing were performed in accordance with contract requirements, approved for construction plans, specifications, and VDOT's <i>Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects, July 2018</i> (below referenced as VDOT's Minimum Requirements). His experience also has included maintaining the Materials Notebook, approving monthly pay estimates, developing and resolving project nonconformance reports (NCRs), developing project punch lists, and delivering all Preparatory Inspection Meetings.  <b>VIRGINIA PORT AUTHORITY (2007-2015):</b> Anthony served as Project Manager for multiple bridge, building, waterfront, rail, pavement, and utility construction projects on shipping facilities operated by the VPA in Norfolk, Portsmouth, and Newport News, VA. His key responsibilities included oversight and consultation on civil design, waterfront structural, hydrographic surveying, architecture, environmental, fender repair, pavement maintenance, and security fencing term contracts. Anthony represented VPA interests on multiple major local infrastructure improvement projects and as Design-Build (DB) construction manager for the VDOT/VPA I-164 Median Rail Portsmouth/Chesapeake/Suffolk VA.  <b>ALPHA CORPORATION (2004-2007):</b> Anthony served as QAM/Project Manager for various projects with VPA. His responsibilities included initiation and review of reports, correspondence, and other communications required to maintain project schedule and budget; identification of potential conflicts; and recommendation of cost effective and timely solutions. Anthony was the liaison among the owner, contractor, and design team to optimize quality, schedule, and budget concerns. He also reviewed change orders, claims, and schedule modifications in accordance with contract terms and negotiated cost for changes in scope.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>VIRGINIA POLYTECHNIC INSTITUTE, BLACKSBURG/BS/1985/CIVIL ENGINEERING</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>PROFESSIONAL ENGINEER – VIRGINIA/1990/0402021246</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project.  <b><u>I-64 Capacity Improvements Segment III (\$244M) York County, VA</u></b>  Firm: Quinn Consulting Services      Role: Quality Assurance Manager      Dates: July 2018 – June 2021 (Projected) <ul style="list-style-type: none"><li>• <b>Role:</b> Anthony's responsibilities include assuring the project is in compliance with contract documents, including VDOT Minimum QA/QC requirements on DB projects. He manages all aspects of the QA program, and directs inspections by QA inspectors and independent QA testing technicians for all project activities, including rehabilitation and widening of four bridges and replacement of two bridges. Specifically, he monitors implementation and functioning of the project-specific QA/QC plan; chairs all preparatory meetings; initiates, distributes, and closes all project NCRs; oversees entries in the Materials Notebook; approves monthly payments; and maintains the punch list. By chairing preparatory meetings, Anthony actively partners with VDOT and contractors to ensure all parties are aware of upcoming work and the requirements to complete it. Anthony proactively reviews project documentation, such as source of materials and daily inspection reports, to ensure all work conforms with contract documents and that nonconforming work is removed or repaired early in the construction process to prevent impacts on quality or schedule.</li><li>• <b>Project Highlights:</b> This project widens I-64 from approximately 1.15 miles west of Route 199 (Exit 234), to 1.05 miles west of Route 199 (Exit 242), extending the three-lane section of I-64 segment II west for approximately 8.2 miles. Improvements include adding a 12-ft-wide travel lane and a 12-ft-wide shoulder in each direction. The work involves pavement reconstruction of the existing lanes, rehabilitation and widening of four bridges, three major culverts, and replacement of two bridges over Queens Creek. The project also includes reconstruction of the I-64 East</li></ul>

off-ramp to Route 143, installation of a signalized stop at the end of the ramp, sound wall installation, drainage improvements, storm water management facilities, sign structure replacements, corridor-wide landscaping, maintenance of traffic (MOT), work zone traffic control, and environmental monitoring.

- **Similarities:** This work is taking place in Virginia; hence the project-specific QA/QC plans have to meet the same requirements as those Anthony implemented on I-64 Segment III: VDOT's Minimum Requirements. Anthony has extensive experience managing the quality of bridge rehabilitation and widening projects, and roadway projects that involve similar activities: earthwork, subgrade, asphalt paving, pavement marking, etc.

#### **I-564 Intermodal Connector Design-Build (\$92.5M) Norfolk, VA**

Firm: Quinn Consulting Services

Role: Quality Assurance Manager

Dates: Jan 2018 – Oct 2020

- **Role:** Anthony assisted and worked closely with the DB contractor and the Eastern Federal Lands Division of the Federal Highway Administration (FHWA) in preparing and implementing a project-specific QA/QC plan that follows both the requirements set forth in VDOT's Minimum Requirements as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA. Anthony partnered with FHWA, the Engineer of Record, and the Construction Manager to track all field design changes, requests for information, deficiencies, and NCRs, and to ensure that all project changes were resolved in a way agreed to by all parties. Anthony also coordinated QA staff to ensure that QA inspectors and technicians were on site to monitor and inspect all construction activities, including QC activities.
- **Project Highlights:** The I-564 Intermodal Connector provides a safe, high-speed connection from the existing I-564 to Norfolk International Terminals and Naval Station Norfolk. The project is approximately 2.82 miles of new four-lane limited access highway with a reconfigured commercial vehicle inspection station for the naval station. Improvements included construction of an interchange, construction of six bridges and local connectors, and storm water management facilities.
- **Similarities:** Both the I-564 Intermodal Connector and the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling project consist of improvements to local roadways and bridges around major interchanges. The work includes improvement and reconstruction of many of the same elements (structures, pavement, drainage, landscaping) and phased work on items such as MOT and erosion and sediment control.

#### **I-64 Capacity Improvements Segment I (\$101.5M) Newport News, VA**

Firm: Quinn Consulting Services

Role: Quality Assurance Manager

Dates: Sept 2015 – Jan 2018

- **Role:** Anthony oversaw a team of independent QA inspectors and monitored the contractor's QC team for compliance with both VDOT's Minimum Requirements and the project-specific QA/QC Plan. Anthony performed all necessary QA functions, in the field and in the office. Field work consisted of managing a team of inspectors for all aspects of the project and ensuring they were up to date on all approved project documentation. In the office, Anthony maintained the Materials Notebook and attended preparatory and progress meetings to ensure open communication with all project stakeholders.
- **Project Highlights:** This project involved an operationally independent segment of the I-64 widening. The purpose was to provide immediate congestion relief. Four existing bridges within the corridor were repaired and widened to meet current design and safety standards. Improvements included addition of one 12-ft-wide travel lane and one 12-ft-wide shoulder in each direction, thereby widening a four-lane section to six lanes, using the existing interstate median to limit the amount of right-of-way (ROW) required to construct the project.
- **Similarities:** Both are VDOT DB projects, which Anthony and the Quinn team have been performing from start to finish for years. Similarities include rehabilitation and widening of four bridges, roadway, survey, environmental, geotechnical, hydraulics, traffic control devices, overhead sign structures, transportation management plan, ROW, utilities, public involvement/relations and stakeholder coordination, QA/QC, landscaping, lighting, construction engineering/inspection and project management.

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. **Not applicable**



geotechnical issues related to downdrag at each of the sites. Because existing bridges narrowly met clearance requirements, any widening created substandard clearances underneath. John worked with the Allan Myers Team to develop creative solutions to increase bridge clearances.

### Transform I-66 Outside the Beltway P3 (\$1.2B) Fairfax County, VA

Firm: KCI Technologies

Role: Lead Structural Engineer

Dates: 2018-2019

- Role:** John managed design of three bridges over I-66 in Fairfax, VA. Bridges B616, B620, and B621 were designed by three different teams under his management. The designs were completed in three months, and he was responsible for managing/coordinating multiple partners inside and outside of KCI's contract, including multiple geotechnical teams, other bridge design firms from neighboring sites, roadway engineers, and utility coordination teams. For the three bridges, he also designed/detailed all of the wall systems and developed project standards for both the conduit systems and unique applications of VDOT's BPPS systems. His coordination on this high-profile project with many moving parts was critical to meeting important deadlines and moving the project forward. At this time, design services are complete and only construction support services remain.
- Project Highlights:** This project will transform 22.5 miles of I-66 into a multimodal corridor that moves more people, provides more reliably, and offers new travel options. The project is a public-private partnership among VDOT, Department of Rail and Public Transportation (DRPT), and I-66 Express Mobility Partners. KCI is designing three bridges: B616 Jermantown Road, a 407-ft-long, two-span steel bridge with Virginia abutments and wall piers with drainage/girder conflict; B620 Cedar Lane, a 291-ft-long, two-span steel bridge with semi-integral abutments and wall piers (staged) with drainage/girder conflict; and B621 Gallows Road, a 359-ft-long, two-span steel bridge with semi-integral abutments and wall piers (staged) with drainage/girder conflict. The project relieves congestion and threads through a dense residential/ commercial area requiring walls at all of the abutments to reduce right-of-way impacts. Wall systems consist of both mechanically stabilized earth walls and tie-back post and panel walls.
- Similarities:** VDOT DB project, interstate corridor, congested project corridor, critical MOT, multi-span steel structures, staged construction, numerous utilities on structures including water and gas lines, design-build partnership with FAM (including Allan Myers).
- Impact on Project:** John proactively coordinated development of the plans across the multi-contract, multi-disciplinary team assisting FAM Construction with plan development. He pushed not only the bridges for which KCI was responsible, but also other design services around the bridge in an interstate corridor that presents a multitude of challenges, such as utility conflicts, geometric constraints, and minimal right-of-way.

### Replacement of Bridge on Route 46 over Nottoway River (\$11M) Nottoway/Brunswick Counties, VA

Firm: KCI Technologies

Role: Lead Structural Engineer/Design Manager

Dates: 2016-Present

- Role:** John serves as Lead Structural Engineer/Design Manager on this unique project, which has diverse challenges with multiple stakeholders. John oversaw evaluation of new alignments for bridge replacement and progression of the rehabilitation alternative. Services he managed included analysis of hydrologic/hydraulics, scour, supplemental survey, geotechnical, pavement design, and SWM requirements. John was instrumental in coordinating issues with the Town of Blackstone, presenting innovative solutions to speed construction, and addressing concerns associated with the fact this structure is mounted to a dam built in the 1940s.
- Project Highlights:** The project will replace the Route 46 bridge over Nottoway River and involve associated roadway work, including a new jointless superstructure with lightweight concrete and rehabilitation of the existing bridge substructure. Road closure required implementation of accelerated bridge construction methods and increased public involvement due to the lengthy detour. Environmental factors included protected species (bald eagle nest, mussels, etc.) and protection of the impoundment water – a source of drinking water for the area. Public and stakeholder coordination efforts include VDOT, the Town of Blackstone, Fort Pickett, property owners, USACOE, and county leadership.
- Similarities:** Multi-span steel simple span structure replacement within the Richmond District, substructure rehabilitation; similar era of original work (1946 vs. 1956); creative design features that include top-down construction, prefabricated pier elements, and unique crane platforms; and multiple stakeholders, including schools and various municipalities.
- Impact on Project:** John took over as Project Manager during the preliminary phase and has steadily advanced the project. Richmond District has given John's project management work extremely high scores in VDOT performance reviews. His proactive approach, timely deliverables, and progressive designs have helped the project move forward despite many challenges.

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. **Not applicable**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title:	<b>BEN BUSHEY – CONSTRUCTION MANAGER</b>	
b. Project Assignment:	<b>CONSTRUCTION MANAGER</b>	
c. Name of all Firms with which you are employed at the time of submitting SOQ. :	<b>ALLAN MYERS</b>	
d. Employment History: With this Firm <u>4</u> Years With Other Firms <u>27</u> Years		
<p>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.</p> <p><b>ALLAN MYERS, DB CONSTRUCTION MANAGER (2013 – PRESENT):</b> Manages all aspects of his projects including planning and scheduling work activities; coordination with owners &amp; 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.</p> <p><b>ALLAN MYERS, PROJECT ENGINEER (2007 – 2012):</b> 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.</p> <p><b>PENNDOT, CONSTRUCTION INTERN (2006-2007):</b> 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.</p>		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>PENNSYLVANIA STATE UNIVERSITY, STATE COLLEGE, PA/CIVIL ENGINEERING/2007</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>2015/VDEQ (DEQ) RESPONSIBLE LAND DISTURBER/#RLD02781</b> <b>2016/VDOT EROSION AND SEDIMENT CONTROL CERTIFICATION/#2-00273</b>	
<ul style="list-style-type: none"><li>• Document the extent and depth of your experience and qualifications relevant to the Project.</li></ul>		
<b><u>I-581/Elm Avenue Interchange Design-Build (\$20M) Roanoke, VA</u></b>		
Firm: Allan Myers	Role: Construction Manager	Dates: Apr 2013 – Feb 2016
<ul style="list-style-type: none"><li>• <b>Role:</b> 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.</li><li>• <b>Project Highlights:</b> 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</li><li>• <b>Similarities:</b> This VDOT DB bridge rehabilitation project was located in downtown Roanoke and required continuous MOT for vehicular and pedestrian traffic throughout the duration of construction. Myers implemented accelerated bridge construction techniques to expedite project delivery and minimized construction impacts to both I-581 and Elm Avenue to the extent feasible.</li><li>• <b>Impact on the Project:</b> 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</li></ul>		

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.

### **I-64 Capacity Improvements Segment II (\$138M) Newport News, VA**

Firm: Allan Myers

Role: Roadway Construction Manager

Dates: Jan 2017– May 2019

- **Role:** To manage the construction of this \$143M project, the Myers Team functioned with two Construction Managers – one focused on structures and one focused on roadway. Ben was responsible for all elements of the roadway construction, which was valued at approx. 70% of the overall construction value. In this role, he was responsible for all aspects of construction including construction quality control, schedule performance/allocation of resources, management of quantities, cost forecasting, preparation of construction submittals, and coordination with the design team for constructability reviews, and field design modifications.
- **Project Highlights:** Approximately 7.5 miles of six-lane roadway widening to support regional growth and traffic demands for beaches and port access. The project includes widening and rehabilitation of nine existing structures, 19 ramps, 3 interchanges, box culvert extensions, retaining walls, and SWM features. Widening of the existing roadway and bridges in the median of the existing interstate avoided impacts to existing interchanges.
- **Similarities:** This VDOT design-build project included the rehabilitation of nine existing bridge structures within the project limits. The Myers Team, including our proposed design team of KCI and RDA, coordinated MOT to minimize construction impacts.
- **Impact on the Project:** Ben managed the flow of communications within the construction team and with other project team members to make sure the right information was provided to operations staff responsible for performing the work and design decisions were consistent with construction means/methods. He ensured the project progressed on schedule and was ultimately responsible for delivering beneficial occupancy of the roadway six weeks early. In addition, Ben established a core team responsible for coordination E&S inspections and MOT with VDOT to provide timely repair of issues/concerns.

### **F25 Route 1 Bridge Replacement (\$11M) Chesterfield County, VA**

Firm: Allan Myers

Role: Construction Manager

Dates: Mar 2014 – Jun 2015

- **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.
- **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.
- **Similarities:** This VDOT Richmond District bridge reconstruction project required maintenance of traffic, utility coordination/relocation, and expedited construction methods to minimize the duration of impacts for roadway users.
- **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.

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

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

- VDOT C74 Acceleration Lane Widening – anticipated completion in May 2021
- VDOT D45 Emergency Pull-offs – anticipated completion in Dec 2021
- VDOT D20 Roundabout Construction – anticipated completion in April 2022

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a.	Name & Title: <b>JOHN MYERS, UTILITY MANAGER</b>	
b.	Project Assignment: <b>LEAD UTILITY COORDINATION MANAGER</b>	
c.	Name of the Firm with which you are employed at the time of submitting SOQ: <b>RINKER DESIGN ASSOCIATES</b>	
d.	Employment History: With this Firm <u>8</u> Years – Other Firms <u>14</u> Years  <b>RINKER DESIGN ASSOCIATES, P.C., UTILITY MANAGER (2013-PRESENT):</b> John coordinates all utility relocations throughout the design phase of each project that requires them. He is familiar with plan review and identification, and resolution of roadway/utility conflicts, having handled multiple projects on tight schedules and devised creative solutions. John's responsibilities include reviewing initial project areas and acquiring utility records to mitigate utility issues; developing underground utility investigations to be performed and analyzing the results; developing preliminary relocation alignments to aid the utility companies during the relocation stage; obtaining preliminary easements for public hearing plans; performing conflict analysis of all utility companies on the project site; and calculating relocation costs. He conducts Utility Field Inspection meetings to discuss projects with the utility companies involved, coordinates final easements with the utility companies, and determines their nomenclature. His responsibilities also include reviewing submitted plans, specifications and estimate packages from the utility companies per VDOT's Utility Manual; ensuring designed relocations are clear of conflicts with proposed roadway work; and recommending packages for authorization.  <b>VIRGINIA DEPARTMENT OF TRANSPORTATION, REGIONAL UTILITY COORDINATOR (2007-2013):</b> John was responsible for implementation of all aspects of the utility relocation coordination process, as specified by the VDOT Utilities Manual, for projects throughout the region. He worked on highly complex, congested utility relocation corridors and utilized 3D mapping with CAD to coordinate utility relocations.  <b>VIRGINIA DEPARTMENT OF TRANSPORTATION, UTILITY CONSTRUCTION MANAGER (2005-2007):</b> John managed multiple utility inspectors covering multiple projects. He was responsible for reviewing and approving daily utility inspection reports per the VDOT Utility Manual, creating digital as-builts for all relocation projects, and contending with issues that arose during construction. John was nominated for a Governor's Award for Excellence for creating the digital as-built system to accurately record relocated utilities for use during roadway construction.	
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>SHEPHERD UNIVERSITY, SHEPHERDSTOWN, WV/N/A/1993-95/ENGINEERING &amp; COMPUTER PROGRAMMING</b>	
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>N/A</b>	
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <b>Route 7 Bridge Rehabilitation over Dulles Toll Road &amp; Airport Access Highway (\$40M) Fairfax County, VA</b>	
	Firm: Rinker Design Associates, P.C.	Role: Utility Coordinator
		Dates: 05/2014-05/2018
	<ul style="list-style-type: none"><li>• <b>Role:</b> John was responsible for utility relocations on this utility-congested Design-Build (DB) project. Utilities included: Dominion, Fiberlight, MCI, AT&amp;T, Level 3, Zayo, Quest (business and government), Washington Gas, Verizon, Fairfax County Public Works, Fairfax Water, Cox, and XO. Many of these companies had shared facilities with Verizon and Zayo in ducts across the existing bridge. John coordinated closely with all of the utility companies, as well as the DB contractor, to have a new hanging duct bank system built on the new bridge. John assisted the contractor in staging relocations as the new bridge was constructed. He ensured that each utility staged its move to avoid further conflicts in relocating into the new duct system. Additionally, John worked closely with VDOT, Fairfax County, and an area homeowner's association (HOA) to develop an overhead electric relocation that minimized impacts to HOA property and avoided their playground. This required extending the intended relocation outside of the proposed project limits.</li><li>• <b>Project Highlights:</b> An existing bridge attachment of the communications and CATV lines complicated the coordination aspect of the project. The team provided a new hanger system on the new bridge in Phase 1 of construction and coordinated all utilities using the hanger.</li><li>• <b>Similarities:</b> This was a Virginia DB that included structures, roadway, surveys, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan (TMP), right-of-way (ROW) acquisition, utilities, public involvement/relations, quality assurance and quality control (QA/QC), construction engineering/inspection, coordination with third party stakeholders, and project management.</li></ul>	

- **Impact on Project:** John handled coordination of all owners' conduit needs and their engineering work in and out of the hanger assembly – completing the relocations within the project schedule, avoiding delay due to demolition of the existing hanger system and structure, and allowing for on-time final bridge construction.

**Route 29 Solutions (\$116M) Albemarle County, VA**

Firm: Rinker Design Associates, P.C.

Role: Utility Coordinator

Dates: 06/2014-08/2017

- **Role:** As manager of utility coordination for the widening of Route 29 to six lanes divided, John managed a team of coordinators and designers to handle all onsite utility relocations. This involved coordination with not only private companies regarding their relocations, but also with public utilities, as the project required design of water, sewer, gas, and ductbank plans. This coordination was on the critical path for construction activities to begin and was completed simultaneously for two phases of the project. Work was completed in four months for the Rio Rd grade separated interchange (GSI) and seven months for the Route 29 Widening to the north.
- **Project Highlights:** The project included converting an existing at-grade, high-traffic intersection into a GSI with Route 29 depressed below Rio Rd in an underpass. The contract was heavily constrained by the school calendar of a local university; construction for this portion of the project could only occur during limited timeframes.
- **Similarities:** The project was a Virginia DB involving structures, roadway, surveys, environmental, geotechnical, hydraulics, traffic control devices, TMP, ROW acquisition, utilities, public involvement/relations, QA/QC, construction engineering/inspection, coordination with third-party stakeholders, and project management.
- **Impact on Project:** John started planning for the schedule from day 1 of the project, ensuring that utility companies were aware of the constraints and accounted for it in their planned relocations. He worked with the contracting team to design a joint use ductbank for major utilities, which limited the risk of schedule impact and controlled where the utilities relocated. The project exceeded schedule expectations and was considered a huge success by the Commonwealth.

**I-64 Capacity Improvements Segment II Design-Build (\$189M) Newport News, VA**

Firm: Rinker Design Associates, P.C.

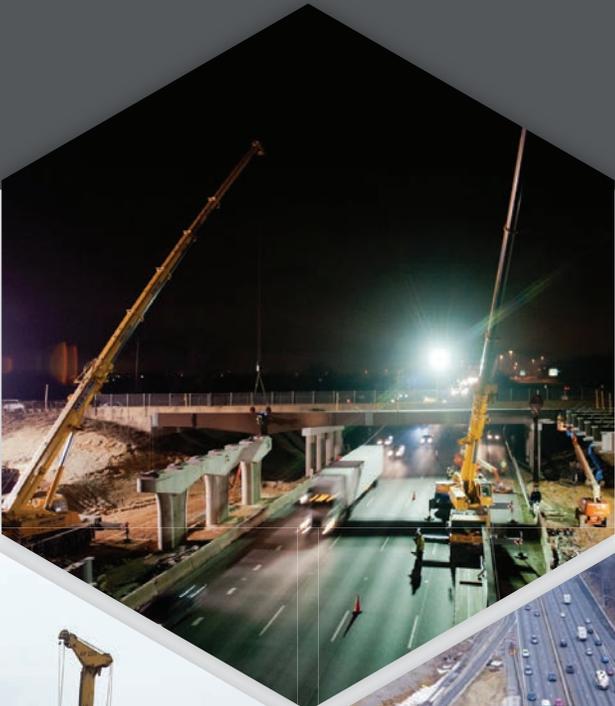
Role: Utility Coordinator

Dates: 10/2015-05/2019

- **Role:** John coordinated all utility relocation plans and estimates. He worked closely with Virginia Natural Gas, Dominion Energy, Verizon, Metro Fiber, and drainage/roadway/structures design teams to mitigate conflicts and develop relocation alignments for utilities that could not be avoided. He ensured compliance with VDOT's utility relocation policies and Commonwealth laws governing how utilities are addressed for interstate roadway improvement projects. John was additionally responsible for review and approval of relocation plans, estimates for reimbursing utilities for relocation work, and review and approval of final bill invoices from utility companies. Managing the utility relocations was challenging due to phasing and multiple conflict areas; however, all work was completed within the required timeframe, allowing construction to progress on schedule.
- **Project Highlights:** Utility relocations were necessary at multiple locations along the project. This complicated coordination due to logistical issues with getting utility companies on site at multiple locations at the same time or in a series, as the various situations demanded.
- **Similarities:** This project was a Virginia DB involving structures, roadway, surveys, environmental, geotechnical, hydraulics, traffic control devices, TMP, ROW acquisition, utilities, public involvement/relations, QA/QC, construction engineering/inspection, coordination with third-party stakeholders, and project management.
- **Impact on Project:** John worked closely with the DB team and the utilities to keep utility work advancing in key areas, in line with the project schedule, to ensure relocations were completed on time.

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. **Not applicable**

# 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	
Project Name: <b>I-581/ELM AVE INTERCHANGE IMPROVEMENTS</b>  Location: <b>Roanoke, VA</b>	Name: <b>RDA</b>	Name of Client.: <b>VDOT</b> Phone: <b>504-378-5038</b> Project Manager: <b>Robert Phlegar</b> Phone: <b>504-378-5038</b> Email: <b>r.phlegar@vdot.virginia.gov</b>	<b>06/2015</b>	<b>02/2016</b> (Additional work including milling & overlay, handicap ramps, median landscaping, and other repairs requested by VDOT)	<b>\$20,369</b>	<b>\$20,772</b>	<b>\$20,772</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

**Project Description**

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

***"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

**Accelerated Bridge Construction:** Sequence changes eliminated phases of MOT on I-581 which accelerated the completion. Bridge work on I-581/Elm Avenue included widening and replacement of two bridges - one over I-581 & one over the Norfolk Southern Railroad. 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. Myers completed demolition work of the existing bridge in just two nights by implementing a temporary detour of I-581 which channeled traffic on I-581 into one lane and routed that lane through the diamond interchange, up the exit ramp and back down the entrance ramp on the other side of the roadway. This innovative MOT approach allowed Myers' demolition crews to hammer and drop the bridge deck onto I-581 (using crane mats to protect the existing roadway), which was substantially safer and quicker than the traditional sawcut and slab removal process. Once the girders were off the bridge, new beams were preassembled ahead of time.

**Urban Project Corridor:** Elm Ave & I-581 run through downtown City of Roanoke, VA. 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 on Elm Avenue. Pedestrian traffic was safely maintained during phased replacement of the bridges by narrowing lane widths slightly, through coordination with VDOT and the City - saving 5 weeks of schedule for temporary bridge removal. Communication early and often with the City minimized construction impacts for local events and provided progress updates during a critical detour operation.

**Limiting Impacts to the Public:** 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. To mitigate traffic impacts, Myers coordinated with the public and VDOT TOC to keep parties informed of lane closures and traffic signal impacts.

**Innovative Design and Construction Methods:** In addition to the ABC methods described above, Myers construction approach expanded the lagging system installed to cover the entire bay. While this approach increased the lagging costs, it saved ultimately saved time, reduced construction costs, on improved safety by increasing protection of traffic and eliminating the need for fall protection for various construction crews. This extensive lagging system allowed the survey, stud, pan, and overhang crews to work out on the bays without fall requiring fall protection, which expedited construction of the bridge without compromising safety. Based on field conditions encountered, Myers modified the foundation type from drilled shaft to H piles due to pinnacle rock with elevations as deep as 100'.

**Utility Relocation/Coordination Success:** Western VA Water Authority and Roanoke Gas coordination to replace 60" pipe. Coordination was required with several utilities, including the Western Virginia Water Authority (public water and sanitary sewer), Roanoke Gas, and Appalachian Power Company. Installation of new lighting and signals was complicated since the location of the existing utility lines was not documented correctly. The Myers Team coordinated with the City to maintain existing signals and lighting for pedestrians while installing the new utility lines. Coordination efforts included Myers, VDOT, the City, and Myers' electrical subcontractor performing the work.

**Myers' Role: Lead Contractor  
Relevance to I-95 Richmond Bridges:**

- ✓ VDOT design-build project
- ✓ Accelerated bridge construction/rehabilitation
- ✓ Maintenance of traffic in urban project corridor
- ✓ Limited traffic impacts to businesses/communities
- ✓ Innovation bridge design solutions & construction techniques
- ✓ Complex utility relocation
- ✓ Increased vertical clearance
- ✓ Superstructure replacement
- ✓ Substructure repairs
- ✓ Pedestrian fencing
- ✓ Architectural treatments
- ✓ Approach slab & roadway approach work
- ✓ Third party coordination

**Team Member Involvement:**

Allan Myers • RDA

**Proposed Staff Involvement:** Ben Bushey\* • Jeremie Hanson • Jordan Lusby • Jon Dearth \* Key Personnel



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>FREDERICK ROAD BRIDGE REPLACEMENT OVER I-695</b>  Location: <b>CATONSVILLE, MD</b>	Name: <b>RINKER DESIGN ASSOCIATES</b>	Name of Client.: <b>Maryland State Highway Administration</b> Phone: <b>410-677-4032</b> Project Manager: <b>David Peake</b> Phone: <b>410-677-4032</b> Email: <b>dpropper1@sha.state.md.us</b>	<b>10/2013</b>	<b>03/2014</b> (Time extension for additional work and extreme weather delays.)	<b>\$13,738</b>	<b>\$15,389</b> (Additional median work added to the project.)	<b>\$15,389</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

**Project Description**

Replacement of the existing steel girder Frederick Road bridge over I-695, interchange reconstruction, widening of I-695, and extensive storm drain work within the median. Traffic was maintained across the existing bridge throughout the duration of construction for four-phased project. Strict MOT requirements required continuous coordination with the client, project stakeholders, and residents of the area as well as and regular updates to the TMP. The existing steel girder bridge was reconstruction during phases two and three of construction while Myers maintained uninterrupted traffic flow on the other half the bridge. Construction also included two new on ramps, a new underground stormwater management retention center with related systems, as well as streetscaping on Frederick Road. The streetscaping work included roadway widening, curb and gutter installation, sidewalks, asphalt paving, landscaping, and lighting. The scope of work also included 27,000 CY of excavation; 2,310 LF of storm drain; demolition of 2,000 LF of median barrier between inner and outer loop of I-695; 3' and 5' high ornamental fencing for the new bridge; lighting conduit/wiring and 24 new 40' and 50' high lighting structures; and milling and asphalt paving.

**Accelerated Bridge Construction:** During this project, Myers encountered many unforeseen events including weather delays, additional work within the median of I-695, and rock impeding construction. The project was completed within the updated project schedule, which was extended due to these conditions. Changes to TMP plan allowed for an expanded construction work area which helped to accelerate the bridge work. Bridge beams were also to be set with fewer MOT restrictions than anticipated.

**Urban Project Corridor:** Replacement of the Frederick Road Bridge over the I-695 Baltimore Beltway was constructed over heavy I-95 corridor traffic.

**Limiting Impacts to the Public:** Throughout the project, Myers maintained the MOT plan designed by MDOT SHA's designer. Upon reviewing this plan, the team was able to add and implement an active detour for the inner loop portion of the bridge. This detour moved traffic away from the new on and off ramps and allowed construction crews to complete demolition and set new bridge beams much more quickly than originally planned. While working on this project, Myers fostered a positive working relationship with residents and business. During construction, the driveways, and yards of two residential homes and a funeral home were affected. Once construction was complete in areas near homes and businesses, Myers made it a priority to refinish driveways and avoid conflicts with business events.

**Innovative Design & Construction:** Engineer an active detour for the inner loop portion of the bridge to move traffic away from the new ramps. Allan Myers was proactive in minimizing cost to MDOT SHA by identifying alternate ideas and sequencing options to avoid increases in cost and further schedule delays after additional work was added to the project. The project also required an extensive reconstruction of the stormwater management system for the area. This included construction of the redesigned underground SWM precast box culvert system in lieu of a more traditional SWM pond system. Myers limited environmental impacts through stringent internal erosion and sediment control maintenance that exceed the state requirements for maintenance and repairs. Myers requested modifications to the E&S sequence to allow multiple areas of the project to be constructed concurrently provided all controls were completed within that given area – expediting the bridge demolition and reconstruction work.

**Utility Coordination/Relocation Success:** During excavation of Abutment A, Myers encountered an unknown fiber optic line 10' above the bottom of the proposer footing which ran through the proposed support of excavation and concrete stem wall. Delays occurred as AT&T, MCI, and Comcast were uncertain if the existing line was one of their facilities and relocation required access to an existing manhole. Myers also coordinated with the City of Baltimore to repair a leaking water main.

**Myers' Role:** Lead Contractor

**Relevance to I-95 Richmond Bridges:**

- ✓ Accelerated bridge construction/rehabilitation
- ✓ Maintenance of traffic in urban project corridor
- ✓ Limited traffic impacts to businesses/communities
- ✓ Innovation bridge design solutions & construction techniques
- ✓ Utility coordination/relocation
- ✓ Superstructure replacement
- ✓ Substructure repairs
- ✓ Pedestrian fencing
- ✓ Architectural treatments
- ✓ Approach slab & roadway approach work
- ✓ Third party coordination



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>ARGONNE DRIVE BRIDGE REHABILITATION</b>  Location: <b>Baltimore, MD</b>	Name: <b>URS</b>	Name of Client/ Owner: <b>City of Baltimore</b> Phone: <b>410.396.6942</b> Project Manager: <b>Gene West</b> Phone: <b>410.396.6942</b> Email: <b>gene.west@baltimorecity.gov</b>	<b>10/2013</b>	<b>03/2013</b> (Myers construction approach accelerated project delivery)	<b>\$5,676</b>	<b>\$6,718</b> (Substructure repairs & additional water line work)	<b>\$6,718</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

**Project Description**

Although located within the city limits of Baltimore, MD, the neighborhood surrounding the Argonne Rd Bridge has winding, tree-lined streets and homes and cottages tucked among the flower beds. In the context of these surroundings, the Argonne Rd Bridge needed to look like it belonged. The plan to rebuild the aging existing bridge included making sure the bridge became a fitting part of the landscape. Since completion, the superstructure has drawn much praise for its aesthetic appeal as well as the quality of construction. The planned scope of work for the project included phased replacement of the existing superstructure, limited substructure concrete repairs and parking, approach slab rehabilitation, ornamental fence installation, epoxy coating of abutments, bridge scupper installation, concrete sidewalks, lighting, and utility casing pipe installation. Bridge inspection after removal of the bridge deck revealed a severely deficient substructure and required significant coordination with the City to allow for full closure of the structure to expedite substructure repairs.

**Accelerated Bridge Construction:** Rehabilitation of the Argonne Rd Bridge was completed seven months ahead of schedule, despite significant changes to the scope of work and challenges associated with maintenance of traffic, construction access, maintenance of traffic, and utility coordination. The original plans included only remedial patchwork for the pier caps. Severe damage to the existing concrete required construction of four new formed-and-poured pier caps to support the beams and deck of the new 400-foot long bridge. Myers developed an accelerated approach to construction given the height of the existing structure above the ground below, and wire sawed the whole pier off at the pier cap. After lifting the structure and placing it safely in the newly constructed work area below, the cap was demolished and formed to be completed in just one pour. The rebar cage was tied inside of the pier form and the entire formed structure was lifted into place to finish forming and pouring. This innovated approach provided a month of cost savings to the project schedule.

**Urban Corridor:** This urban bridge and street rehabilitation project was located within the limits of the City of Baltimore. Argonne Dr is a main connector road between Perring Parkway (Rte 41) and Harford Rd (Rte 147) – both of which are main access roads into and out of the city – as well as a critical access road for nearby Morgan State University, which is located just one mile away from the project site. Prior to commencement of construction, Myers request to expedite the project through the use of a detour was denied by the City due its operation as a main artery to Morgan State University. Given the structural inspection, the City had no choice but to grant the detour request and Myers accommodated the request to expedite construction to the greatest extent feasible.

**Limit Impacts to the Public:** The original three-phased construction approach for the superstructure replacement and minor substructure repairs maintained vehicular and pedestrian traffic across the existing bridge through the duration of the Project. A new pedestrian walkway was put into place to maintain safe pedestrian access during construction but was removed upon inspection of the substructure and changes to the scope of work. To expedite construction and reopening of the roadway, Myers staffed the project with an oversized bridge construction crew consisting of approx. 15 craft workers who dedicated 10 hours per day and 6 days per week to finishing the project ahead of schedule.

**Innovative Design & Construction Techniques:** Myers worked closely with the design engineers to develop a production plan that reduced the number of individual concrete deck pours from eighteen (18) to three (3). The reduced number of deck pours contributed significantly to the early completion of the Project, led to fewer joints, provided a better riding surface, and improved the life cycle of the rehabilitated structure by limiting points of water and chemical intrusion. Myers utilized a 230-ton crawler crane to remove the massive 80,000 LB pier caps and list them back into place. To construct the pad needed to support such a massive crane, Myers placed approx. 5000 cy in a work area constructed adjacent to the steep slopes of the Herring Run stream. An access road for the crane was built across the stream using 8' diameter CMP pipes to maintain flow. This CMP pipe stream crossing also significantly expedite construction.

**Utility Relocation/Coordination Success:** Underground utility upgrades were accomplished as part of the Project included replacement of a 300 feet long 30-inch waterline which ran across the bridge and was a main service line feeding Morgan State University. The old water main was removed, and a new pipeline was installed with tie-ins 80' off the end of the bridge. Significant coordination was required with the City of Baltimore to address issues with leaky valves. Myers was also responsible for electric and lighting work for the new structure and our electrical subcontractor installed new junction boxes, conduits, and pulled wires. Tie-ins were coordinated with BG&E, who was responsible for that elements of the work.

\* Although this project was built under the Allan Myers, MD legal entity, Allan Myers is a unified company that shares resources across the mid-Atlantic region with all entities reporting to the same management team.

*“The Argonne Drive Bridge reconstruction over Herring Run was capably completed by [Allan Myers] seven months earlier than was projected by engineers. The completed superstructure has drawn much praise for its aesthetic appeal as well as the quality of construction.” - Chuck Biondo, City of Baltimore*

**Myers' Role:** Lead Contractor

**Relevance to I-95 Richmond Bridges:**

- ✓ Accelerated bridge construction/rehabilitation
- ✓ Maintenance of traffic in urban project corridor
- ✓ Limited traffic impacts to businesses/communities
- ✓ Innovation bridge design solutions & construction techniques
- ✓ Utility coordination/relocation
- ✓ Superstructure replacement
- ✓ Substructure repairs
- ✓ Pedestrian fencing
- ✓ Architectural treatments
- ✓ Approach slab & roadway approach work
- ✓ Third party coordination



**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: <b>I-64 CAPACITY IMPROVEMENTS SEGMENT II DESIGN-BUILD</b> Location: <b>HAMPTON ROADS, VA</b>	Name: <b>ALLAN MYERS</b>	Name of Client: <b>VDOT</b> Project Manager: <b>SHAIENDRA PATEL, PE</b> Phone: <b>(804) 692-0476</b> Email: <b><a href="mailto:shailendra.patel@vdot.virginia.gov">shailendra.patel@vdot.virginia.gov</a></b>	<b>08/2015</b>	<b>04/2020</b>	<b>\$176,000</b>	<b>\$189,700</b>	<b>\$1,100</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

**Project Description**

The project involved widening the existing, congested interstate to three lanes from the point where the I-64 Segment I project ends to the west for approximately 7 miles. Bridge design and details included widening and rehabilitation of each dual structure using structural steel and concrete beams, increasing clearances, rehabilitation of existing substructures, retrofit and new railroad crash walls, eliminating joints with deck closures and slab extensions, development of retrofit VDOT Alternate Abutment Details for bridges with high skews, beam end repair details, and bearing replacements. KCI was a sub to RDA and was responsible for all bridge design on the project. KCI performed structure and bridge design for eight of the nine bridges (ninth designed by RDA) on an accelerated schedule. Bridge design work included widening of I-64 over Jefferson Ave; I-64 over Penniman Rd and an abandoned railroad; I-64 over Yorktown Rd; and I-64 over Burma Access Rd and Naval Railroad (US Navy Weapons Station). KCI’s design work was performed by our Richmond, VA, office with support from our Rock Hill, SC, and Raleigh, NC, offices. All of KCI’s quality management practices and the Design-Build team quality assurance and quality control plans were followed. Construction was completed ahead of schedule.

**ABC:** KCI worked closely with geotechnical engineers to limit the schedule impacts of downdrag forces on the new and existing substructures. KCI used some standard solutions, such as abutment preloading and slick-coating the abutment piles, as well as innovative solutions to speed construction. These included use of approach retaining walls to minimize the soil footprint, sheet piling to confine soils, speed settlement monitoring, and elimination of impacts to existing piles. KCI also developed prefabricated diaphragm details to speed up erection of the superstructure at the Penniman bridge.

**Urban corridor:** The project is located on I-64 (near Williamsburg) from approximately 1 mile west of Route 199 (Humelsine Pkwy/Marquis Center Pkwy) to approximately 1/2 mile east of Route 238 (Yorktown Rd) in Newport News, York County and James City County, Virginia. Proposed improvements included full-depth reconstruction of existing lanes, improved and widened shoulders, addition of one 12-ft-wide travel lane in each direction, and repair and widening of nine existing bridges carrying high volumes of interstate traffic. All work was done within a congested stretch of interstate in the Hampton Rds area. Maintenance of traffic (MOT) through the corridor required frequent shifts on this busy stretch of I-64.

**Limit impacts to the public:** Widening work on the existing roadway and bridges took place both to the median side and to the outside of the interstate, which allowed for the most efficient MOT. MOT strategies, accelerated bridge construction (ABC) concepts, and constant schedule management allowed for two lanes of traffic open at all times in each direction. The project opened ahead of schedule, thus limiting impacts to the traveling public.

**Innovative design & construction:** KCI’s bridge engineers initiated cost-saving value engineering ideas in the pursuit process, as well as post award. KCI was quick to identify existing bridge conditions noted during scope validation, which limited impact to the construction schedule. KCI and the contractor completed multiple levels of design/plan review during the design process to incorporate efficient construction and phasing. KCI also provided revised transverse sections and superstructure designs that minimized the structure depth to provide the required vertical clearance without requiring roadway work below the structures.

**Utility coordination success:** As in most urban corridors, utilities were a significant schedule concern. All utilities were kept in service throughout construction. The design team worked closely with VDOT and the utility owners to adjust designs where possible/necessary to eliminate conflicts. In one example, the requirement to add new pier protection systems resulted in foundation impacts with underground utilities. KCI and Allan Myers worked with stakeholders to shorten and realign parts of the systems to eliminate impacts.

**Challenges and Solutions:** When working with older bridges, as-built conditions often do not match plans due to skews and camber issues. That was the case on this project. KCI (along with RDA) tweaked roadway profiles to best fit the new roadway surface across the decks to maintain minimum overlay depths and minimize additional loads on the existing beams. Additionally, and similar to the I-95 bridge bundle, clearances were substandard in many locations under the widened bridges and would have been worse with the proposed widening; KCI (along with RDA) adjusted superelevations in the typical sections to raise/reset girders that were pinching clearance envelopes. The aging bridges contained several substructure elements that were in poor shape, requiring KCI and Myers to develop risk mitigation strategies (I-64 over Jefferson Ave) to ensure safe MOT on the bridge decks above those elements. Several unexpected challenges arose during rehabilitation activities; for example, demolition uncovered deterioration that was not previously visible. The Myers Team developed solutions on the fly to keep the project moving forward. KCI delivered approved for construction plans that met budget and schedule requirements. Some redesign work was required due to necessary revisions of the roadway alignment. The Myers Team, including RDA and KCI, turned around this work expeditiously.

**KCI’s Role: Bridge Subconsultant  
Relevance to I-95 Richmond Bridges:**

- Design-build delivery
- Extensive interstate facility MOT
- Interstate alignment changes
- Aggressive schedule to complete project
- Interstate facility w/local road improvements
- No impacts to facilities under interstate
- Major route & traffic congestion
- Roadway & traffic improvements
- Complex geotechnical challenges
- Bridge staging
- Traffic control devices
- Transportation management plan
- Utility coordination
- Major stakeholder coordination
- Public involvement/communications

**Team Member Involvement:**

KCI • Allan Myers • RDA

**Proposed Staff Involvement:**

Tom Heil, PE\* • John Barefoot, PE\* • Ben Bushey\* •  
Andrew Knowlton, PE • Eric Anderson, PE • Eric Burgess,  
PE  
*\*Indicates Key Personnel*



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER – WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-66 OUTSIDE THE BELTWAY P3 (GALLOWS ROAD)</b> Location: <b>FAIRFAX COUNTY, VA</b>	Name: <b>FAM CONSTRUCTION, LLC (FERROVIAL/ALLAN MYERS JV)</b>	Name of Client: <b>VDOT</b> Project Manager: <b>SHAIENDRA PATEL, PE</b> Phone: <b>(804) 692-0476</b> Email: <b>shailendra.patel@vdot.virginia.gov</b>	<b>09/2018</b>	<b>2022</b>	<b>\$19,540</b>	<b>\$19,540</b>	<b>\$1,300</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

**Project Description**

KCI is lead designer, responsible for the multidisciplinary team delivering structural designs of three bridges over I-66 and their retaining/noise walls. KCI also coordinates with third parties on roadway, geotechnical, and drainage disciplines, as well as multiple utility owners. All bridges are to be built in stages to maintain traffic flow. The agreed-upon schedule called for simultaneous design of all sites. KCI assigned independent design squads to each site to meet the demanding schedule. The most challenging bridge design was Gallows Rd (B621) over I-66, a 359-ft by 121.3-ft, two-span, structural steel (84-in deep) bridge. It has 16 lanes, including express lanes, GP lanes and an I-495 ramp, as well as an existing WMATA station in the median. Typical sections have three lanes in each direction, a barrier-separated multiuse path on the west side, a raised sidewalk on the east side, and a raised concrete median. The substructure consists of a drilled-shaft-supported pier wall in the I-66 median and pile-supported abutments behind anchored soldier pile walls. KCI worked with the Design-Build team to deliver plans on their schedule and deliver approved for construction plans within budget. KCI identified issues and provided cost-effective solutions to the contractor early in the design process to maintain the aggressive schedule. KCI implemented its ISO 9001:2015 compliant Design Quality Manual procedures to minimize plan errors. The structural design work was managed from KCI’s Richmond, VA, office. Design support and quality control was performed from our Rock Hill, SC, office. The project is currently under construction without any known claims resulting from KCI’s portion of the work.

**ABC:** To accelerate construction, KCI developed details for a capless pier to simplify reinforcement and minimize the number of concrete pours necessary. Structural steel fabrication was identified early and the plans for all sites were submitted in phases. The superstructure plans were submitted first to allow the steel fabricator to begin work as early as possible.

**Urban corridor:** The bridge is located immediately west of the I-66/I-495 interchange and spans 16 lanes of traffic and a WMATA station. The design required accommodations for traffic during construction, pedestrians during and after construction, and multiple shared use paths. The project was located in a densely populated area and required accommodation of multiple utilities.

**Limit impacts to the public:** Traffic flow was maintained during construction and at least one sidewalk was kept open to maintain safe pedestrian access to nearby residential areas and businesses.

**Utility coordination success:** The bridge is carrying water (24-in), gas (12-in), and multiple bays of communication/ITS in 24 conduits. Both Washington Gas and Fairfax Water preferred different attachment details than VDOT’s standards. KCI worked with both companies, FAM, and the utilities’ on-call consultants to develop details that met the needs of all parties. The size and number of utilities, along with the changing requirements of the project/utility companies, meant additional work and coordination to ensure that beams could not only support the various arrangements of the utilities in the bays, but also rate in BRr, as the steel girders were already in the fabrication stage.

**Innovative design & construction:** To accelerate design, KCI designed the girders with estimated utility loads on each. Knowing that there would be a large waterline on the structure, a tool was developed that allowed the contractor to lay out utilities across the bridge and receive instant feedback on the acceptability of the layout. For instance, if the contractor wanted to put the gas line in the bay adjacent to the water line, the tool would instantly indicate that the layout was unacceptable due to overloading the girder between the two utilities. The tool used design principles and VDOT’s standard utility loads to guide the contractor as to which utilities could be in which bays on the bridge. Once the preferred utility arrangement was set by the contractor, KCI was able to adjust the models and quickly confirm the layout. KCI also assisted with design of a utility bridge on the project. As embankments were widened, soil surcharges became a concern for the sewer company. KCI developed plans for a floating bridge that used compressible geofoam (expanded polystyrene/EPS) to protect the utility from settlement of the fill above.

**Challenges and Solutions:** Due to the tight right-of-way (ROW), the substructure units on B621 are not parallel, creating a complex grid of girders with varying lengths. Similar to what will be required on the East Broad St bridge, complex analysis of cambers and deflections was necessary for the girders to ensure a smooth riding surface, adequate clearances underneath, and constructable deck pours. Existing infrastructure at either end of the bridge required minimal grade changes; this minimized the envelope in which the superstructure could fit and required significant attention to detail to stay in the ROW limits and clear the WMATA rail station. Additionally, the pier was placed between the WMATA tracks and I-66 to I-495 ramp, which created elevation differential challenges; details were implemented to eliminate pavement maintenance concerns and build the pier protection system into the wall pier. During construction, an unidentified utility was found where one of the pier-drilled shafts was planned. To keep the project on schedule, KCI engineers quickly adjusted the design to relocate the shaft and update all details for the footing, wall, and pier protection systems.

“KCI was proactive and responsive when construction issues arose. KCI engineers developed good practical solutions that kept the project moving in the face of adversity.” – Carlos Fernandes Lillo

**KCI’s Role: Lead Bridge Designer for Gallows Road Relevance to I-95 Richmond Bridges:**

- Design-build delivery
- Aggressive DB schedule to complete project
- Bridges over interstate
- No impacts to facilities under interstate
- Major route & traffic congestion
- Suburban/urban location
- Staged construction
- Major utility relocations

**Team Member Involvement:**

KCI • Allan Myers • RDA • ECS

**Proposed Staff Involvement:**

Tom Heil, PE\* • John Barefoot, PE\* • Eric Anderson, PE • Kevin Keast • Randy Wirt, PE \*Indicates Key Personnel



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER – WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>ROUTE 46 OVER NOTTOWAY RIVER</b> Location: <b>BRUNSWICK COUNTY, VA</b>	Name: <b>N/A</b> <b>BID DATE 9/14/2021</b>	Name of Client: <b>VDOT</b> Project Manager: <b>TONY HAVERLY, PE</b> Phone: <b>(804) 609-5225</b> Email: <b>Anthony.Haverly@vdot.virginia.gov</b>	<b>12/2021</b>	<b>04/2023 (EST)</b>	<b>\$24,178</b>	<b>\$9,715 (EST)</b>	<b>\$1,600</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

**Project Description**

KCI is providing professional engineering services as the lead designer for replacement of the bridge on Route 46 over the Nottoway River (Spillway) and RDA is providing associated roadway work. KCI provided complex corrosion investigations, condition assessments, material testing, and a lifecycle cost analysis to support the Richmond District’s desire to replace the existing superstructure and rehabilitate the existing substructure. The bridge is part of a dam constructed during and after WWII by the Army Corps of Engineers. KCI worked through concerns with utilities attached to the bridge/pump house, a plethora of constructability issues, dam/spillway flash flooding issues, construction costs, user costs, and detours for maintenance of traffic (MOT). KCI also managed all subconsultants for supplemental survey work, including aerial survey; geotechnical borings and foundation analysis; analysis of stormwater management (SWM) requirements; pavement design; public involvement; and coordination with all project stakeholders, including Town of Blackstone (leadership and public works), Army Corps of Engineers, Fort Pickett, property owners, college and county schools, and Nottoway/Brunswick County Leadership. Construction cannot be staged on the dam structure to maintain traffic; hence the bridge will be closed during construction and traffic rerouted on a lengthy detour.

**ABC:** To minimize user costs, prefabricated bridge elements (PBE) have been chosen as an accelerated bridge construction (ABC) method to speed substructure rehabilitations. Grade 50CR steel is being used to fabricate pier sections that will be bolted onto existing pier columns using stainless steel mechanical expansion anchors. The process will not only speed construction but also eliminate the need for tying rebar and forming/placing concrete over the functioning dam and fresh water source.

**Limit impacts to the public:** ABC will minimize impacts to the public by shortening construction duration, which diminishes the time the lengthy detour must be in place. The dam impounds the Nottoway River to form Lake Pickett, a water supply from which Blackstone Public Works provides fresh drinking water to Fort Pickett, the Town of Blackstone, and nearby areas. KCI worked with construction staff in the Richmond District to develop plans that eliminate the need for construction equipment in or around the water, which reduces the potential for water contamination and impacts to protected species in the river downstream. A pump house is located in the middle of the bridge and KCI has developed plans/requirements to maintain access to the pump house during construction, limiting impacts to the Town of Blackstone.

**Innovative design & construction:** In addition to implementing ABC methodologies, KCI is providing a cantilevered catwalk on the side of the bridge to maintain access to the pump house from the shoreline. KCI also developed plans to install new abutments due to the poor condition of existing abutments. The new abutments are unique because they are built around underground “core walls.” To keep the bridge jointless, the abutments also received waivers to be deck slab extension detailed, even though the bridge exceeds the length limits. KCI addressed concerns about the movement at the approach asphalt/concrete deck interface by developing details for a stub wall, attached to the approach slabs, to install a joint off of the bridge structure. The existing bridge is seven simple spans. KCI engineers were able to remove all of the intermediate joints by replacing the structure with a seven-span continuous structure. The substructure units are a unique design as they are steel units being attached to existing concrete piers. These units will be fabricated from 50CR steel (previously A1010), which will be approximately the third major use of the product in the state.

**Utility coordination success:** Although utility work was minimal on the project, KCI worked with VDOT and the power company to move all utilities in advance of letting, and to develop special provisions for the relocation of small cell services attached to the bridge.

**Challenges and Solutions:** In addition to the challenges and unique solutions mentioned above, the existing abutments will need to be rehabilitated to satisfy bridge ratings and agreements with USACOE. KCI has developed a plan that removes part of the backfill to increase the walls’ safety factors from 0.8 to 1.5 and mitigate associated movement and cracking. KCI and Project Manager John Barefoot managed six subconsultants and worked with both the Richmond District and Central Office during reviews and meetings on what at first appeared to be a relatively simple bridge replacement project but became complicated due to various challenges. These included ABC, environmental protection, use of 50CR steel (first use in a substructure application), and pedestrian access issues. KCI provided assistance to the District to push the project forward and not only meet project objectives but also provide value-added, innovative solutions that promote safety (cantilevered catwalk on the structure for Town access to the pump facility), facilitate stakeholder buy-in (frequent communications with the Town of Blackstone to understand their needs and provide solutions for continued access to Town facilities on the existing bridge), minimize road closure times (innovative ABC solution to speed construction), eliminate ROW issues (adjusting the design to fit into the existing ROW), and evaluate constructability concerns (develop crane picking sequences with verified pick radii and weights). To minimize claims and disputes, KCI developed detailed special provisions for unique solutions (dam access and stainless-steel expansion anchors) implemented on the project. Although the challenges threatened the schedule, KCI addressed the challenges. All submittals were turned in on time, with few review comments. KCI worked as a partner with the District to move the bid date forward almost a year ahead of schedule with a bid estimate millions of dollars below the original budget allotment. Quality plans with minimal comments, along with responsiveness from the KCI Team (including RDA), led to compression of the project schedule. Status: PAC meeting was held on 12/2/2020.

“The Project Manager kept the Project Team advancing toward final plans even with opportunity to slow down since the project is ahead of schedule. With his leadership, KCI delivered the final plans at an accelerated date. This was very challenging since a number of key bridge items were not of standard and required numerous interactions with the Research Council and CO S&B Complex Bridge group...With Mr. Barefoot’s leadership, he has delivered exceptional results for the project schedule and budget.” – Tony Haverly, PE

**KCI’s Role: Lead Designer  
Relevance to I-95 Richmond Bridges:**

- Superstructure replacement
- Accelerated bridge construction (PBE)
- Multiple stakeholders involved
- Existing structure built around 1950
- Existing substructure rehab/retrofit
- Project located in Richmond District

**Team Member Involvement:**

KCI • RDA • HWR

**Proposed Staff Involvement:**

John Barefoot, PE\* • Andrew Knowlton, PE • Gamal Hassan, PE • Eric Anderson, PE • Eric Burgess, PE • Adam Lansing, PE  
\*Indicates Key Personnel





P.O. Box 278  
2011 Bel Air Road  
Fallston, MD 21047  
410.776.2000



1025 Boulders Parkway  
Boulders V Suite 100  
Richmond, VA 23225



4301 Dominion Boulevard  
Suite 100  
Glen Allen, VA 23060