

Qualifications for:
I-95 City of Richmond Bridge
Superstructure Replacement
and Rehabilitation Bundling
Design-Build Project



Contract ID Number:
C00111300DB107

Submitted to:

**Virginia Department
of Transportation**



February 02, 2021

Submitted by:



In association with:



3.2 LETTER OF SUBMITTAL

February 2, 2021

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Joseph A. Clarke, P.E. DBIA (APD Division)



RE: Statement of Qualifications
Contract ID Number: C00111300DB107
I-95 City of Richmond
Bridge Superstructure Replacement and
Rehabilitation Bundling

Dear Mr. Clarke:

Brayman Construction Corporation (Brayman) together with Lead Design Firm CDM Smith have formed a Design-Build Team (DBT) that fully understands the goals and visions of the Virginia Department of Transportation (VDOT) for the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Project (Project) and is committed to managing the challenges and impacts associated with design and construction of this essential transportation link. In response to VDOT's Request for Qualifications related to the Project, we are pleased to submit the enclosed Statement of Qualifications (SOQ).

3.2.1 Full Legal Name and Address of the Offeror:

Brayman Construction Corporation | 1000 John Roebling Way; Saxonburg, PA 16056

3.2.2 Point of Contact for the Offeror:

Mr. Kevin L. Cook, Construction Manager
Address: 925 Fairview Road; Wytheville, VA 24382
Tel: (276) 335-0400, ext. 53116 | Fax: (724) 352-1771
Email: k_cook@brayman.com

3.2.3 Principal Officer of the Offeror:

Mr. Frank A. Piedimonte, President and COO
Address: 1000 John Roebling Way; Saxonburg, PA 16056
Tel: (724) 443-1533 | Fax: (724) 352-1771
Email: f_piedimonte@brayman.com

3.2.4 Structure of the Offeror: Brayman is structured as a corporation. Brayman will undertake full financial responsibility for the project and accepts the risks and liabilities for the performance of the work.

3.2.5 Lead Contractor/Lead Designer:

Brayman Construction Corporation, Lead Contractor / CDM Smith Inc., Lead Designer

3.2.6 Affiliated and/or Subsidiary Companies Table (Attachment 3.2.6): Please refer to Appendix 3.2.6.

3.2.7 Executed Certification Regarding Debarment Forms (Attachments 3.2.7 a/b): Refer to Appendix 3.2.7.

3.2.8 VDOT Prequalification: Brayman's Vendor ID is B873 and our status is "active." Brayman is in good standing and prequalified to bid on the Project. Please refer to Appendix 3.2.8 for supporting documentation.

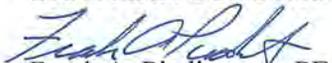
3.2.9 Surety Letter: Please refer to Appendix 3.2.9 to review the requisite surety letter.

3.2.10 SCC and DPOR Registration (Attachment 3.2.10): Refer to Appendix 3.2.10 to review the completed SCC and DPOR Information Form with supporting documentation.

3.2.11 DBE Participation Goal: Brayman is fully committed to achieving the nine percent (9%) DBE participation goal. By practicing future-forward thinking, we have already begun meeting the goal through early engagement of several DBE and SWaM sub-consultant firms to assist in the pursuit and eventual design work.

Our DBT offers VDOT uniquely qualified, reputable firms that combine national expertise with proven local success described within the enclosed SOQ. Please do not hesitate to contact us by phone at (724) 443-1533 with any questions. We look forward to working with VDOT to make the vision a reality.

Respectfully submitted,
BRAYMAN CONSTRUCTION CORPORATION


Frank A. Piedimonte, PE
President & COO

3.3 OFFEROR'S TEAM STRUCTURE

Brayman will be the lead organization, the prime contractor, and the entity with whom VDOT will be contracting to perform the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Design-Build Project. For the Project, Brayman is partnering with CDM Smith Inc. as the lead design entity overseeing all design activities. Prior project partnering has opened lines of communication between the two companies streamlining all decision opportunities and allowing our Design-Build Team (DBT) to move at an expedited pace.

Assisting the DBT are local firms with successful track records of VDOT project delivery. CDM Smith enlisted independent firm Quinn Consulting Services, Inc. (DBE & SWaM) to contribute quality assurance services to the Project. ATCS, P.L.C. has been added to the team in a key role of utility coordination. To complement the team's capabilities, EXP US Services, Inc. and EBA Engineering, Inc. (SWaM) were selected as sub-consultants for bridge design support. Hassan Water Resources, PLC (DBE & SWaM) is engaged as a sub-consultant for drainage/stormwater design and Professional Services Industries - PSI will deliver geotechnical design for the Project. Furthermore, our DBT has selected ERM & Associates, LLC (SWaM) to provide right of way services and Rice Associates, Inc. (SWaM) to furnish surveying services. We will leverage the relationships and synergy built through successfully delivering similar projects together. The graphic to the right shows the team members and highlights about the firms follow.

Brayman - Lead Contractor. Established in 1947, Brayman is a nationally recognized full-service heavy civil and specialty geotechnical contractor offering a comprehensive program of construction capabilities. Brayman is well known regionally for their high degree of in-house technical construction expertise, from substructure to superstructure. Our corporate values of Equity, Urgency, Tenacity, and Professionalism are evidenced in excess of 1,000 successfully completed contracts of which the majority involved self-performed bridge construction along with ancillary capabilities, such as structural steel erection and installation of deep foundations and earth retention systems. Brayman routinely delivers services with Accelerated Bridge Construction (ABC) methods under a fast-tracked schedule utilizing multiple crews and shifts to meet aggressive deadlines and minimize impacts to the traveling public. Equally proficient in traditional construction efforts, our work also includes major bridge replacement projects simultaneously under construction. We have had continual success with projects involving vast amounts of public and private utility coordination and relocation, all of which were completed without impacting schedule.

Design-Build (D-B) and Accelerated Bridge Construction (ABC) Expertise. Brayman's D-B experience as a prime contractor includes SR 66 Apollo Bridge, the Pennsylvania Department of Transportation's (PennDOT) first D-B effort using the modified turn-key approach for new bridge construction; and the SR 18 Tornado Bridge, a PennDOT D-B rehabilitation project requiring complete bearing and expansion dam replacements. Brayman was the prime contractor on the Rodney Staton Bridge Rehabilitation Project, one of the West Virginia Division of Highways' (WVDOH) D-B pilot projects and WV's first use of precast deck panels to replace concrete bridge decking. Brayman, together with CDM Smith as lead designer, recently completed the D-B Tom Williams Family +3 Bridge Project for the WVDOH, which included design and renovation of five bridges along I-77 and I-64 in the City of Charleston utilizing ABC techniques. Currently, Brayman is leading a joint venture to deliver the \$225 million D-B - US 35 / I-64 I/C - Nitro I/C Project for the WVDOH, which includes widening a portion of I-64 as well as reconstruction of eight interstate bridges.

Lead Organization & Lead Contractor



Lead Designer



Lead Quality Assurance



Lead Utility Coordination



Bridge Design Support



Stormwater Design



Geotechnical Design



Survey Services



Right-of-Way Services



★ DBE ★ SWaM

Brayman’s expertise with ABC methods is further demonstrated by the role of prime contractor on seven ABC projects in the last five years, four of those having multiple bridges within the project scope, for various owners, including the WV Parkways Authority (WVPA), PennDOT, and the Pennsylvania Turnpike Commission (PTC). In addition to experience as a prime contractor, Brayman has performed as a subcontractor many other D-B and accelerated schedule projects, which uniquely qualifies our team for this Project.

CDM Smith - Lead Designer. CDM Smith will perform design services outlined in the Scope of Work. Established in 1947, CDM Smith has completed 30,000 projects worldwide and has completed transportation projects in all 50 U.S. states including key projects for VDOT. CDM Smith represents more than 5,000 employees maintaining 125 offices worldwide with four offices in Virginia, including their local office in Richmond, Virginia.

Design-Build (D-B) and Accelerated Bridge Construction (ABC) Expertise. CDM Smith in partnership with Brayman provided design services for the recently completed Tom Williams Bridges Project. The Project included the design and renovation of the five (5) bridges along I-77 and I-64 in the City of Charleston, WV utilizing the ABC method. CDM Smith has a long history of performing D-B and alternative delivery projects, including VDOT’s Region I Multi-Bridge Rehabilitation D-B Project, which comprised 19 individual bridge superstructure replacements and substructure rehabilitations throughout southwest Virginia.

Sub-Consultant Team Member Firms. Shown in the table below are the thoughtfully selected, qualified and experienced, sub-consultants who will round out the capabilities offered by the DBT. The unparalleled technical capabilities of our Team, combined with our longstanding local relationships, will result in construction executed safely, with the highest quality, and with minimized performance risk to the owner.

FIRM	PROJECT ROLE
Quinn Consulting Services, Inc. (QCS)	Quality Assurance Manager (QAM)
QCS will provide independent comprehensive QAM and Inspection services. QCS has served in the QAM role on 40+ D-B projects and has performed QAM and inspection on D-B projects awarded by VDOT with a total value of over \$12 Billion. A certified DBE and SWaM firm.	
ATCS, P.L.C. (ATCS)	Lead Utility Coordination
ATCS has two decades of experience serving VDOT and local municipalities. The firm has applied its knowledge base and wide range of services, including related utility coordination and design experience, to large scale projects such as the Virginia Mega-Projects Program, serving as the General Engineering Consultant (GEC) for the I-495 Express Lanes Project, I-95 Express Lanes Project, and I-66 Inside and Outside the Beltway Project.	
EXP US Services, Inc. (EXP)	Bridge Design Support
EXP is a full-service engineering firm with global recognition and deep local presence with 118 years in business employs 3,500 professionals in 90+ offices worldwide. The EXP team brings diverse experience in design and construction of bridges, particularly with pedestrian bridges. EXP has successfully collaborated with FAM, LLC pertinent to various design tasks in the capacity of Engineer-of-Record and Successor Engineer-of-Record for Transform I-66 Outside-the-Beltway (Northern Virginia).	
EBA Engineering, Inc. (EBA)	Bridge Design Support
EBA’s structural engineering services include highly trained professional engineers with a range of experience, including bridge condition inspection, remedial design, and new design. EBA’s D-B experience includes: I-64/Rte. 623 I/C; I-66/Rte.15; I-64 Widening from Market Street to Rte. 205; and MDOT SHA/MDTA, Intercounty Connector Contract C, MD 200 from US 29 to I-95. A certified SWaM firm.	
Hassan Water Resources, PLC (HWR)	Drainage / Stormwater Management
HWR specializes in Water Resources and is located in Maidens, VA. Particular expertise includes innovative stormwater management and water quality designs using Runoff Reduction Method. A certified DBE and SWaM company.	
Professional Services Industries (PSI)	Geotechnical Support Services
PSI provides services in geotechnical engineering, construction materials testing, and engineering. PSI is a leader among the nation’s independent testing organizations and ranks among the country’s largest consulting engineering firms.	



FIRM	PROJECT ROLE
Rice Associates Inc. (Rice)	Survey Services, SUE
Rice is a geospatial services firm providing photogrammetry, mobile, airborne, and terrestrial LiDAR scanning, conventional surveying, bathymetric surveying, and subsurface utility engineering. Rice is headquartered in Manassas, VA and maintains a local office in Richmond. A certified SWaM entity.	
ERM & Associates, LLC (ERM)	Right-of-Way (ROW) Services
ERM is a VDOT Pre-Qualified ROW Acquisition firm assisting local governments and VDOT for projects across Virginia. All services are performed in compliance with state and federal policies and procedures and VDOT's ROW and Utilities Division's Right-of-Way Manual. A certified SWaM firm.	

3.3.1 Identity of and Information about Key Personnel. Our team's key personnel have exceptional relevant experience with bridge remediation and repair projects requiring fast-track and ABC techniques on high volume roadways in urban areas. Key Personnel Resume Forms (Attachment 3.3.1) are included in the Appendix.

QUALIFICATIONS	RELEVANT PROJECT EXPERIENCE
.1 Design-Build Project Manager (DBPM)	Kevin Cook (Brayman)
15 years of construction experience, with emphasis on design-build and ABC projects. 10 years managing complex heavy-civil work in WV and VA.	<ul style="list-style-type: none"> • VDOT Rte 360 Replace Bridges over BUS 360 & NS RR • VDOT Rte 122 Replace Bridge over Goose Creek • VDOT L55 Rte 634 over Roanoke River (Hardy Road) • WVPA BDR 1-20 through 4-20 ABC Rehabilitations • WVPA BDR 1-17 & 2-17 ABC Rehabilitation
.2 Quality Assurance Manager (QAM)	Anthony Kondysar, P.E. (Quinn Consulting)
35 years of experience, QC/ QA with emphasis on highway and bridge projects. 14 years of DB Experience. QAM lead for multiple D-B projects.	<ul style="list-style-type: none"> • VDOT I-64 Capacity Improvements- Segment III • VDOT I-564 Design-Build Intermodal Connector • VDOT I-64 Capacity Improvements, Segment I
.3 Design Manager (DM)	John Spencer, P.E. (CDM Smith)
35 years of Bridge Design and Management experience including Design Management for over 60 Design Build projects ranging from multiple bridge bundle rehabilitations and complex award winning projects.	<ul style="list-style-type: none"> • WVDOH Tom Williams Family + 3 ABC Rehab (D-B) • PennDOT SR 0198, Section B04 (D-B) • PennDOT District 1-0, Mingo Park Bridge • PennDOT Thomas McCall, Bridge Rehab
.4 Construction Manager (CM)	Willie Goodson (Brayman)
20 years of construction experience, including multiple rehabilitation projects involving ABC methods.	<ul style="list-style-type: none"> • VDOT Rte 122 Replace Bridge over Goose Creek • WVPA BDR 1-20 through 4-20 ABC Rehabilitations • WVPA BDR 1-18 ABC rehabilitation • WVPA BDR 1-17 & 2-17 ABC Rehabilitation
.5 Lead Utility Coordination Manager	Jonathan Pollard, P.E. (ATCS)
24 years of extensive experience with the design, permitting, construction inspection and rehab of buried infrastructure for a variety of municipal and federal clients.	<ul style="list-style-type: none"> • Jefferson Avenue Utilities, City of Newport News • VDOT Locally Administered Patrick Avenue Drive, Utilities Design and Coordination. • PS 124 Force Main design and coordination, Newport News.

.1 Design-Build Project Manager, DBPM (Kevin Cook, Brayman). Kevin brings 15 years of heavy civil and specialty geotechnical construction experience, including the last 10 years in management roles. Early in his Brayman career, he managed rehabilitation of the Rodney Staton Bridge, which was part of the WVDOH pilot D-B program. It marked the first instance in the state that a concrete bridge deck was replaced with precast deck panels - an alternate design saving the owner in excess of \$1 million and seven months of schedule. Kevin has also led multiple bridge projects for VDOT as shown in the table above. His eight years at Brayman demonstrate progressive responsibility on increasingly complex projects with aggressive schedules. Over the last several years, he has served as Construction Manager of Brayman's Southern Division overseeing all bridge projects



and division personnel within WV and VA. Kevin has managed similar ABC projects, including several for the WVPA and has been essential to completion of D-B projects for the WVDOH, as well as our ABC projects in the region. Kevin has significantly contributed to large technically challenging regional pursuits and construction projects and has demonstrated all the necessary expertise and proven ability to actively supervise and exercise a degree of control of the work associated with this Project. As the DBPM, Kevin will be the responsible person for the overall Project Design and Construction. He will be responsible for meeting the design builder's obligations under the contract, including but not limited to, design, construction, quality management, contract administration, avoiding and resolving disputes, and required public outreach.

.2 Quality Assurance Manager, QAM (Anthony Kondysar, P.E., QCS). Anthony has 35 years of experience in design and engineering, quality assurance, and quality control with a heavy emphasis in the transportation, transit and rail, facilities, marine, and utility improvement disciplines. His D-B transit and transportation experience includes QA Management on the VDOT I-64 Segment I, Segment III widening projects in Newport News and Williamsburg, and both the construction and design phases of the VDOT/VPA I-164 Safety Improvements in Portsmouth, VA and the I-564 Project in Norfolk, VA. Anthony has provided professional services on both D-B and design-bid-build transit and transportation projects where he has held the positions of Quality Assurance Manager (QAM), Design Engineer, Construction Manager, and Project Manager. His responsibilities with QA Management have included supervision of QA inspection staff and coordination with design engineering staff that includes civil, structural, architectural, and utility elements.

.3 Design Manager, DM (John Spencer, P.E., CDM Smith). John has a 27 year history of managing and delivering high-quality products to various state agencies. With an expertise in structural engineering, his management experience includes numerous projects that range in size and complexity. John recently completed design for the award-winning SR 0209 Thomas McCall Bridge in Carbon County, PA requiring several complex rehabilitation items, including replacing a pier that had bearing failure under full dead and live loads. This project illustrates his strategic management style and ability to seek out the most cost-effective transportation solutions for every project. In addition, John's rapport with contractors is highly regarded and has resulted in his incredible knowledge base for DOT standards and specifications, as well as contractor means and methods. He has developed and delivered

nearly 60 D-B projects for contractors since 2010. Most of these projects have been on accelerated schedules and required innovative solutions during design. John was the Lead Structural Design Manager for the Tom Williams Family +3 D-B Project with Brayman as the prime contractor. With close collaboration, design was completed for the deck replacements on five structures that included new decks, structural steel repairs, new expansion joints, and bearings.

.4 Construction Manager, CM (Willie Goodson, Brayman). For over 20 years, Willie has been part of every aspect of construction, from residential to commercial building, water and wastewater treatment plants and heavy civil bridge and dam construction. Willie, under direction of the DBPM, has led construction of several ABC projects for the WVPA as noted in the table on page 4. Willie has the background, knowledge, and attention to detail needed for the Project CM position. Willie leads a team of capable trained and experienced superintendents with strong backgrounds on bridge construction and remediation projects. Prior to construction, Willie will participate in all aspects of constructability reviews, while working closely with the Lead Utility Coordination Manager and ROW Manager to ensure relocations and acquisitions are done to the extent needed. During construction, Willie will be on-site for the duration of the project and will report directly to the DBPM. He will have the responsibility to manage all aspects of the construction and the Quality Control processes. Willie will obtain a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification, as well as a VDOT Erosion and Sediment Control Contractors Certification (ESCCC) prior to the commencement of construction.

.5 Lead Utility Coordination Manager (Jonathan Pollard P.E., ATCS, P.L.C.). Jonathan has 24 years of extensive experience with the design, permitting, construction inspection and rehab of buried infrastructure for a variety of municipal and federal clients. As the Lead Utility Coordination's Manager, Jonathan will report directly to the DBPM. He will be responsible for the coordination and construction of all utility relocations during the design and construction phases on the project. He will verify conflicts, determine cost responsibilities, conduct field inspections, coordinate utility relocation designs, review/approve relocation plans and estimates, and be responsible for the inspection and relocation activities during construction. John's experience collaborating with contractors, along with his expertise in effective design, allows him to meet the challenges of D-B projects with innovative and efficient solutions.

Identity of and Information about Value - added Personnel

ADDED VALUE STAFF	PROJECT ROLE
Assistant Design Build Project Manager	David Cooper (Brayman)
<p>David has been with Brayman for six years, having started as a summer intern. While with Brayman he has worked on the highly technical, complex heavy civil works dam safety assurance projects for the U.S. Army Corps of Engineers, Huntington District at Bluestone Dam. David has also significantly contributed to a 5-mile roadway widening project with extensive involvement in MOT and utility relocation coordination. He has been involved in all Brayman's WVPA ABC projects and was assigned as to the assistant management role on our most recent ABC projects. In the role of Assistant Design Build Project Manager (ADBPM), he will report directly to the DBPM and will support the overall management of the project, including but not limited to, assisting in the coordination of the design, permitting, utilities, and field operations. David will also contribute to the day to day operations onsite, monitoring and reporting on the construction, project administration, project scheduling, project submittals, and monthly payment applications.</p>	
Safety Manager	David Seigh (Brayman)
<p>Dave brings 30 years of professional safety experience devoted to construction projects, including six years with Brayman. Dave has been the Safety Manager on our ABC and D-B projects. David will report directly to the DBPM with all safety reviews, near misses, and observations.</p>	
Construction QC Manager	Ryne Lambert (Brayman)
<p>Working directly with the CM the Construction QC Manager, Ryne will determine the QC Testing needed and what frequency based upon Project and VDOT guidelines. He has performed the QC Testing not only for Brayman on VDOT projects, Norfolk Southern Railroad projects, and United States Army Corps of Engineers projects, but also performed in this capacity for the WVDOH prior to working for Brayman. Ryne understands from the owner's prospective, the importance and need for timely and accurate QC testing and reporting.</p>	
MOT Manager	Matthew Bolick, P.E. (Brayman)
<p>Coming from the Owner and Engineering side of the construction business, Matt brings 26 years of experience with a unique qualification with MOT and Utilities. Matt has been part of inspection of MOT and Utilities in many roles, such as the Director of Public Services and Construction in the town of Abingdon; as the Capital Project Engineer for Spotsylvania County Utilities; as the Engineering Manager for Express Technologies Engineering, managing ten employees including the DC Metro Silver Line Extension; and as Assistant Director of Technical Services (ATSSA) helping design and implement training modules applicable for all aspects of work zone safety. Matt will report directly to the CM during construction and will coordinate with the DM to ensure compliance with all related traffic control requirements in both design and construction phases.</p>	
Lead Bridge Engineer	Frank Bale, P.E. (CDM Smith)
<p>Frank brings 38 years of experience, designing, managing and providing QC for bridge projects, including VDOT Bristol District Multiple Bridge Bundle Rehabilitation DB project, which was comprised of 19 individual bridge superstructure replacements; the TDOT SmartFIX40, a \$220 million complex urban interchange reconstruction project, including replacement and rehab of 23 bridges along 2.5 mi. of I-40; and TDOT I-75/I-24 Interchange DB replacement of five bridges on I-75.</p>	
Lead Design Quality Manager	Walter Joiner, P.E, S.E. (CDM Smith)
<p>Walter has 24 years of experience with bridge replacement and rehabilitation projects including Lead Bridge Engineer for the TDOT I-75/I-24 project, which included three bridge replacements and one rehab; the SCDOT 14 Bridge Rehabilitation covering urban areas over railroads, river and environmentally sensitive areas; and coordinating project activities with DOT, Design Task Leaders and performing reviews to ensure Design/Builder's design plans for compliance with contract documents.</p>	
Lead Roadway/ MOT Engineer	Larry Clegg, P.E. (CDM Smith)
<p>Larry has 34 years of experience with design and MOT on high traffic complex urban rehabilitation projects requiring multiple phasing of traffic including over 20 D-B projects. Recent projects include WVDOH Tom Williams Family +3 Bridge (five bridges on I-64/I-77) an ABC rehab D-B project in partnership with Brayman, similar to VDOT's I-95 Richmond Bridge Superstructure Replacement Project. He was responsible for Roadway Design, Temporary Traffic Control (TTCP) and the Transportation Management Plan (TMP).</p>	



ADDED VALUE STAFF

PROJECT ROLE

Lead Traffic Engineer

John Gould, P.E. (CDM Smith)

John has 37 years of experience with traffic operations, signing, transportation system analysis, traffic impact studies, temporary traffic management plans, access management, parking studies, signal systems planning and design, geometric safety analyses. Projects include traffic operations for the SmartFIX40 D-B in downtown Knoxville, within a dense urban area, which involved significant permanent and temporary signing/markings and signal timing during construction. The SmartFIX40 involved the closure of I-40 through downtown Knoxville and the traffic detour to the I-640 outer loop. Traffic Analysis analysis involved both Syncho and Vissim modeling for evaluation of the MOT impacts and identification of adverse traffic queues.

Lead ITS Engineer

Jim McKay, P.E. (CDM Smith)

Jim brings 26 years of experience, with recent ITS designs including I-69, which is the final section of the new I-69 connection between Evansville and Indianapolis, IN. John was responsible for the ITS design along a 15.6-mile section of interstate highway. The system includes a 192-count single mode fiber backbone connecting six Dynamic Message Signs, one Travel Time sign, 11 CCTV sites with cellular modem backup communications and wireless Magnetometer Detectors.

Lead Lighting Engineer

David Franke, P.E. (CDM Smith)

David has 37 years of experience with signal, lighting, and electrical designs, includes lighting designs performing lighting calculations and analyses with AGi32 or VISUAL software for utilizing conventional, offset, high mast, sign, underpass, floodlights, navigation, architectural and a variety of other lighting fixtures and technologies to include LED; insuring designs meet nationally recognized standards (IESNA RP-8, AASHTO, etc.). Recent D-B experience includes lighting design for WVDOH Tom Williams with Brayman.

Lead Traffic Management

Kevin Cole, P.E. (CDM Smith)

Kevin’s areas of specialization include traffic engineering, traffic operations, transportation planning, signing and pavement markings, transportation system analysis, traffic impact studies, temporary traffic mgmt, access mgmt, parking studies, signal systems planning and design, alternative analysis, geometric design of roads and intersections, geometric safety analyses, and corridor assessment. Kevin is proficient in Synchro, SimTraf, Interactive Highway Safety Design Model (IHSDM), SIDRA, HCS, ArcView GIS, modeling, and VISSIM traffic simulation. Projects include the data collection, intersection delays, traffic queues, and VISSIM simulation related the Tom Williams Bridget D-B Project working with Brayman to determine recommendations to assure safe and manageable traffic operations. He performed Traffic Management analysis for the SmartFix40, TDOT’s largest Urban Rehabilitation Project, including I-75 ramp Closure Analyses.

Lead Stakeholder Coordination

Manuch Amir, P.E. (CDM Smith)

Manuch has 35 years of engineering, project development, and management experience in the transportation field, holding key positions in both public and private sectors, serving multiple state DOT’s advancing projects through efficient Public Involvement and Stakeholder Coordination services. Recent projects include the Ohio River Bridge Feasibility Study for WVDOT and ODOT and serving as Public involvement Liasion for the Tom Williams Family +3 D-B Project working alongside Brayman and the entire team providing updates to the client, resources agencies and the public on progress. Manuch will work closely with the DBPM, and the entire Design/Construction Team for the an accurate reporting of the Project’s progress.

Support Bridge Engineer

Amir Fouladgar, P.E. (EBA Engineering)

Amir has 45 years of experience and is a recognized expert in design and rehab of highway bridges, currently serving EBA as the Chief Structural Engineer. Amir has spent his entire professional career serving VDOT, designing and managing highway bridges in all 10 Districts and the Central office. He brings an added value and national perspective having served multiple state DOT’s in both design and rehab of bridges in high-traffic urban settings, including VDOT’s I-95/Atlee-Elmont Interchange in Hanover County, with responsibility for the design of nine bridges and three retaining walls. Structure types include single and multi-span curved variable width and highly skewed bridges and included design of a new fly-over ramp, which entailed a 600-foot, 3-span (190'-220'-190'), continuous curved steel plate girder structure. High performance steel (HPS) was utilized for the girder segment over piers. All of the bridges were designed in accordance with AASHTO earthquake requirements and he supervised construction project management of the interchange.



ADDED VALUE STAFF	PROJECT ROLE
Support Bridge Engineer	Amir A. Arab, PhD, PE (EXP)
<p>Amir has 25 years of experience. Bridge engineering and rehab projects include D-B projects such as VDOT Transform 66 Outside-the-Beltway; Military Highway; and Inside-the-Beltway projects; and I-395 Seminary Road HOV Ramp and Auxiliary Lane in Fairfax. Amir has served as Sr. Structural Engineer for several projects with accelerated construction requirements such as Reconstruction of Monroe Street Bridge (DDOT)(ABC) and Veteran Memorial Bridge (ME DOT, D-B) and Rehabilitation of New York Avenue Bridge (DDOT), which received awards: PCI 2014 Special Solution Bridge; AASHTO 2014 Best Use of Innovation Category; International Partnering Institute (IPI) 2014 Partnered Project of the Year; and ACEC MW 2014 Honor Award.</p>	
Support Traffic / MOT	Cerasela Critei, PhD, PE, PTOE (EXP)
<p>Cerasela brings 29 years of experience on a variety of transportation and civil engineering projects. Her dissertation supported the design of Complete Streets and optimal street design. She earned an excellent reputation for design leadership, team management, client coordination, and consistent delivery of high-quality products and services. Cerasela’s design portfolio includes over a dozen recent projects such as VDOT Transform 66 Outside-the-Beltway (D-B), Hampton Roads Bridge and Tunnel Expansion HRBT (D-B), Van Dorn Metro Station Trail, Edsall Road Sidewalk Design, VDOT Smart Scale Route 221 improvements, Lila Drive and Plantation Road intersection improvements, Route 27 Bridge Over Route 110 temporary pedestrian facilities, Old Bridge Road Safety Projects, and numerous residential developments.</p>	
Support Utility Coordination	Amir Ahmadzadeh, PE, PMP, LEED AP (EXP)
<p>Amir has 13 years of experience in the design, relocation, permitting and coordination pertinent to various dry and wet utilities including Rehabilitation of New York Avenue Bridge (D-B, ABC) (DDOT) and Reconstruction of Monroe Street Bridge (DDOT) (ABC) which required innovative temporary support solutions to ensure service continuity during the construction. Amir previously served as the manager of Construction and Field Operations Support for Washington Gas (WGL) overseeing the departments of Permitting, Paving and Records & Invoicing, where he was responsible for a budget of more than \$50 million.</p>	

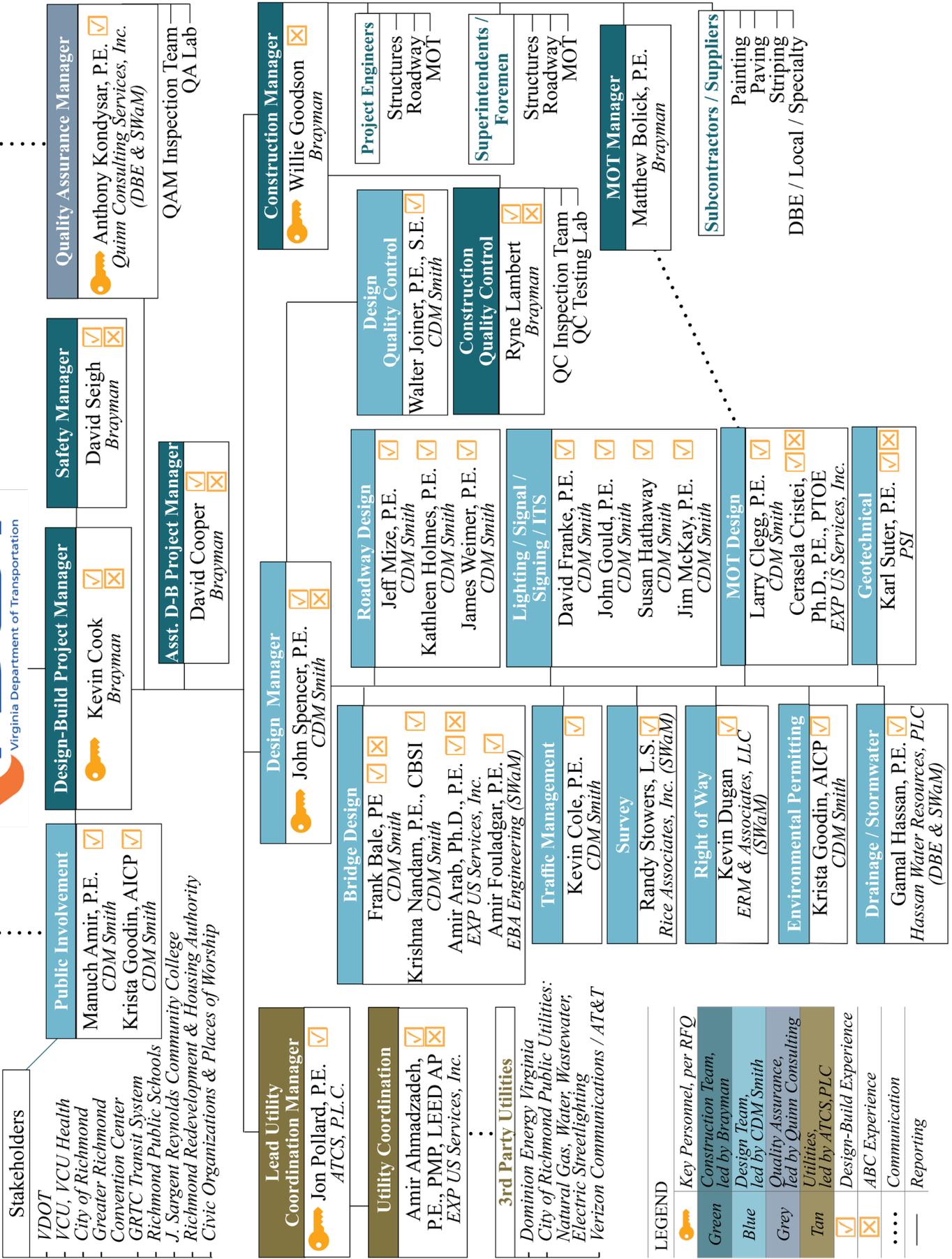
3.3.2 Organizational Chart and Narrative. Brayman is an award winning contractor with the expertise, local workforce, and knowledge to meet the challenges of this important Project. We understand what it takes to work with the various stakeholders in order to build a project of this magnitude on time and within budget. The project organizational chart, Figure 3.3.2 on page 9, depicts the key personnel required by the RFQ, as well as value-added positions we have identified in roles we feel are critical to addressing the specific challenges of this Project.

Organizational Structure. Project delivery is both process and product driven, requiring a project team with flexibility and high-level communication both internally and externally. As such, the our DBT has structured the most suitable resources to address the project’s needs, working under the DBPM’s direction.

Coordination. The Brayman team is a fully-integrated design-build team with CDM Smith leading the design supported by local design sub-consultants. Our DBT is committed to streamlining design, construction resources, and processes. Key design and construction personnel will be co-located in the project office near the job site to ensure close and continuous coordination between team members and VDOT to facilitate seamless communication, promote transparency, and facilitate quick resolution. Our collective team will work during the design phase to integrate our varied capabilities into the design details to maximize the safety and efficiency with which the project can be constructed. This collaboration will extend into and throughout construction to improve the overall schedule and quality of the work performed. Considering the benefits of an aggressive construction schedule, close coordination, and identification of ABC techniques during the design will be paramount to the construction success of the Project.

Project Controls/ Document Management. Control of design and construction information is a critical importance in an accelerated D-B environment where multiple internal and external users, both local and remote, require real-time information. Systems implemented by our DBT use the Oracle Primavera web and desktop client and contract manager for scheduling and contract management, respectively; and Microsoft SharePoint for document control and collaboration. For design drawings, we will be using ProjectWise software which allows for remote access while controlling baseline drawings. All updates to the design will in real-time minimizing re-work.

Figure 3.3.2 Project Organizational Chart



LEGEND

	Key Personnel, per RFQ
Green	Construction Team, led by Brayman
Blue	Design Team, led by CDM Smith
Grey	Quality Assurance, led by Quinn Consulting
Tan	Utilities, led by ATCS, PLC
<input checked="" type="checkbox"/>	Design-Build Experience
<input type="checkbox"/>	ABC Experience
•••	Communication
—	Reporting

3.4 EXPERIENCE OF OFFEROR'S TEAM

Our DBT's project experience includes: ABC projects; delivering projects in developed urban corridors; limiting impacts to the traveling public and affected businesses and communities; innovative bridge design solutions and construction techniques; and previous success in the coordination of complex utility relocation/coordination. The Work History Forms, Attachments 3.4.1 (a) and (b), are included in the Appendix. A snapshot of projects with similar features to this Project, are shown in the matrix below.

As a full-service heavy civil and specialty geotechnical contractor with the ability to self-perform key operations, Brayman has greater control over cost and schedule. Our ability to self-perform a range of services, from bridge construction to the installation of deep foundations and earth retention systems, provides us with greater project control and often enables the opportunity for our clients to recognize cost and schedule savings. The ability for Brayman to self-perform critical path items to control risk brings added value to VDOT. Additional benefits shared with VDOT from our years of training and hands on experience include efficiency in scheduling construction activities to optimize production and minimize downtime, the ability to adapt to changing or unforeseen conditions to solve any problem, and a "whatever it takes" attitude to deliver a safe, quality product. As a Federal and State Contractor, Brayman also possesses a deep knowledge and strong capability with formal partnering programs and open dialogue communication processes. When you select our Team, VDOT will benefit from our trained and experienced work crews, as well as honest, proactive communication keeping all stakeholders aware of project status.

<i>Similar Project Experience Matrix</i>			ABC Experience	Urban Corridor	Limit Public Impacts	Innovative Solutions	Utility Coordination
 <i>Photo: Tom Williams Family +3 ABC Rehab/D-B Project, BCC/CDM</i>							
Brayman Lead Contractor 3.4.1.a							
Tom Williams Family + 3 ABC Multi- Bridge Rehabilitation (D-B)	WVDOH		●	●	●	●	
BDR 1-20, 2-20, 3-20, 4-20 ABC Mult-Bridge Rehabilitation	WVPA		●	●	●	●	●
SR 30 over Bessemer Ave. ABC Bridge Rehabilitation (57 hours)	PennDOT		●	●	●	●	●
CDM Smith Lead Designer 3.4.1.b							
SR 0198 Section B04, over French Creek (D-B)	PennDOT		●	●	●	●	●
I-75/I-24, 4-Bridge Bundle (D-B)	TDOT		●	●	●	●	●
Rehabilitation of 16 Bridges - Grand Strand and Pee Dee areas, SC	SCDOT			●	●	●	●
Other Relevant Projects							
Lateral Slide, ABC Bridge Replacement, (53 hours)	BCC	PTC	●	●	●	●	●
SR 136, Sec 136 B&O RR ABC Bridge Replacement (22 days)	BCC	PennDOT	●	●	●	●	
BDR 1-17 & BDR 2-17 Multi-Bridge ABC Rehabilitation	BCC	WVPA	●	●	●	●	●
BDR 1-18 ABC Bridge Rehabilitation	BCC	WVPA	●	●	●	●	●
Rodney Staton Bridge ABC Rehabilitation	BCC	WVDOH	●		●	●	
Bluestone DSA, Ph. 5 Cofferdam - Hinton, WV	BCC	USACE			●	●	
New River Parkway, Multiple Bridges	BCC	WVDOH			●	●	●
7th St. & 9th St. Bridge Rehabilitations - City of Pittsburgh, PA	BCC	PennDOT		●	●	●	●
Jonathan Hulton Bridge Replacement, \$65M - Oakmont, PA	BCC	PennDOT		●	●	●	●
Oakley C. Collins Memorial Bridge, \$87M - Ironton, OH	BCC	ODOT		●	●	●	●
Reg. I, Multi-Bridge Rehabilitation, 19 Bridges (D-B)	CDM	VDOT		●	●	●	●
SmartFix40, 23 Bridges Design / Rehab	CDM	TDOT	●	●	●	●	●
I-485 Charlotte Outer Loop, 17 Bridges (D-B)	CDM	NCDOT	●	●	●	●	●
Transform 66 Outside the Beltway (D-B)	EXP	VDOT	●	●	●	●	●
Safe & Sound Bundle Bridges (D-B)	EXP	MODOT	●	●	●	●	●

3.5 PROJECT RISKS

RISK # 1 - SAFETY and MOBILITY DURING CONSTRUCTION

The Maintenance of Traffic (MOT) both vehicular and pedestrian during this construction project within this urban area is a significant risk to project success.

Why This Risk Is Critical. The Project will impact the daily lives of numerous commuters, residences, businesses, community associations, university and grade school students, and emergency services. Proper MOT is paramount to maintaining a safe and efficient flow of both vehicular and bicycle/pedestrian traffic throughout the multi-phased duration of the project. Although detour routes are available for the local streets, drivers in this area are accustomed with their daily routine and may not pay full attention to approach warning and guide signs alerting them to changes in traffic patterns. Considering the structures also all carry traffic over a very active and busy stretch of Interstate Highway 95 (I-95), MOT impacts to the road users of the Interstate system from the work being undertaken above it will also be critical to safety. Safely delivering a project that maintains minimal disruption during the work within the Interstate corridor will be the key element with this risk.

Impact On The Project. Poor MOT planning, design, and implementation can create unknown driver expectancy that can elevate the risk of injuries, increased travel times, delays in construction, and lower public confidence.

Mitigation Strategies. It is our goal to simplify through-travel, optimize level of service and prevent traffic accidents during construction. Furthermore, we recognize the construction zone will be traversed by pedestrians and bicyclists and we will address their safety in the work zones. Fenced areas, way-finding signs, protective enclosures, smart work-zones, appropriate detours and cross-overs and open-and-clear communication utilizing outreach tools and strategies will maximize the safety and minimize adverse impact on the users during construction. We will closely work with VDOT to disseminate public information notifying changes, incidents, and closures with ample time to accommodate the work. Performance of the ITS and smart work zone is crucial for optimal traffic flow. Our MOT is set up to ensure continual ITS coverage, and our team is available 24/7 to support repairs should any part of the system malfunction. CDM Smith's ITS team will optimize the existing equipment by utilizing the state of the art traffic analysis software.

- Proper MOT design begins with developing a site-specific Transportation Management Plan (TMP). The TMP will include an assessment of the work zone impacts for each of the five crossings individually and collectively. At the micro level, the impacts to the driver and pedestrians will consider how each one traverses the work zone. At the macro level, the TMP considers the impact of each work zone on the remaining locations for system-wide impacts. The TMP will include the MOT and sequence of construction plans with a focus on bicycle/pedestrian and vehicular safety while maintaining access to local businesses, adjacent properties, and work zones. The success of the TMP highly depends on the experience and ability of the staff involved. Our team brings over 40 years of experience developing successful plans. Coupled with our experience with maintenance of high traffic interstate routes (both design and construction), our Team will ensure the safety and mobility of the users during the construction while utilizing our unique solutions for schedule compression and accelerated execution.
- We will develop the traffic impact analysis to assess the traffic impacts by lane closures and detours if they cannot be avoided for maintaining the efficiency or constructability of the construction work. The MOT strategies will be developed as minimizing the work zone road user costs.
- Developing a MOT Plan that limits the phase changes to improve driver expectancy. The traffic control plans will be developed in compliance with the Virginia Work Area Protection Manual, Traffic Operations and Safety Analysis Manual (TOSAM), and VA Supplement to the MUTCD.
- During construction we will inspect each work zone for plan compliance and performance. We will revise and optimize the temporary traffic control as necessary. This includes MOT on the roadways being reconstructed and on I-95. Considering some of the locations will impact on or off ramp traffic to I-95 additional advanced warning signage can be provided to assist with queuing or slowing traffic approaching these ramps.
- Alternate routes around the construction sites can be developed and posted to alleviate traffic congestion around the project and within the local communities where the work is being performed.



- Prior to any traffic pattern changes, we will provide advanced messaging to alert drivers of the potential change. We will provide VDOT Public Affairs office with information for posting on social media, public meetings, and radio broadcasts. In the field we deploy Portable Changeable Message Signs (PCMS).
- We will host a monthly meeting during construction with VDOT and key stakeholders to review the current effectiveness of the traffic patterns and discuss any areas for improvement.
- The MOT Manager during construction will be Mathew Bolick, P.E. Mathew has extensive experience in the design, inspection and training of MOT. Refer to the value-added section of this SOQ to review his experience.
- Considering the work areas with a high volume of pedestrian and bike traffic, separate and well-marked alternate routes and physical separation from the work will be utilized to funnel and maintain safe access.
- A comprehensive and real-time MOT ITS communication system utilizing changeable message signs and notifications will be deployed to effectively communicate current traffic conditions at each of the work areas.
- The high number of crashes within this stretch of I-95 will be mitigated by increased safety measures during all construction activities, and in particular during peak hours.



Crashes on I-95 at Broad Street Interchange in 2019.

VDOT’s Role: Facilitate coordination, review and approval of MOT plans, detour and alternate routes, and assist with coordination of State or Local Police assistance as needed to complete each phase and task with minimum disruption to the traveling public.

RISK #2 - STAKEHOLDER COMMUNICATION

Coordination with a diverse group of project stakeholders, interest groups, and the public is a significant risk to project success.

Why This Risk Is Critical: The project involves five different locations along approximately one-mile stretch of I-95, a heavily traveled highway on a busy and densely urbanized area. The stakeholder’s engagement from the early stages of the project development is one of the key factors in the successful implementation of the proposed improvements. This will allow our team to understand each stakeholder’s concerns, needs, and what motivates them to support the project during each phase of implementation.

Understanding the needs of each stakeholder and communicating the “WHY” we need to do this to each party, will help us gain their support, gathering useful information and ideas, and building strong communication channels. Each of the five bridges represents a connection between the City of Richmond’s Downtown and Institutional Areas, and the adjoining mixed-use, industrial, office, and residential neighborhoods. As we develop MOT plans we’ll strive to understand the life of the communities and how they will be affected during construction. Understanding and communicating the various expected and potential impacts the project will have on the stakeholders will be paramount to the successful efforts to reduce these impacts and adverse resentment towards the project.

Risk’s Impact On The Project: Failing to obtain support of all stakeholders, including reviewing and permitting agencies, utility owners, organizations, civic groups, communities, and homeowners can greatly impact the design approvals and may generate schedule creeps and possibly citizen and agency complaints. Stakeholder input will be necessary to develop the sequence of construction and MOT plans during each phase of project implementation from design, utility relocation, and construction to provide the best alternate routes and minimal impact.

Mitigation Strategies:

Project Partnering Session: We begin with a Project Partnering Session to assist with facilitating open stakeholder communication. A virtual workshop will be established that consists of a discussion of partnering principles, development of the issue escalation matrix, development of a project charter with defined goals and objectives, and development of a defined problem solving procedure and evaluation process that all of the stakeholders can participate. From the workshops, structured partnering follow-up meetings will be held and utilized for the duration of the project. This will effectively assist all of the stakeholders in the successful completion of the project



and create open lines of communication. An Impact Mitigation Plan will be developed to effectively communicate anticipated construction activities and shared with all of the stakeholders and will include the following:

Stakeholder and Community Involvement:

Phase I: Proactive Communication (4 Weeks Before Construction):

This approach will maximize all the communication tools available to increase public awareness of potential impacts prior to construction.

Phase II: Monitor and Refine (During Construction):

Our team will monitor the area surrounding construction activity. Communication with stakeholders identified in Phase I provides useful feedback regarding the level of inconvenience and potential refinement of mitigation strategies.

Phase III: Resolve Issues (During Construction):

Implement the mitigation measures to resolve issues and complaints from stakeholders.

Our DBT has a clear understanding of the diverse nature of the stakeholder and interest groups associated with this project. We are prepared to meet with the project stakeholders as identified during the procurement phase, prior to construction, to further enhance our understanding of critical issues. We will adjust our design to incorporate mitigation measures that best address stakeholder concerns. Our DBT will continue to apply this proactive approach during construction.

To maintain an efficient and effective public interface, Community Outreach will be led by Manuch Amir, P.E. and supported by Krista Goodin, AICP, both with extensive experience leading Stakeholder and Public coordination efforts. Manuch recently led the community outreach partnering with Brayman for the WVDOH Tom Williams Bundle Bridges D-B Project.

Our Public Involvement Team will be supported by Chris Kirby, who will be coordinating the ITS and Traffic Management to monitor flow during Temporary Traffic Phases. Our public information team will provide support to VDOT's Public Information Officer (PIO) on all public involvement and community efforts. We understand the importance of traffic impacts to the public and are sensitive to avoiding complaints due to unclear traffic conditions. Our team will provide excellent coordination of our MOT phasing to make sure VDOT receives minimal public complaints. A Traffic and Public Liaison (TPL) role will be assigned to a member of our team to keep the traveling public abreast of construction progress and changes. Signs will be posted with appropriate TPL contact information. A log will be maintained detailing calls and responses provided.

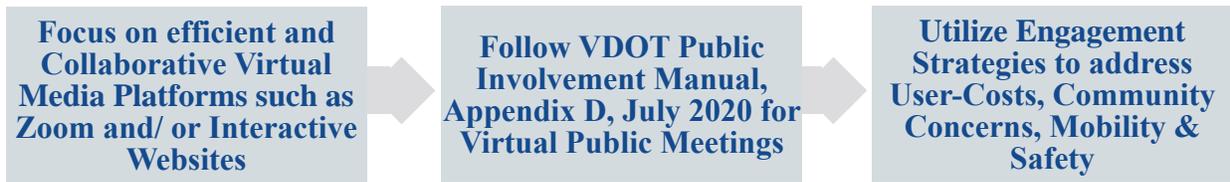
Our team will identify the stakeholders early and provide and the best channels of communications to reach out. We will have a transparent communication plan that will provide all stakeholders information regarding the immediate need for this project due to the present structurally deficient rating of the bridges that may pose a real risk. Our team will discuss the potential disruptions that the project could bring to the identified stakeholders and will work with them to mitigate such disruptions by taking into consideration any concerns in the design development phase that can be effectively implemented in construction.

Throughout the life of the project and especially during construction we will keep the lines of communications open and all stakeholders engaged in the process and provide current project information in a timely manner, so all stakeholders know what to expect during the next phase of the project.

Potential Project Stakeholders

- **VDOT**
- **VCU and VCU Health**
- **City of Richmond: Mayor & Council, Emergency Management, Transit, Fire and Emergency Services, Public Works, Police**
- **Greater Richmond Convention Center**
- **Civic Organizations / Places of Worship**
- **Richmond Public Schools**
- **J. Sargent Reynolds Community College**
- **Richmond Redevelopment & Housing Authority**
- **GRTC Transit System**

Virtual Public Meetings: Our Team will follow VDOT’s Public Involvement Manual Appendix D, dated July 2020 for conducting Virtual Public Meetings.



Public Outreach: Considering the current inability to outreach live audiences, we have the capability to develop Virtual Public Outreach Rooms giving the public the opportunity to learn about the project remotely. All of these procedures and capabilities are focused on listening to the community and accurately documenting their input.

The combination of the CDM Smith team’s approach to coordination, strong relationships with regulatory agencies, and understanding of community concerns will be a benefit to VDOT addressing agency and community needs. Our key staff will leverage past experience and innovative techniques to engage with stakeholders to maximize feedback from various demographics and stakeholders. This will include livestreaming meetings bilingually and creating an online and social media platform. Additionally, the CDM Smith team has learned through outreach of projects consisting of varying demographics the usefulness of creating a framework for establishing a working group for continued collaboration after the completion of the project.

Virtual Public Engagement Plans Informed by Environmental and Economic Equity: The CDM Smith team will develop a Public Engagement Plan (PEP) to assist in the management of outreach activities. The PEP will serve as a one-stop resource for outreach activities, such as project meetings, committee meetings, and public workshops. We will utilize our experience in developing Title VI/Environmental Justice Reports to identify and collect the necessary data that will assist identifying the location of the traditionally under-served/Title VI communities to ensure their representation during community outreach tasks. Having successfully progressed transportation plans and environmental documents through the COVID-19 pandemic, our public engagement team will fulfill the need to inform and engage the public using a wide range of robust options for virtual and social media engagement available to assist with social distancing guidelines and to increase reach to under-served communities.

VDOT’s Role: To the extent that VDOT has information regarding the communication channels with current stakeholders in the area, we will work with VDOT to determine the fastest and best way to reach out to them while doing so within Governmental COVID-19 restrictions and guidelines.

RISK #3 - PROJECT SCHEDULE

Why Is This Risk Critical? This risk directly relates to the impact of the proposed improvements to the stakeholders and public. The implementation of the proposed improvements within the agreed-upon time frame allow the community to resume vital and normal activities with minimal impacts. If scheduled activities are not started and completed on time, the public cannot go back the normal patterns necessary to safely and easily move people and goods for a sustained economy and good quality of life. This project involves disruptions to vehicular, pedestrian, bicycle and transit movements as well as disruptions in utility services, thus making the strict adherence to a schedule that is shared with all stakeholders a critical aspect in project implementation. Failure to maintain all construction activities within the schedule poses a major risk to quality of life for all involved.

Impact On The Project: Schedule delays not only impact the construction costs incurred by the DBT, delays also impact the construction activities, the Department’s goals and mission statement, and all stakeholders. Delays in delivering milestones for completion of the bridges may affect the sequence of construction and severely delay the completion of each bridge or the project as a whole or part. All delays directly affect the community in their daily lives with added commute times, unnecessary added safety risks related to vehicular, pedestrian, bicycle and transit movements. Understanding the risk to the stakeholders and public with long construction timelines enable this project to be completed utilizing advanced construction technologies and innovations such as ABC construction, robotic equipment, advanced design capabilities, advanced construction CADD pre-planning such as 3D modeling, prefabricated elements, and advanced construction materials just to name a few.



Mitigation Strategies:

Integrated Design/Construction Schedule: The schedule is the primary tool for controlling and monitoring progress of the Project. Our team will integrate the design tasks and dependencies with construction activities to identify priorities and prevent delays. We will prepare a master project schedule integrating individual design and construction milestones in a Gantt Chart format, such that a delay in one activity is reflected throughout the entire project schedule, with a realistic completion date being developed and tracked.

At weekly project progress meetings, our DBT will review the current project completion date versus the most recent project schedule update. Major design activities, along with any critical construction activity, will be discussed in detail. Our DBT will quantify any potential delays and assess the impact on overall project schedule, delay causes, and provide initiatives to recover the overall schedule completion date. We will focus on identifying critical activities and paths and pay close attention to resources necessary to meet project milestones and completion date.

Accelerated Bridge Construction: While the entire time frame for the project does not warrant the use of ABC methods, the impact to the local community does. This is a unique project in that the locations and potential impacts to the public make the use of Accelerated Bridge Construction the right choice to complete this project. Benefits to using this methodology include improved site constructability and work-zone safety for the public, as well as reduced social costs and environmental costs by the reduction of onsite construction time and weather-related delays. The use of ABC methodology requires an expertly developed construction plan. This type of “Pre-Planning” is a required mindset necessary in the development of the Design, MOT plans, Utility Design/Relocation/Coordination, and Construction. Execution of a well thought out plan for all aspects will achieve project goals and mitigate critical risks to ensure successful project delivery for the Department.

In our experience with many types of ABC construction, from prefabricated modular substructure and superstructures, to prefabricated deck panels, or offline superstructure construction slid into exiting alignment over a weekend, success is achieved by utilizing advanced construction technologies and innovation with the proper pre-planning to ensure all aspects of any issues are found and accounted for before construction begins. Outside of construction, items that will need the ABC mindset of expert include:

- » *Public Notices and Awareness*
- » *Design & Design Review Submissions*
- » *Utility Coordination and Relocations*
- » *Permitting*

Construction will follow the ABC methodology to limit the public’s exposure to inconveniences. Items helping to limit amount of construction time include:

- Utilizing similar ABC Methods on all the structures
- Understanding the poor bridge conditions (structurally deficient) for deck demo phasing/duration
- Identifying the utility companies present and the impact of the services they provide to stakeholders
- Utility conflicts/mitigation efforts:
 - * Minimize utilities relocation - Uncertainty of availability of information at this stage of procurement
- Relocations impacts on MOT phasing and project schedule
- Work with the Utilities for minimal relocation efforts, like use of existing slacks in wire to accommodate the project needs.
- Embed the construction methodology in the schedule and obtain confirmation from all stakeholders before implementation/start of construction
- Extensive test pitting efforts and utility designations early on to confirm accuracy of as-builts
- Verify all proposed design elements not interfering with utilities and do a pre-design and pre-construction activity with utility providers so things are done/coordinated/scheduled correctly at once.

No Learning Curve. Our DBT has worked on similar projects and is very familiar with all the work items involved in this Project. Our managers will allocate the most experienced employees to lead each design discipline which will guarantee a strict oversight regarding quality and schedule. Members of our team have been successful in receiving approvals from VDOT with a quick turnaround for a multitude of design package submittals for bridges, walls, and pavement sections for the Transform 66 Outside the Beltway project. Our DBT has a long history of working together and success of our Tom Williams D-B/ABC rehabilitation project proves that clear communication and transparency allow for the disruptive construction work to meet or exceed established project milestones.

VDOT’s Role: Close coordination and support in obtaining necessary as-builts and communicating project goals.



***APPENDIX: ATTACHMENT 3.1.2
STATEMENT of QUALIFICATIONS CHECKLIST and CONTENTS***

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.

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

ATTACHMENT 3.1.2

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
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2-9
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	9
Organizational chart narrative	NA	Section 3.3.2	yes	8

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
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	11-15



***APPENDIX: ATTACHMENT 2.10
ACKNOWLEDGEMENT of RFQ, REVISION and /or ADDENDA***

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

Frank A. Piedimonte

PRINTED NAME

President & COO

TITLE



***APPENDIX: ATTACHMENT 3.2.6
AFFILIATED and SUBSIDIARY COMPANIES of the OFFEROR***

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.

- The Offeror does not have any affiliated or subsidiary companies.
- Affiliated and/or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	Specialty Underwater Services, LLC	2500 South Noah Drive, Saxonburg, PA 16056
Subsidiary	Cyr's Marine, LLC	1000 John Roebling Way, Saxonburg, PA 16056
Affiliate	Brayman Precast, LLC	2300 South Noah Drive, Saxonburg, PA 16056
Affiliate	Advantage Steel & Construction, LLC	2300 South Noah Drive, Saxonburg, PA 16056
Affiliate	Frame Contracting Services	1000 John Roebling Way, Saxonburg, PA 16056



***APPENDIX: ATTACHMENT 3.2.7 (a) and 3.2.7 (b)
CERTIFICATION REGARDING DEBARMENT***

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

02/02/2021

Date

President & COO

Title

Brayman Construction Corporation

Name of Firm

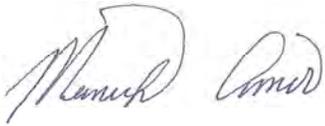
ATTACHMENT 3.2.7(b)

**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

CDM Smith Inc.

Name of Firm

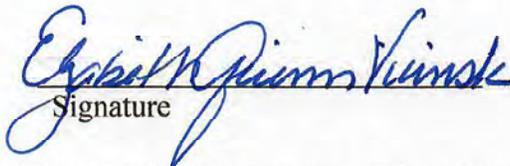
ATTACHMENT 3.2.7(b)

**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.

 1/5/2021 President
Signature Date 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.



1/14/2021

Vice President, Operations Manager

Signature

Date

Title

ATCS, P.L.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.



January 12, 2021

Vice President, Mid-Atlantic Sector Lead

Signature

Date

Title

EXP U.S. 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

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.

	1/15/2021	Chief Engineer
_____ Signature	_____ Date	_____ Title

Professional Service Industries, 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	1/12/2021 _____ Date	Vice President _____ Title
---	----------------------------	----------------------------------

Rice Associates, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

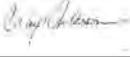
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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.

 Digitally signed by Craig Anderson DN: cn=Craig Anderson, o=ERM & & Associates, LLC, ou= email=cranderson@ermail.com, c=US Date: 2021.01.12 11:10:09 -0500	<u>1-12-21</u> Date	<u>President</u> Title
Signature		

ERM & Associates, LLC
Name of Firm



***APPENDIX: SECTION 3.2.8
OFFEROR'S VDOT PREQUALIFICATION EVIDENCE***



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/27/2021

- B -

Vendor ID: B2641
Vendor Name: BRASFIELD & GORRIE, L.L.C.
Prequal Level: Prequalified (Probationary)
Prequal Exp: 02/28/2021

-- PREQ Address --

3021 7TH AVE. SOUTH
BIRMINGHAM, AL 35233
Phone: (205)328-4000
Fax: (205)251-1304

Work Classes (Listed But Not Limited To)

- 002 - GRADING
- 003 - MAJOR STRUCTURES
- 007 - MINOR STRUCTURES
- 019 - ERECT FABRICATED STRUCTURAL MATERIAL
- 101 - EXCAVATING

Bus. Contact: MYERS, BRYAN DUNCAN
Email: CONTRACTORLICENSING@BRASFIELDGORRIE.COM

-- DBE Information --

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

Vendor ID: B873
Vendor Name: BRAYMAN CONSTRUCTION CORPORATION
Prequal Level: Prequalified
Prequal Exp: 02/28/2021

-- PREQ Address --

1000 JOHN ROEBLING WAY
SAXONBURG, PA 16056-0000
Phone: (724)443-1533
Fax: (724)352-1771

Work Classes (Listed But Not Limited To)

- 003 - MAJOR STRUCTURES
- 007 - MINOR STRUCTURES
- 030 - PILE DRIVING AND CAISSONS
- 055 - BRIDGE REPAIRS
- 101 - EXCAVATING

Bus. Contact: MANNARINO, RICHARD ANTHONY
Email: ESTIMATING@BRAYMAN.COM

-- DBE Information --

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



***APPENDIX: SECTION 3.2.9
EVIDENCE of OBTAINABLE BONDING***



Liberty Mutual Surety

January 20, 2021

Virginia Department of Transportation

RE: Statement of Bonding Capacity
Brayman Construction Corporation
Owner: VDOT
Project: I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling SOQ
Location: Richmond, VA
Value: \$37,000,000

To Whom It May Concern:

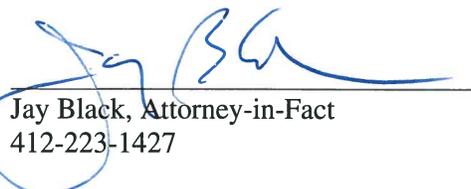
As surety for Brayman Construction Corporation, Liberty Mutual Insurance Company (“Liberty”) with A.M. Best Financial Strength Rating A (Excellent) and Financial Size Category XV (\$2 Billion or greater) is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods 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.

If a contract for the captioned project is awarded to Brayman Construction Corporation, it is our intention to provide the required performance and payment bonds. Liberty understands this is a Design-Build project and it will include a warranty period. Liberty will provide bonding for the project’s duration and the required warranty period, which is typically three years. Please note that the decision to issue performance and payment bonds is a matter between Brayman Construction Corporation and Liberty, and will be subject to our standard underwriting at the time of the final bond request, which will include but not be limited to the acceptability of the contract documents, bond forms and project financing.

This letter is not an assumption of liability, nor is it a bid bond or a performance bond. It is issued only as a bonding reference, requested from us by our client.

Sincerely,

Liberty Mutual Insurance Company


Jay Black, Attorney-in-Fact
412-223-1427

Member of Liberty Mutual Group



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

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8201503-387004

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Jay Black, Brian F. Jeffe, Patti K. Lindsey, Wendy A. Bright, Barbara A. Leeper, Alexandra Machnik, Josephine M. Streyle

all of the city of Pittsburgh state of Pennsylvania each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 3rd day of July, 2019.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: [Signature of David M. Carey]

David M. Carey, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 3rd day of July, 2019 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: [Signature of Teresa Pastella]
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 20th day of January, 2021.



By: [Signature of Renee C. Llewellyn]

Renee C. Llewellyn, Assistant Secretary



***APPENDIX: ATTACHMENT 3.2.10
SCC and DPOR REGISTRATION 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.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)									
SCC Information (3.2.10.1)					DPOR Information (3.2.10.2)				
Business Name	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date		
Brayman Construction Corporation	F1613357	Stock Corporation	Active	1000 John Roebling Way, Saxonsburg, PA, 16056	Contractor	2705090046	01/31/2023		
CDM Smith Inc.	F1541863	Stock Corporation	Active	2104 W Laburnum Ave. Suite 203 Richmond, VA 23227	Engineering	0411000652	02/28/2022		
CDM Smith Inc.	F1541863	Stock Corporation	Active	500 Lee St. E Suite 410 Charleston, WV 25301	Engineering	0411000903	02-28-2022		
CDM Smith Inc.	F1541863	Stock Corporation	Active	1100 Marion St. Suite 300 Knoxville, TN 37921	Engineering	0411000900	02-28-2022		
Quinn Consulting Services Incorporated	04925517	Stock Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	Engineering	0407003733	12-31-2021		
Quinn Consulting Services Incorporated	04925517	Stock Corporation	Active	1801 Pleasure House Rd. Suite 101, 102 Virginia Beach, VA 23455	Engineering	0411001133	02-28-2022		
ATCS, P.L.C.	S0048720	Limited Liability Company	Active	690 Town Center Drive, Suite 201 Newport News, 23606	LS, ENG	0414000029	02-28-2022		
EXP U.S. Services, Inc. (EXP)	F1859646	Stock Corporation	Active	3901 Westerre Pkway, Site 210, Richmond, VA 23233	Business Entity Registration	0407006036	12/31/2021		
EXP U.S. Services, Inc. (EXP)	F1859646	Stock Corporation	Active	56 Queen St East Suite 301 Brampton, Ontario, L6V 4M8 Canada	Engineering	0411001455	02-28-2022		

ATTACHMENT 3.2.10

Contract ID C00111300DB107

SCC and DPOR Information

EBA Engineering, Inc.	F1239005	Stock Corporation	Active	6100 Chevy Chase Drive, Suite 100, Laurel, MD 20707	Engineering	407003487	12/31/2021
Hassan Water Resources, PLC	S2293282	Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens, VA 23102	Engineering	041300299	12/31/2021
Professional Service Industries, Inc.	F0449829	Stock Corporation	Active	545 E. Algonquin Rd, Arlington Heights, Ill 60005	Business Entity Registration Business Entity Branch Office Registration	0407003189	12/31/2021
Rice Associates, Inc.	03316627	Stock Corporation	Active	3308 Turner Rd. Ste. G Richmond, VA 23225	LS	0411000200	02-28-2022
Rice Associates, Inc.	03316627	Stock Corporation	Active	10661 Gaskins Way Manassas, VA 20109	LS	0407003842	12-31-2021
ERM & ASSOCIATES, LLC	S4315836	Limited Liability Company	Active	N/A	N/A	N/A	N/A



***APPENDIX: ATTACHMENT 3.2.10
SCC and DPOR REGISTRATION DOCUMENTATION
SECTION 3.2.10.1 SCC REGISTRATION***

Entity Information

Entity Information

Entity Name: Brayman Construction Corporation
Entity ID: F1613357
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: N/A
Reason for Status: Active and In Good Standing
VA Qualification Date: 01/06/2005
Status Date: 03/03/2020
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: PA
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: \$50.00

Registered Agent Information

RA Type: Entity
Locality: CHESTERFIELD COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO
TRANSACTION BUSINESS IN VIRGINIA
Name: COGENCY GLOBAL INC.
Registered Office Address: 250 Browns Hill Ct, Midlothian, VA, 23114 - 9510,
USA

Principal Office Address

Address: 1000 JOHN ROEBLING WAY, SAXONBURG, PA,
16056-0000, USA
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(https://www.scc.virginia.gov/clk/clk_contact.aspx)

(<https://www.facebook.com/VirginiaStateCorporationCommission>)

Principal Information

(<https://twitter.com/VAStateCorpComm>)

Title	Director	Name	Address	Last Updated
EXEC VP/S/ASSTT	No	MICHAEL K BECHTOLD	1000 JOHN ROEBLING WAY, SAXONBURG, PA, 16056 - 0000, USA	01/28/2019
	Yes	KIM KUNKLE	1000 JOHN ROEBLING WAY, SAXONBURG, PA, 16056 - 0000, USA	01/28/2019
Vice President	No	RICHARD A MANNARINO	1000 JOHN ROEBLING WAY, SAXONBURG, PA, 16056 - 0000, USA	01/28/2019
CEO	No	STEPHEN M MUCK	1000 JOHN ROEBLING WAY, SAXONBURG, PA, 16056 - 0000, USA	01/28/2019
CFO	No	RYAN PARKER	1000 JOHN ROEBLING WAY, SAXONBURG, PA, 16056 - 0000, USA	01/28/2019

Current Shares

Total Shares: 3500

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Brayman Construction Corporation, a corporation incorporated under the laws of PENNSYLVANIA, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on January 6, 2005; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 13, 2021

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

Entity Information

Entity Information

Entity Name: CDM Smith Inc.
Entity ID: F1541863
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: N/A
Reason for Status: Active and In Good Standing
VA Qualification Date: 03/19/2003
Status Date: 04/17/2020
Industry Code: 70 - All professions not listed above
Period of Duration: Perpetual
Jurisdiction: MA
Annual Report Due Date: N/A
Registration Fee Due Date: 03/31/2021
Charter Fee: \$2500.00

Registered Agent Information

RA Type: Entity
Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO
TRANSACTION 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: 75 State St Ste 701, Suite 701, Boston, MA, 02109 -
1940, USA

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(https://www.scc.virginia.gov/cis/cis_contact.aspx)

Principal Information (<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASateCorpComm>)

Title	Director	Name	Address	Last Updated
Chief Financial Officer	Yes	THIERRY DESMARIS	75 STATE STREET., BOSTON, MA, 02109 - 0000, USA	01/22/2021
Secretary	Yes	PAUL T MILLIGAN	75 STATE STREET., SUITE 701, BOSTON, MA, 02109 - 0000, USA	02/22/2019
CEO	Yes	TIMOTHY B WALL	75 STATE STREET, SUITE 701, BOSTON, MA, 02109 - 0000, USA	02/22/2019
	Yes	MARIO H. MARCACCIO, JR.	75 STATE STREET, SUITE 701, BOSTON, MA, 02109 - 0000, USA	01/22/2021
President	Yes	Anthony B Bouchard	75 State St Ste 701, Suite 701, Boston, MA, 02109 - 1940, USA	01/22/2021
Treasurer	No	Christopher Campbell	75 State St Ste 701, Suite 701, Boston, MA, 02109 - 1940, USA	03/30/2020
	Yes	Jennifer Banner	75 State St, Suite 701, Boston, MA, 02109, USA	01/22/2021
	Yes	Howard Stevenson	31 Fayerweather Street, Cambridge, MA, 02138, USA	01/22/2021
	Yes	Gae Walters	2007 Alaqua Lakes Blvd, Longwood, FL, 32779, USA	01/22/2021

Current Shares

Total Shares: 25000000

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(<https://twitter.com/VASateCorpComm>)

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That CDM Smith Inc., a corporation incorporated under the laws of MASSACHUSETTS, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on March 19, 2003; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 18, 2021

A handwritten signature in black ink, appearing to read "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

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

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(https://www.scc.virginia.gov/clk/clk_contact.aspx)

Principal Information

(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASStateCorpComm>)

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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State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on October 24, 1997;

That the corporation's period of duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

August 21, 2020

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Interim Clerk of the Commission

Entity Information

Entity Information

Entity Name: ATCS, P.L.C.

Entity ID: S0048720

Entity Type: Limited Liability Company

Entity Status: **Active**

Formation Date: 06/30/1994

Reason for Status: Active

VA Qualification Date: 06/30/1994

Status Date: 11/28/2001

Industry Code: 73 - Architects

Period of Duration: 12/31/2044

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: N/A

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO
TRANSACTION BUSINESS IN VIRGINIA

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 COX ROAD, SUITE 285, GLEN ALLEN, VA, 23060
- 0000, USA

Principal Office Address

Address: 13861 SUNRISE VALLEY DR, SUITE 200, HERNDON,
VA, 20171 - 0000, USA

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(https://www.scc.virginia.gov/CIV/CIR_contact.aspx)

Principal Information
(<https://www.facebook.com/VirginiaStateCorporationCommission>) (<https://twitter.com/VASStateCorpComm>)

Management Structure: N/A

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That ATCS, P.L.C. is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is June 30, 1994; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
June 19, 2013*

Joel H. Peck
Joel H. Peck, Clerk of the Commission

Entity Information

Entity Information

Entity Name: EXP U.S. Services Inc.
Entity ID: F1859646
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: 05/02/2011
Reason for Status: Active and In Good Standing
VA Qualification Date: 05/02/2011
Status Date: 05/02/2011
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: DE
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: \$50.00

Registered Agent Information

RA Type: Entity
Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO
TRANSACTION 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: 56 QUEEN STREET EAST, SUITE 301, BRAMPTON,
Ontario, L6V 4M8, CAN

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Principal Information

<https://www.facebook.com/VirginiaStateCorporationCommission><https://twitter.com/VASStateCorpComm>

Title	Director	Name	Address	Last Updated
President, COO	Yes	MARK DVORAK	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Vice President	No	PAUL GIBSON	5670 Oberlin Drive, San Diego, CA, 92121, USA	05/27/2020
Executive Vice President	Yes	TIMOTHY D NEUMANN	5700 Fairmount Ave., Downers Grove, IL, 60516, USA	05/27/2020
Treasurer, Chief Financial Officer	No	DEBORAH WALTERS	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Secretary	No	HAE-JIN (PRISCILLA) AHN	56 QUEEN STREET EAST, SUITE 301, BRAMPTON, L6V 4M8, CAN	05/27/2020
Vice President	No	Byron Danley	205 North Michigan Avenue, Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Chief Executive Officer	Yes	Ivan Dvorak	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Vice President	No	William McGuire	2601 Westhall Lane, Maitland, FL, 32751, USA	05/27/2020
Vice President	No	R Shankar Nair	442 E. North Water St., Chicago, IL, 60611, USA	05/27/2020
Vice President	No	Phil Stevens	2601 Westhall Lane, Maitland, FL, 32751, USA	05/27/2020
Vice President	No	Kathy Weise	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020

Current Shares

Total Shares: 23000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That EXP U.S. Services Inc., a corporation incorporated under the laws of DELAWARE, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on May 2, 2011; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

April 21, 2020

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Entity Information

Entity Information

Entity Name: EBA Engineering, Inc.

Entity ID: F1239005

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: N/A

Reason for Status: Active and In Good Standing

VA Qualification Date: 10/22/1997

Status Date: 12/22/2017

Industry Code: 70 - All professions not listed above

Period of Duration: Perpetual

Jurisdiction: MD

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$2000.00

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO
TRANSACTION 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: 6100 Chevy Chase Dr Ste 200, Laurel, MD, 20707 -
2995, USA

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Principal Information
 (<https://www.facebook.com/VirginiaStateCorporationCommission>) (<https://twitter.com/VASateCorpComm>)

Title	Director	Name	Address	Last Updated
PRES/CEO	Yes	RIZWAN A SIDDIQI, P.E.	6100 CHEVY CHASE DRIVE, SUITE 200, LAUREL, MD, 20707 - 0000, USA	10/18/2016
SENIOR VP/SEC	Yes	STEVEN W DIGGINS, PE	6100 CHEVY CHASE DRIVE, SUITE 200, LAUREL, MD, 20707 - 0000, USA	10/18/2016
EXEC VP/COO	Yes	HARISH PATEL, P.E.	6100 CHEVY CHASE DRIVE, SUITE 200, LAUREL, MD, 20707 - 0000, USA	10/18/2016
SR VP	Yes	J KEVIN KREIS PE CDT DBIA	6100 CHEVY CHASE DRIVE, SUITE 200, Laurel, MD, 20707 - 0000, USA	09/22/2020
Vice President	No	DHRUBAJYOTI BISWAS, PE	6100 CHEVY CHASE DRIVE, SUITE 200, LAUREL, MD, 20707 - 0000, USA	10/18/2016

Current Shares

Total Shares: 1000000

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, January 2, 1996

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

EBA Engineering, Inc.

a corporation organized under the laws of MARYLAND
and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

Entity Information

Entity Information

Entity Name: Hassan Water Resources, PLC

Entity ID: S2293282

Entity Type: Limited Liability Company

Entity Status: **Active**

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

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Principal Information
(<https://www.facebook.com/VirginiaStateCorporationCommission>) (<https://twitter.com/VASStateCorpComm>)

Management Structure: N/A

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 16, 2007

This is to certify that the certificate of organization of

Hassan Water Resources, PLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: July 16, 2007



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

Entity Information

Entity Information

Entity Name: PROFESSIONAL SERVICE INDUSTRIES, INC.
Entity ID: F0449829
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: N/A
Reason for Status: Active and In Good Standing
VA Qualification Date: 02/23/1984
Status Date: 03/09/2017
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: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO
TRANSACT BUSINESS IN VIRGINIA
Name: CORPORATION SERVICE COMPANY
Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100,
USA

Principal Office Address

Address: 545 E Algonquin Rd, Arlington Heights, IL, 60005 -
4376, USA

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Principal Information

<https://www.facebook.com/VirginiaStateCorporationCommission><https://twitter.com/VASStateCorpComm>

Title	Director	Name	Address	Last Updated
President	Yes	CHRIS CARSTEN	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
CEO	Yes	GAVIN CAMPBELL	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
Secretary	No	TODD ANDREWS	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
	Yes	GREGG TIEMANN	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
Chief Financial Officer	No	WHITNEY BERGFELD	545 E. ALGONQUIN RD, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/30/2020
Vice President, Asst. Secretary	No	DARRIN HARKNESS	200 WESTLAKE PARK BLVD, WESTLAKE BLDG 4, STE 400, Houston, TX, 77079, USA	01/30/2020
Asst. Treasurer	No	TIM COUROSSI	200 WESTLAKE PARK BLVD, WESTLAKE BLDG 4, STE 400, Houston, TX, 77079, USA	01/30/2020

Current Shares

Total Shares: 100

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That PROFESSIONAL SERVICE INDUSTRIES, INC., a corporation incorporated under the laws of DELAWARE, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on February 23, 1984; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 18, 2021

A handwritten signature in black ink, appearing to read "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

Entity Information

Entity Information

Entity Name: Rice Associates, Inc.
Entity ID: 03316627
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: 12/15/1988
Reason for Status: Active and In Good Standing
VA Qualification Date: 12/15/1988
Status Date: 12/15/1988
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: VA
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: \$150.00

Registered Agent Information

RA Type: Individual
Locality: CULPEPER COUNTY
RA Qualification: Officer of the Corporation
Name: SHERRY MAKELY FEE
Registered Office Address: 16116 AUBURN ROAD, CULPEPER, VA, 22701 - 0000, USA

Principal Office Address

Address: 10661 GASKINS WAY, MANASSAS, VA, 20109 - 0000, USA

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Principal Information
(<https://www.facebook.com/VirginiaStateCorporationCommission>) (<https://twitter.com/VASStateCorpComm>)

Title	Director	Name	Address	Last Updated
P/T	Yes	SHERRY M. FEE	10661 GASKINS WAY, MANASSAS, VA, 20109 - 0000, USA	11/11/2019
VP/SECRETARY	Yes	JENNIFER Bell	14915 ALPINE BAY LOOP, GAINESVILLE, VA, 20155 - 0000, USA	11/04/2020
	Yes	RANDY A. STOWERS	105 SENTINEL DRIVE, WINCHESTER, VA, 22603 - 0000, USA	11/11/2019

Current Shares

Total Shares: 70000

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Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Rice Associates, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 15, 1988;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
October 23, 2019*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Entity Information

Entity Information

Entity Name: ERM & ASSOCIATES, LLC
Entity ID: S4315836
Entity Type: Limited Liability Company
Entity Status: **Active**
Formation Date: 12/03/2012
Reason for Status: Active
VA Qualification Date: 12/03/2012
Status Date: 12/03/2012
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: FAUQUIER COUNTY
RA Qualification: Member or Manager of the Limited Liability Company
Name: CRAIG J. ANDERSON
Registered Office Address: 49 Culpeper St, WARRENTON, VA, 20186 - 0000, USA

Principal Office Address

Address: 49 Culpeper St, Warrenton, VA, 20186 - 3320, USA

Principal Information

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 3, 2012

This is to certify that the certificate of organization of

ERM & ASSOCIATES, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: December 3, 2012



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission



***APPENDIX: ATTACHMENT 3.2.10
SCC and DPOR REGISTRATION DOCUMENTATION
SECTION 3.2.10.2 DPOR REGISTRATION (Offices)***

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
01-31-2023

NUMBER
2705090046

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H



BRAYMAN CONSTRUCTION CORPORATION
1000 JOHN ROEBLING WAY
SAXONBURG, PA 16056



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H

NUMBER: 2705090046 EXPIRES: 01-31-2023

BRAYMAN CONSTRUCTION CORPORATION
1000 JOHN ROEBLING WAY
SAXONBURG, PA 16056



(FOLD)

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

DPOR-PC (02/2017)

PREMIER 3/10/2015 8:30AM

DPOR License Lookup License Number 2705090046

License Details

Name	BRAYMAN CONSTRUCTION CORPORATION
License Number	2705090046
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	1000 JOHN ROEBLING WAY, SAXONBURG, PA 16056
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	2005-01-13
Expiration Date	2023-01-31

-
- 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.

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

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

EXPIRES ON
02-28-2022

NUMBER
0411000652

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


 PROFESSIONS: ENG

CDM SMITH INC
 2104 W LABURNUM AVE STE 203
 RICHMOND, VA 23227



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


Mark Brock-Walsh, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
 Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
 BUSINESS ENTITY BRANCH OFFICE REGISTRATION
 NUMBER: 0411000652 EXPIRES: 02-28-2022
 PROFESSIONS: ENG
 CDM SMITH INC
 2104 W LABURNUM AVE STE 203
 RICHMOND, VA 23227


Professional Engineer

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

DPOR-LIC (02/2017)
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VOID

DPOR-PC (02/2017)

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

EXPIRES ON
02-28-2022

NUMBER
0411000903

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


 PROFESSIONS: ENG

CDM SMITH INC
 500 LEE ST E STE 410
 CHARLESTON, WV 25301



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


Mark Brock-Walsh, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
 Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
 BUSINESS ENTITY BRANCH OFFICE REGISTRATION
 NUMBER: 0411000903 EXPIRES: 02-28-2022
 PROFESSIONS: ENG
 CDM SMITH INC
 500 LEE ST E STE 410
 CHARLESTON, WV 25301


Professional Engineer

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

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

VOID

DPOR-PC (02/2017)

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

EXPIRES ON
02-28-2022

NUMBER
0411000900

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

PROFESSIONS: ENG



CDM SMITH INC
 1100 MARION ST STE 300
 KNOXVILLE, TN 37921




Mary Elizabeth Dwyer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS) DPOR-LIC (02/2017)

(DETACH HERE)



DPOR-PC (02/2017)




COMMONWEALTH of VIRGINIA
 Department of Professional and Occupational Regulation
BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
 NUMBER: 0411000900 EXPIRES: 02-28-2022
 PROFESSIONS: ENG
 CDM SMITH INC
 1100 MARION ST STE 300
 KNOXVILLE, TN 37921



(FOLD)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2021

NUMBER
0407003733

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



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



Maury Bradford
DPOR Executive Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2021
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INCORPORATED
14160 NEWBROOK DR
STE 220
CHANTILLY, VA 20151



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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-28-2022

NUMBER
0411001133

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



QUINN CONSULTING SERVICES INCORPORATED
1801 PLEASURE HOUSE RD STE 101,102
VIRGINIA BEACH, VA 23455



Maury Bradford
DPOR Executive Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001133 EXPIRES: 02-28-2022
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INCORPORATED
1801 PLEASURE HOUSE RD STE 101,102
VIRGINIA BEACH, VA 23455



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

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2022

NUMBER

0414000029

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

PROFESSIONAL LIMITED LIABILITY COMPANY BRANCH OFFICE REGISTRATION

PROFESSIONS: LS, ENG



ATCS P L C
690 TOWN CENTER DR STE 201
NEWPORT NEWS, VA 23606



Mary Broz-Vaughan
Mary Broz-Vaughan Director

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

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DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR AP/LS/CID/LA
PROFESSIONAL LIMITED LIABILITY COMPANY BRANCH OFFICE
REGISTRATION

NUMBER: 0414000029 EXPIRES: 02-28-2022

PROFESSIONS: LS, ENG

ATCS P L C

690 TOWN CENTER DR STE 201

NEWPORT NEWS, VA 23606



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-28-2022

NUMBER
0411001455

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



EXP U.S. SERVICES, INC
56 QUEEN ST EAST
STE 301
BRAMPTON, ONTARIO, L6V 4M8 CANADA

Mary Brice-Vaughan, Director
Mary Brice-Vaughan, Director

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

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 COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001455 EXPIRES: 02-28-2022
PROFESSIONS: ENG
EXP U.S. SERVICES, INC
56 QUEEN ST EAST
STE 301
BRAMPTON, ONTARIO, L6V 4M8 CANADA



DPOR-LIC (02/2017)

(DETACH HERE)

DPOR License Lookup License Number 0407006036

License Details

Name	EXP U.S. SERVICES, INC
License Number	0407006036
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	3901 WESTERRE PKWY STE 210, RICHMOND, VA 23233
Initial Certification Date	2012-02-16
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401013329	NEUMANN, TIMOTHY D	Architect License	Architecture	2021-02-28
0402034830	LOHNER, THOMAS J	Professional Engineer License	Engineering	2022-03-31

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EXPIRES ON
12-31-2021

NUMBER
0407003487

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



EBA ENGINEERING INC
6100 CHEVY CHASE DR STE 200
LAUREL, MD 20707

Mary Elizabeth Vaughan
Mary Elizabeth Vaughan, Director

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

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BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003487 EXPIRES: 12-31-2021
PROFESSIONS: ENG
EBA ENGINEERING INC

DPOR-LIC (02/2017)
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(OLD)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2021

NUMBER
0413000299

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

PROFESSIONS: ENG



HASSAN WATER RESOURCES PLC
HWR
2255 PARKERS HILL DRIVE
MAIDENS, VA 23102-2244



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

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COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2021

NUMBER
0407003189

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



PROFESSIONAL SERVICE INDUSTRIES INC
ATTN: LINDA ELLIS
545 E ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60005

Mary Broz-Veughan
Mary Broz-Veughan Director

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

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003189 EXPIRES: 12-31-2021
PROFESSIONS: ENG
PROFESSIONAL SERVICE INDUSTRIES
ATTN: LINDA ELLIS
545 E ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60005



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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2021

NUMBER

0407003842

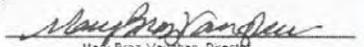
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: LS



RICE ASSOCIATES INC
10661 GASKINS WAY
MANASSAS, VA 20109




Mary Braz-Vaughan, Director

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

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DPOR-LIC (02/2017)

DPOR License Lookup License Number 0411000200

License Details

Name	RICE ASSOCIATES INC
License Number	0411000200
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	308 TURNER RD STE G, RICHMOND, VA 23225
Initial Certification Date	1999-03-18
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403003090	PAYNE, TIMOTHY EDWARD	Land Surveyor License	Land Surveying	2023-01-31
0408000036	SOKOLOSKI, FRANK M	Surveyor Photogrammetrist License	Land Surveying	2021-08-31

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***APPENDIX: ATTACHMENT 3.2.10
SCC and DPOR REGISTRATION DOCUMENTATION
SECTION 3.2.10.3 DPOR REGISTRATION (Key Personnel)***

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
07-31-2022

NUMBER
0402021246

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



ANTHONY J KONDYSAR
3905 ST MARY'S CIRCLE
WILLIAMSBURG, VA 23185



Anthony J. Kondysar
Mary, Eric - Virginia, Director

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

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Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021246 EXPIRES: 07-31-2022

ANTHONY J KONDYSAR
3905 ST MARY'S CIRCLE
WILLIAMSBURG, VA 23185



(FOLD)

ANTHONY J. KONDYSAR

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

DPOR-PC (02/2017)

Commonwealth of Virginia



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

Let it be known by these presents that

John Wesley Spencer

has met the requirements provided for in the Code of Virginia
and the regulations of this board, and is therefore authorized
to practice in the Commonwealth of Virginia as a

PROFESSIONAL ENGINEER

ISSUED AT RICHMOND, VA

December 30, 2019

Maybry Anderson SECRETARY

No. 061748



FOR THE BOARD

Robert J. Miller

C. J. Miller

Robert Anderson

Ann L. Kelly

PRESIDENT

DPOR License Lookup License Number 0402061748

License Details

Name	SPENCER, JOHN WESLEY
License Number	0402061748
License Description	Professional Engineer License
Rank	Professional Engineer
Address	NEWVILLE, PA 17241
Initial Certification Date	2019-12-30
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407007803	DOMINION ENGINEERING LLC	Business Entity Registration	Engineering	2021-12-31

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EXPIRES ON
07-31-2021

NUMBER
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COMMONWEALTH of VIRGINIA

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

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



JONATHAN CLARY POLLARD
9511 6TH BAY ST
NORFOLK, VA 23518



Maury Britt-Vaughan
Maury Britt-Vaughan, Director

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

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DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402035776 EXPIRES: 07-31-2021

JONATHAN CLARY POLLARD
9511 6TH BAY ST
NORFOLK, VA 23518



(Fold)

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

DPOR-PC (02/2017)



***APPENDIX: ATTACHMENT 3.3.1
KEY PERSONNEL RESUMES***

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kevin L. Cook, Brayman Construction Manager
b. Project Assignment: Design-Build Project Manager (DBPM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Brayman Construction Corporation
d. Employment History: With this Firm <u>9</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Brayman Construction Corporation / Saxonburg, PA <ul style="list-style-type: none">• Construction Manager, January 2018 – Present<ul style="list-style-type: none">- Managerial oversight for all aspects of Brayman’s Southern Operations Office- Responsible for largest and most challenging projects- Ensure Safety Program is enforced at all levels of projects; Oversee the engineering, contract administration, and field supervision staff on assigned projects; Ensure the quality of assigned projects- Ensure production goals and budgets are met and issues are identified and dealt with in a timely manner- Perform project pre-planning as required; Complete understanding of project schedule; Resolve issues with owners and subcontractors; Mentors future project leaders• Project Manager, April 2012 – January 2018<ul style="list-style-type: none">- Responsible for project estimating and takeoff; Coordination and leadership of all preconstruction meetings- Overall implementation of the Schedule and Completion; Develop and Maintain CPM Schedule in Accordance with Project Requirements- QA/QC and environmental oversight on projects; Oversee hydrology/water resources and waste management aspects of project; Evaluate and mitigate any possible negative impacts to water, air or habitat quality Kanawha Stone Company / Poca, WV Project Engineer, May 2006 – April 2012 <ul style="list-style-type: none">- Plan, develop, coordinate and manage all onsite construction-engineering activities for large, extensive projects and provide management/engineering and environmental capabilities on other projects.- Responsible for the total administration of the Project Requirement, Cost System, Payment Vouchers, and Schedule as required by company guidelines and contracts.- Coordination with Environmental Agencies on issues related to water restoration, working on or near wetlands, and keeping the Contractor in compliance with the client tasks.- Provide technical support for construction efforts including construction planning; interpretation of design; application of construction methods; resolution/documentation of design conflicts; & constructability reviews.- Develop, implement and administer Company Project Administration/Engineering procedures and maintain Project Documentation, including working schedule.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia University, Institute of Technology / Montgomery, WV Bachelor of Science / 2006 / Engineering Technology, Civil Emphasis
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Not Applicable
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>1) WVBDR 1-20 through 4-20 Mercer and Raleigh Counties, West Virginia (Construction, January 2020 - October 2020).</p> <p>Construction Manager, Current Firm. Managerial oversight for all aspects of Brayman’s Southern Operations Office, Ensure Safety Program is enforced at all levels of projects, Responsible for largest and most challenging projects, Oversee the engineering, contract administration, and field supervision staff on assigned projects, Ensure the quality of assigned projects, Ensure production goals and budgets are met and issues are identified and dealt with in a timely manner, Perform project pre-planning as required, Complete understanding of project schedule,</p>

Resolve issues with owners and subcontractors, Mentors future project leaders. **Highlights.** Concrete Bridge Deck Replacements on I-77 in various locations. The existing decks were removed in phases and replaced with precast concrete deck panels. The closure pours between the panels were poured utilizing a mobile mixer and Rapid Set Concrete as well as Ultra High-Performance Concrete. The decks required application of rolled waterproofing coating system membrane, and also received a 2.5-inch asphalt overlay. Contract included 2,230-linear-feet of full depth roadway and shoulder reconstructions. The bridge decks were replaced in four closures totaling 467 hours. Brayman was able to complete the deck replacements ahead of schedule by 10 hours in total.

2) **VDOT L55, RTE 634 over Roanoke River (Hardy Road) | Bedford County, Virginia (Construction, August 2017 – December 2019).**

Construction Manager, Current Firm. Managerial oversight for all aspects of Brayman’s Southern Operations Office, Ensure Safety Program is enforced at all levels of projects, Responsible for largest and most challenging projects, Oversee the engineering, contract administration, and field supervision staff on assigned projects, Ensure the quality of assigned projects, Ensure production goals and budgets are met and issues are identified and dealt with in a timely manner, Perform project pre-planning as required, Complete understanding of project schedule, Resolve issues with owners and subcontractors, Mentors future project leaders. **Highlights.** \$8.7M replacement of the Hardy Bridge over the Roanoke River/Smith Mountain Lake, consisted of 4.5 foot drilled shafts at the abutments and 6.5 foot drilled shafts at the river piers, in water 40-foot deep. Barges were utilized to protect the environmentally sensitive and recreational area. Abutment fills consist of over 35,000 ton of rip rap to ensure the stability of the new roadway. Existing truss was demolished at the completion of the project. Other aspects included the following: riprap, drilled shafts, and marine barge construction.

3) **Bluestone Dam – Dam Safety Assurance, Phase III | Hinton, West Virginia (Construction, January 2015 – February 2017).**

Project Manager, Current Firm. Responsible for project estimating and takeoff, Coordination and leadership of all preconstruction meetings, Overall implementation of the Schedule and Completion, Develop and Maintain CPM Schedule in Accordance with Project Requirements, QA/QC and environmental oversight on projects, Oversee hydrology/water resources and waste management aspects of project, Evaluate and mitigate any possible negative impacts to water, air or habitat quality. **Highlights.** \$72.8M contract for US Army Corps of Engineers.

Construction of a concrete stilling basin, with concrete baffles, in the area below the existing penstocks on the east side of the downstream face. Scope required rock excavation (70,000cy), placement of mass concrete (108,000cy) and reinforcing steel (8,000,000lbs) in order to construct the scour protection slab, divider, and training walls. Installation of 3-inch diameter threaded rock anchors totaling 17,580-LF ties the scour protection slab to rock. Due to the large volume of concrete, erection and operation of an on-site wet batch concrete plant was necessary. A significant change order included installation of 12-each tie down anchors located on the stilling basin east wingwall. The guide wall anchors were directionally drilled to depths between 105-feet and 130-feet, reamed from 13-inch to 15-inch diameter, and meet tolerances of 1:150. Project also required installation of an additional 112-each high capacity dam anchors. These strand anchors were directionally drilled to a tolerance of 1:150.

* 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

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Anthony Kondysar, P.E., Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager (QAM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Quinn Consulting Services, Inc.
d. Employment History: With this Firm <u>5</u> Years With Other Firms <u>30</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Quinn Consulting Services Quality Assurance Manager, 2015 – Present Mr. Kondysar has provided Quality Assurance Management (QAM) services on VDOT and FHWA Design-Build projects. On his past three QAM assignments with Quinn he has overseen the rehabilitation/construction of sixteen (16) Virginia Interstate bridges. Anthony’s responsibilities as Quality Assurance Manager have included supervision of Quality Assurance inspection staff to ensure all work performed on the Project and testing of materials were performed correctly and at the proper frequencies. He also monitored the construction quality control programs and ensured sampling and testing was performed in accordance with the contract requirements, AFC plans, specifications, and the VDOT Design-Build Minimum Requirements Manual. His experience also includes maintaining the Project Materials Notebook, approving monthly pay estimates, developing and resolving project non-compliances (NCR’s), developing project punchlists, and delivering all project Preparatory Inspection Meetings. Virginia Port Authority Project Manager, 2007 - 2015 Mr. Kondysar served as Project Manager with Virginia Port Authority for multiple building, waterfront, rail, pavement and utility construction projects on Port Authority operated shipping facilities 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. Mr. Kondysar represented port interests on multiple major local infrastructure improvement projects and as design-build construction manager for the VDOT/VPA I-164 Median Rail Portsmouth/Chesapeake/Suffolk VA. Alpha Corporation Quality Assurance Manager (QAM)/Project Manager, 2004 - 2007 Mr. Kondysar served as Quality Assurance Manager (QAM)/Project Manager with Alpha Corporation for various projects with Virginia Port Authority. 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. Mr. Kondysar was the liaison between 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: Virginia Polytechnic Institute / Blacksburg, VA / Bachelor of Science / 1985 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990 / Professional Engineer / VA Registration # 0402021246
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) 1) VDOT Interstate 64 Capacity Improvements – Section III York County, Virginia (July 2018 – June 2021, Projected). Quality Assurance Manager, Current Firm. Anthony’s responsibilities include assuring the project is in compliance with contract documents, including the VDOT Minimum QA/QC requirements on Design-Build projects. He manages all aspects of the QA program, and directs inspections by QA inspectors and independent QA testing technicians. Specifically, he monitors the implementation and functioning of the project-specific QA/QC Plan; chairs all preparatory meetings; initiates, distributes, and closes all project non-compliance reports (NCRs); oversees entries in the project Materials Book; approves project monthly payments; and maintains the

project punch list. By chairing preparatory meetings, Anthony actively partnered with VDOT and contractors to ensure all parties were aware of new upcoming work and the requirements necessary to complete the work. Anthony proactively reviewed project documentation, such as source of materials and daily inspection reports, to ensure that all work conformed with contract documents and that non-conforming work was removed or repaired early in the construction process to prevent impacts on the project quality or schedule. **Highlights.** 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. The improvements include adding a 12-ft-wide travel lane and a 2-ft-wide shoulder in each direction. This work involves pavement reconstruction of the existing lanes, repair and widening of four bridges, three major culverts, and replacement of the two Queens Creek bridges. The I-64 East off-ramp to Route 143 was reconstructed and a signalized stop was installed at the end of the ramp. This project also included sound wall installation, drainage improvements, storm water management facilities, sign structure replacements, corridor-wide landscaping, maintenance of traffic, work zone traffic control, and environmental monitoring. **Similarities.** This work is also taking place in the Commonwealth, so the project-specific QA/QC Plans will have to meet the same requirements as the plan Anthony implemented on I-64 Segment III (Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects, July 2018). Anthony has extensive experience managing the quality of past roadway projects that involved many of the same activities: earthwork, subgrade, asphalt paving, pavement marking, etc.

- 2) **I-564 Intermodal Connector Design-Build | Norfolk, Virginia (January 2018 – October 2020).** **Quality Assurance Manager, Current Firm.** Anthony assisted and worked closely with the DB contractor and the Eastern Federal Lands Division of the FHWA in preparing and implementing a project-specific QA/QC Plan that follows both the requirements set forth in VDOT’s Minimum Standards for QA/QC on Design-Build and PPTA Projects as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA. Anthony partnered with FHWA, the EOR, and the CM to track all field design changes (FDCs), requests for information (RFIs), deficiencies, and non-conforming work (NCRs), and to ensure that all project changes were resolved in a way agreed to by all parties. Anthony also coordinated all QA staff to ensure that QA inspectors and technicians were onsite to monitor and inspect all construction activities, including QC activities. **Highlights.** The I-564 Intermodal Connector Project 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, bridges and local connectors, and SWM facilities. **Similarities.** Both the I-564 Intermodal Connector and the Boundary Channel Drive project consist of improvements to local roadways around major interchanges. The work includes improvement and reconstruction of many of the same elements (pavement, drainage, landscaping) and phased work on items such as maintenance of traffic (MOT) and Erosion and Sediment Control (ESC).
- 3) **Interstate 64 Capacity Improvements – Segment I | Newport News, Virginia (September 2015 – January 2018).** **Quality Assurance Manager, Current Firm.** Anthony oversaw a team of independent QA inspectors and monitored the contractor’s Quality Control team for compliance with both VDOT’s Minimum QA/QC Standards on Design-Build projects and the project-specific QA/QC Plan. Anthony performed all necessary QA functions, both 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 project materials notebook and attended preparatory and progress meetings to ensure open lines of communication with all project stakeholders. **Highlights.** This project involved an operationally independent segment of the widening of I-64. The purpose of widening was to provide immediate congestion relief to the roadway corridor. The 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 required to construct the project. **Similarities.** Both projects are VDOT DB projects, which Anthony and the Quinn team have years of experience performing from start to finish. Project similarities include roadway, survey, environmental, geotechnical, hydraulics, traffic control devices, overhead sign structures, TMP, ROW, utilities, public involvement/relations and stakeholder coordination, QA/QC, Landscaping, lighting, construction engineering/inspection and project management.

* 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

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: John W. Spencer P.E., Principal Structural Engineer
b. Project Assignment: Design Manager (DM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: CDM Smith Inc.
d. Employment History: With this Firm 8 Years With Other Firms 27 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): CDM Smith, Inc. Principal Structural Engineer, September 2012 - Present <ul style="list-style-type: none">- Responsible for structural inspection, analysis, and design. Also prepares maintenance and protection of traffic plans, roadways constructions plans, and acquisition of right-of-way plans. Dewberry Engineers Inc. Associate, Structural Engineer, Project Manager, March 1996 – September 2012. <ul style="list-style-type: none">- Responsible charge of several bridge design projects including prestressed concrete and steel structures.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The Pennsylvania State University / University Park, PA / M.Eng. / 2006 / Engineering Science The Pennsylvania State University / University Park, PA / B.S. / 1990 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1996 / Professional Engineer / Pennsylvania 2016 / Professional Engineer / Michigan 2016 / Professional Engineer / Maryland 2016 / Professional Engineer / Ohio 2020 / Professional Engineer / VA Registration #061748
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) 1) Pennsylvania Power and Light (PPL) Transmission Line Project, DCNR Seven Tubs Recreational Area Luzerne County, Pennsylvania (Construction, 2018-2019). Project Manager, Current Firm. I served as project manager to deliver access bridges in the Seven Tubs Recreation Area in Luzerne County. The first bridge was a temporary, multi-girder, steel bridge with timber decking having a span length of 77 feet. The temporary bridge was delivered under a tight deadline in order for access over Laurel Run. I was responsible for final structure plans and obtaining the DEP GP8 Permit. The second bridge was for a permanent structure also over Laurel Run. I was responsible for the design of a 98' span, integral abutment bridge using prestressed spread box beams and a precast deck for accelerated construction. The abutment cap used HP14x102 piles socketed into bedrock. Responsible for final structure plans and obtaining the DEP GP11 Permit. This experience was with my current firm, CDM Smith.

2) PennDOT District 12-0, Mingo Park Bridge No. 10 | Washington County, Pennsylvania. (Construction, 2017-2018)

Project Manager, Current Firm. I was the project manager for the design of a conspan arch over Mingo Creek (42' clear span). Responsible for the precast final structure plans, roadway plans, and traffic control plans. This was a design-build project with engineering services provided to the contractor. All Pre-fabricated elements were used for the entire structure to reduce construction duration. This experience was with my current firm, CDM Smith.

3) District 1-0, S.R. 0027 (B04) | Warren County, Pennsylvania (Construction, 2017-2018).

Project Manager, Current Firm. I was the project manager for this bridge replacement carrying S.R. 0027 (B04) over Dunderdale Creek in Eldred Township. My responsibilities included final structure design, roadway design, and amendment of the Pennsylvania Department of Environmental Protection's (DEP) GP-11 Permit. The new bridge was a design-build project with a precast, reinforced concrete superstructure for accelerated construction. This experience was with my current firm, CDM Smith.

* 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

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Willie Goodson, Brayman Superintendent
b. Project Assignment: Construction Manager (CM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Brayman Construction Corporation
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>13</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Brayman Construction Corporation / Saxonburg, PA <ul style="list-style-type: none">• Superintendent, 2018 – Present<ul style="list-style-type: none">- Responsible for scheduling staff and equipment, site coordination, quality control, environmental protection, material compliance, and safety for assigned project(s)- Serves as the on-site Point of Contact for Brayman Construction• Foreman, 2014 – 2015<ul style="list-style-type: none">- Actively involved in project safety programs- Complete scheduling and supervision of a portion of a project- Responsible for Crew of Journeymen and Apprentices- Responsible for quality and production of assigned crew Mid-Atlantic Regional Council of Carpenters, WV District Local #1911 / Beckley, WV <ul style="list-style-type: none">• Journeyman Carpenter, 2007 - Present<ul style="list-style-type: none">- Builds structures according to sketches, blueprints, or oral instructions, and examines specifications to determine dimensions of structure.- Constructs, erects, installs, and repairs structures.- Builds rough structures (concrete forms and scaffolds); nails braces across boards to construct concrete supporting forms; braces forms with timbers, tie rods, and anchor bolts; marks and shapes materials to prescribed measurements; constructs forms for placing concrete; erects scaffolding and ladders for assembling structures above ground level; welds metal parts to steel structural members; erects built-in-place forms or assembles and installs prefabricated forms on construction site according to blueprint specifications, using hand tools, plumb rule, and level; anchors and braces forms to fixed objects, using nails, bolts, anchor rods, steel cables, planks, and timbers
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Not Applicable
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Not Applicable
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) 1) VDOT RTE 122 Replace Bridge over Goose Creek Bedford County, Virginia (Construction, June 2019 – July 2021, estimated). Superintendent, Current Firm. Responsibility for supervision for all aspects of the project; assigns daily tasks for foremen and crew; project schedule; material compliance; quality control compliance; and utility coordination. Highlights. Brayman was contracted by VDOT to replace the structurally deficient existing bridge over Goose Creek on RTE 122 in Bedford County. The newly constructed bridge was to be completed in phases to accommodate the large amount of traffic that travels this route not only during the week but also the weekends due to the projects close proximity to Moneta, VA a hub to access Smith Mountain Lake.

Access and environmental compliance was the challenge here, extremely steep terrain not only made large crane access nearly impossible to set the 110,000 LB concrete beams, the present of the endangered Roanoke Long Perch dictated the type and amount of disturbance in and around the creek. Utilizing our extensive fleet of equipment and specifically cranes, Brayman, through proper pre-planning activities was able to overcome this challenge and complete the project ahead of schedule with no impact to the environment.

2) WVBDR 1-20 through 4-20 | Mercer and Raleigh Counties, West Virginia (Construction, January 2020 - October 2020).

Superintendent, Current Firm. Responsibility for supervision for all aspects of the project; assigns daily tasks for foremen and crew; project schedule; material compliance; quality control compliance; and utility coordination. **Highlights.** Concrete Bridge Deck Replacements on I-77 in various locations. The existing decks were removed in phases and replaced with precast concrete deck panels. The closure pours between the panels were poured utilizing a mobile mixer and Rapid Set Concrete as well as Ultra High-Performance Concrete. The decks required application of rolled waterproofing coating system membrane, and also received a 2.5-inch asphalt overlay. Contract included 2,230-linear-feet of full depth roadway and shoulder reconstructions. The bridge decks were replaced in four closures totaling 467 hours. Brayman was able to complete the deck replacements ahead of schedule by 10 hours in total.

3) WVBDR-1-18 Marmet | Kanawha County, West Virginia (Construction, July 2019 – October 2019).

Superintendent, Current Firm. Responsibility for supervision for all aspects of the project; assigns daily tasks for foremen and crew; project schedule; material compliance; quality control compliance; and utility coordination. **Highlights.** Concrete Bridge Deck Replacements on Bridge 3076N –NB-MP 89.0. The existing deck was removed in phases and replaced with precast concrete deck panels. The closure pours between the panels were poured utilizing a mobile mixer and Rapid Set Concrete. The decks required application of coating system comprised of a spray-applied waterproofing membrane, and also received a 2.5-inch asphalt overlay. Contract included 639-linear-feet of full depth roadway and shoulder reconstructions. The bridge deck was replaced in one continuous 255 hour closure. Brayman was able to complete the deck replacements on schedule.

* 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.

Current Assignment - VDOT Goose Creek / Superintendent / Complete July 2021, estimated

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Jonathan Pollard, P.E. Senior Utility Design Engineer / Project Manager
b. Project Assignment: Lead Utility Coordination Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: ATCS, P.L.C.
d. Employment History: With this Firm <u>4</u> Years With Other Firms <u>20</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): ATCS, P.L.C., Newport News, VA Senior Project Engineer, 4 years. <ul style="list-style-type: none">- Responsible for investigation, assessment, and design of public utilities for multiple municipalities, as well as state and federal governments. Provide utility support for projects within the company where utility conflicts (public or private) may occur. Provide for the design of new utilities, and the design for the relocation / replacement / rehabilitation of existing utilities. Prepare written reports and provide recommendations for our clients after investigating and assessing their needs for proposed improvements or modifications to their utility systems. Atkins Senior Utility Engineer / Project Manager, 3 years. <ul style="list-style-type: none">- Responsible for public utility support for numerous municipalities and the federal government. Provide design of new utilities, as well as the design for the relocation / replacement / rehabilitation of existing utilities. Assess and provide reports for recommendations on existing utility infrastructure. Parsons Brinckerhoff Senior Utility Engineer / Project Manager, 3 years <ul style="list-style-type: none">- Responsible for public utility support for numerous municipalities and the federal government. Provide design of new utilities, as well as the design for the relocation / replacement / rehabilitation of existing utilities. Assess and provide reports for recommendations on existing utility infrastructure. AH Environmental Senior Utility Engineer / Project Manager, 1 ½ years. <ul style="list-style-type: none">- Responsible for public utility support for numerous municipalities and the federal government. Provide design of new utilities, as well as the design for the relocation / replacement / rehabilitation of existing utilities. Assess and provide reports for recommendations on existing utility infrastructure. Malcolm Pirnie (Arcadis) Senior Utility Engineer, 6 years. <ul style="list-style-type: none">- Responsible for public utility support for numerous municipalities and the federal government. Provide design of new utilities, as well as the design for the relocation / replacement / rehabilitation of existing utilities. Assess and provide reports for recommendations on existing utility infrastructure.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, VA / Bachelor of Science / 1996 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001 / Professional Engineer/ VA Registration # 0402035776
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1) Lakeside Drive Bridge over Blackwater Creek | City of Lynchburg, Virginia (2019 – Present).

Senior Utility Engineer, Current Firm. Responsible for identifying all public and private utility conflicts for a design build project. I provided preliminary recommendations for the public utility relocations, as well as review and approval of the final design plans. ATCS assisted the City by preparing a 3% design for the RFP package that was the basis for the bid. We are currently assisting the City with the design review.

2) Jefferson Avenue Phase II Utility Relocation and Streetscape Improvement | City of Newport News, Virginia (2014 – 2016).

Senior Utility Engineer, Other Firm. Responsible for the design of all public utility relocations (water and sanitary sewer) for a roadway improvement project in a congested city corridor. I assisted with the private utility relocation by coordinating with the power and communication utility companies so that they could accomplish the necessary relocation of their assets without interfering with the roadway construction project. ATCS is currently providing construction inspection services for this project.

3) Downtown Tunnel / Midtown Tunnel / MLK Extension Project | VDOT / Elizabeth River Crossings, OpCo, LCC (2011 to 2013).

Senior Utility Engineer, Other Firm. Responsible for identifying all public and private utility conflicts for a design build project. I provided recommendations and design for the public utility relocations and services (domestic and fire), to include calculating demands for the vertical infrastructure and services to these facilities. Of particular interest, this project required the impact assessment of two large public utility (water and sanitary sewer force main) river crossings. The sanitary sewer force main was designed to a 30% level before the design-build team decided to protect the utility in place. The water main was taken to final design and replaced with a new horizontal directional drilled force main crossing of the river.

* 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.**



APPENDIX: ATTACHMENT 3.4.1 (a) and (b)
WORK HISTORY FORMS

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Tom Williams Family +3 Design-Build Location: Kanawha County, WV	Name: CDM Smith	Name of Client/ Owner: WVDOH, District 1 Phone: (304) 558-3001 Project Manager: Jason Hamilton, PE Phone: (304) 356-3816 Email: jason.g.hamilton@wv.gov	06/2018	01/2021	\$19,555	\$20,494	\$13,821

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. Brayman Construction Corporation was contracted by the West Virginia Division of Highways to provide design and construction services for the Tom Williams Family +3 project located in Kanawha County, WV. Brayman, together with lead designer CDM Smith, worked to design and renovate five interstate bridges, which carry I-77 and I-64 over existing local roadways, which have very high traffic volumes. The following bridges were included in the project: Tom Williams Family Bridge; Westmoreland Drive Overpass Bridge; Cora Street Overpass Bridge; Danner Street Overpass Bridge; and Spring Street Overpass Bridge.

Brayman's scope included self-performing key operations such as bridge deck and parapet replacement, concrete approach replacements, super/substructure rehabilitation support work, subcontractor coordination and overall project management. CDM Smith, as lead designer, provided all necessary services and coordination required to perform design, preliminary engineering, surveying, geotechnical, lighting, signing and pavement marking, permitting, construction, and utility coordination. CDM Smith oversaw all design activities and performed bridge design, roadway design, traffic design and management, environmental permitting, and public involvement services. A composite of key staff from both Brayman and CDM Smith were assembled to provide quality control oversight. All of the bridges were to be completed in an accelerated manner and it was Brayman's and CDM Smith's design and construction methods which dictated which methods to be employed to meet the required timeframes in the contract for disruption to interstate traffic.



Similarities to the City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Project.

- Heavily Traveled Urban Area and Interstate Bridge System Rehabilitation
- Use ABC Techniques involving conventional cast-in-place construction methods
- Public outreach and Coordination during all phases and aspects of the project.
- Time sensitive, critical subcontractor coordination for structural steel repairs, structure re-painting, concrete reinforcement installation and bituminous milling and paving work.
- The project also included a public information campaign, a comprehensive TTCP and TMP, utility coordination, environmental permitting, sign structure replacement, and ITS coordination.
- The teamwork between CDM Smith and Brayman, utilizing the talents of both firms, resulted in a rapidly completed project, which saved the WVDOH and traveling public time and money.
- Both are bridge rehabilitation projects located in a Downtown System-System Interchange area.

Challenges. Due high traffic volumes on these interstate bridges and tight urban working areas all of the material and equipment had to be coordinated and delivered timely and adequately to support the pace of the project. A local storage was utilized to allow for influx of materials and equipment to support the on-site operations. An extremely well developed logistical communication plan was implemented so all involved knew where materials and equipment were located at any given time during the weekend closure process. Another large construction coordination and challenge during the work was subcontractor coordination for critical superstructure steel repairs and re-painting along with Interstate approach roadway milling and bituminous paving. All of this work had to be completed timely while working to maintaining traffic movements in a highly urban area. CDM Smith was responsible for the bridge rehabilitation design, roadway resurfacing, drainage, temporary traffic control, signing and pavement markings, transportation management, public involvement, utilities, and permitting. To justify closing the Westmoreland ramps, which eliminated a construction phase. CDM Smith conducted a traffic study on the surface streets affected by the closure and determined the traffic network could reasonably accept the re-routed traffic.

Public Safety/Traffic: Traffic and public coordination was a huge factor for the success of the project and multiple public meetings and press releases kept the public informed of the project, changes to traffic before, during and following construction and progress of the work. The design of several ramp closures and temporary detours of these ramps to restrict Interstate congestion and provide for a safer travel experience for Interstate through traffic traversing the project area. CDM Smith also developed a VISSIM model to determine the extent of traffic impacts caused by closing a lane in the downtown area which has several interchanges to access downtown Charleston. CDM Smith's Transportation Management Plan (TMP) and temporary traffic control plan (TTCP) developed and presented strategies to mitigate the closure impacts.

Innovation. Brayman's team implemented innovative accelerated construction methods and techniques in forming and placement of a conventional cast-in-place deck system while coordinating structural steel repairs to the existing superstructure deck support members. A total of 100,000 SF of deck surface was replaced in less than 120 days which consisted of four of the five structures on the project and a significant traffic phasing shift between operational sides of the highway to permit the project to be completed in half width construction.

Early Completion. The final structure totaling 15,000 SF of deck surface was replaced in 35 days, 25 days faster than the allotted 60 days and earned Brayman an additional bonus.



Phase I & II Temporary Traffic Control

Phase I & II Temporary Traffic Typical Sections

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: WV Turnpike Authority Bridge Deck Replacement 1-20, 2-20, 3-20 and 4-20 Location: Various Locations I77 in Mercer and Raleigh Counties WV	Name: HNTB	Name of Client/ Owner: WV Parkway Authority Phone: (304) 926-1900 Project Manager: Danny L. Donlin Jr., PE Phone 304-363-1222 Email: ddonlin@HNTB.com	09/2020	05/2020	\$11,187	\$10,510	\$8,340

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. Brayman was recently contracted by the West Virginia Parkway Authority (WVPA) to perform an Accelerated Bridge Construction (ABC) Bridge Deck Replacement project. On this fourth ABC project performed for the WVPA in the last three years, Brayman's scope of work consisted of replacing the multi-span concrete bridge decks on Bridges 1-20, 2-20, 3-20, and 4-20. The existing decks were removed in phases and replaced with 30 each precast concrete deck panels. The closure pours between the panels on bridge decks 1-20 and 2-20 were poured utilizing a mobile volumetric mixer and Rapid Set Concrete. The closure pours on Bridges 3-20 and 4-20 were poured utilizing Ultra High-Performance (UHP) Concrete. The deck construction also required the application of a rolled waterproofing coating system and also received a 2.5-inch asphalt overlay. In addition, the contract included 2,230 linear feet of full depth roadway and shoulder reconstruction with new guardrail installed.

Similarities to the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Project.

- Multiple Bridge Replacements in Various Locations
- Multiple Concrete Mix Designs and QC requirements
- Urban Traffic Flow on the highly traveled I-77 WV Turnpike
- Multiple Utility Relocations and Coordination on all bridges

Challenges. The list of challenges attached to accelerated deck replacement projects are many, but can be highlighted by time constraints, traffic complications, utility coordination, lack of access, and unpredictable weather.

Public Safety/Traffic. For this project, Brayman identified and prepared plans to address the extremely limited construction space and the increased danger and liability of working in close proximity to the public. Out of all of the accelerated bridges Brayman has completed for the WVPA to-date, Bridges 1-20 and 2-20 posed the largest risk when considering public safety. Two of the bridges were in Melrose, an unincorporated community just outside of Princeton, West Virginia. Princeton serves as the nucleus of Mercer County and almost all commuters that travel in and out of the city do so via WV Route 20. Ironically, these bridges are both located directly over RT 20 itself. Advanced traffic control measures were required to ensure the safety of all motorists. In order to alleviate congestion and decrease public exposure to construction hazards, optional detour routes were proposed. In addition, temporary utility and traffic signal relocations were completed to increase construction space and distance construction activities from the general public.

Utilities. In addition to temporary utilities associated with the high average daily traffic (ADT), some permanent utility services along and under the bridge were relocated, while some remained in place. Precautions had to be taken to coordinate the location around the work and access areas as well as protection of the in-place lines. Brayman scheduled and participated in weekly coordination meetings with all parties involved in the utility relocations and work. In all, six utility companies were coordinated to successfully complete the project.

Access. This project was located in multiple locations just outside of Princeton and Ghent, West Virginia. Due to the locations of the bridges, none of the bridges were near a set of on/off ramps. The lack of ramps created an access issue for both equipment and employees as the majority of the materials and tooling was staged below the bridges and at off-site locations. Extra planning was required in order to alleviate all inefficiencies that could have resulted from this lack of access.

Weather. Although Brayman crews routinely work in the cold, rain, and snow, this type of weather impacts the high strength concrete as cold temperatures do not allow for reasonable strength gains. With that being said, cold weather placement and curing procedures were also derived to protect the concrete while progressing in the schedule.

Innovation. The large quantity of Ultra High-Performance Concrete (UHPC) needed for the project posed the opportunity to create an innovative solution. Overall 144 cubic yards of UHPC was placed, or 36 cubic yards for each phase of each bridge. With acknowledgment of the completion constraints and the time needed for curing to reach the required strength before construction loading, Brayman immediately recognized the need for an increased number of 1/3-yard industry standard mixers. Then, while performing planning activities, quickly realized that the necessary number of mixers would not "fit" into the available access areas and promptly devised an effective solution - Ready Mix Trucks. Despite never having used ready mix trucks to provide concrete at this quantity and speed, Brayman successfully developed and implemented a detailed action plan, which included consideration for the logistics of mixing onsite, traveling to the project, and placement within the QC specification and the time constraints.

Early Completion. The bridge decks on 1-20 and 2-20 were anticipated to be replaced within one continuous 122-hour closure for each bridge, completed during separate outages. Bridge 3-20 was anticipated to be completed in one outage in 119 hours and Bridge 4-20 was anticipated to be 115 hours. Each bridge was completed in phases one lane at a time to ensure minimal traffic impacts on the highly traveled WV Turnpike, I-77. Overall, the project was completed 10 hours early.

The successful delivery of our fourth ABC project for the WVPA, on time and under budget, demonstrates Brayman's commitment to putting the necessary time and effort into preplanning and the importance of identifying and controlling any potential issues in advance.

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: SR 30, Section A25 Over Bessemer Avenue ECMS 27267 Location: Allegheny County, PA	Name: HNTB Corporation	Name of Client/ Owner: PennDOT, District 11 Phone: (412) 429-5008 Project Manager: John B. Myler Phone: 412-670-5687 Email: jmyler@pa.gov	06/2016	07/2016	\$2,388	\$2,376	\$2,037

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. Brayman Construction Corporation was contracted by the Pennsylvania Department of Transportation (PennDOT) to remove and replace an existing cast-in-place concrete tee beam superstructure with a new steel/precast composite superstructure using accelerated bridge construction (ABC) methods. Located in Allegheny County, PA SR 30 carries average daily traffic (ADT) of 22,000 vehicles over Bessemer Avenue and is considered a vital link in the transportation system around the City of Pittsburgh and east end neighborhoods.

The complete demolition of the existing superstructure and the replacement of a new superstructure was completed during a 57-hour weekend shut-down period, beginning on Friday night, May 20 2016 at 9:00 pm. Brayman started with demolition of the existing structure and proceeded to replace both abutment stems with precast modular pieces, set precast deck modules and approach slabs. The use of fabricated structural steel precast concrete deck modules allowed for a 3'-6" increase in the vertical clearance of SR 30 over Bessemer Ave. On Monday morning, May 23 at 6:00 am, the new 54-LF single-span bridge reopened to traffic. In June, the latex overlay was applied during a second weekend time period while maintaining traffic.

Brayman Construction's affiliate, Brayman Precast, manufactured all precast elements, including: 6-each Fabricated Structural Steel/Precast Deck Modules, 12-each Precast Approach Slabs, 2-each Precast Sleeper Slabs, and 4-each Precast Abutment Sections.

Similarities to the I-95 City of Richmond Bridge Superstructure Replacement and Rehabilitation Bundling Project:

- Multiple Utility Relocations and Coordination
- Heavily Traveled Urban Area
- Use of Precast & Steel Modular ABC Construction Techniques
- Multiple Concrete and UHPC Mix Designs and QC requirements
- Increase of Vertical Clearance with finished project.



Challenges: The overall challenges of this project primarily revolved around the limited amount of time and space available at the construction site to perform the work during the single weekend closure.

Public Safety/Traffic. The project was located in an urban area with several residential properties within a few feet of the jobsite. Noise and nighttime lighting were large issues addressed early on in the planning stages and Brayman apprised local homeowners of what they could expect on the weekend of the closure.

Utilities. Given the urban setting of the project, another big issue was the existing overhead and underground utilities. Large voltage overhead electric power lines were not to be relocated, per contract, during construction. These lines posed a potential problem with the erection of the precast elements associated with the work. In order to mitigate potential safety issues with the erection work and to minimize disruption to service for the surrounding neighborhoods, Brayman worked with the power company to have the lines bundled and de-energized during the weekend closure.

Access. All of the physical work was completed within the existing right-of-way owned by the Commonwealth of Pennsylvania and the only staging area at the site was a privately owned half-acre lot adjacent to the Abutment. All material staging and equipment storage required leasing temporary facilities several miles away from the project site. Materials and equipment were delivered to the project site after the road closure and associated detour was installed at the beginning of the weekend. Then, it all had to be removed prior to opening the newly completed bridge to traffic. There were over 100 loads of materials and equipment brought into and out of the site within the 57-hour timeframe. An extremely well developed logistical communication plan was implemented so all involved knew where materials and equipment were located at any given time during the weekend closure process.

Weather. Coordination and pre-planning was key to the success of the project and allowed for the work to be completed in the desired timeframe even though there was significant wet weather the weekend of the closure.

Innovation. Brayman's team implemented innovative construction methods and techniques in forming and placement of the Ultra High Performance Concrete (UHPC) to complete the composite deck. An embedded anchor in the fabricated structural steel precast concrete deck modules allowed for the bottom of UHPC deck closure forms to be pre-fabricated and easily installed at the project site immediately after erection. Several large hydraulic cranes of varying capacities with specially fabricated lifting hardware and connection materials were utilized to erect the precast pieces. The set-up of these cranes relied heavily on preplanned 3D computer modeling to confirm the chosen locations were suitable to erect the various pieces and would not interfere with each other or the existing overhead and underground utilities, or with the existing remaining portions of the structure. This 3D modeling also proved to be a valuable tool to show the project team how various stages of the project would look during each phase of the closure weekend.

Successful Completion. The scope of work accommodated many of our skills as a company: a new, unique bridge superstructure with the demolition of the existing structure and replacement of the abutments to a certain elevation along with some minor roadway approach work. The project was a first of its kind for PennDOT, Engineering District 11-0. It was also a first for Brayman given the large quick amount of work that had to be performed in a short amount of time over a single weekend on an extremely busy section of roadway.

The SR 30 Over Bessemer Avenue Project was featured in an international seminar provided by PennDOT on Accelerated Bridge Construction for Florida International University as well as featured in various other training workshops utilized by PennDOT.

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: PennDOT District 1-0, SR 0198 Section B04, over French Creek Location: Crawford County, Pennsylvania	Name: Clearwater Construction Inc.	Name of Client: Clearwater Const Inc. Phone: 724-372-3898 Project Manager: Tom Pochatko, PE, PLS Phone: 724-372-3898 Email: tpochatko@clearwaterconstruction.com	10/2016	10/2017	\$7,500	\$8,000	\$150

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.

CDM Smith provided engineering services to Clearwater Construction Inc. for a value engineered design to the bridge portion of the project.

The existing 301-foot-long, steel I-beam bridge that carries Route 198 over French Creek in Crawford County, Penn. was built in 1953. Prior to this rehabilitation project, it was classified as structurally deficient. The bridge carries an average of about 3,500 vehicles a day.

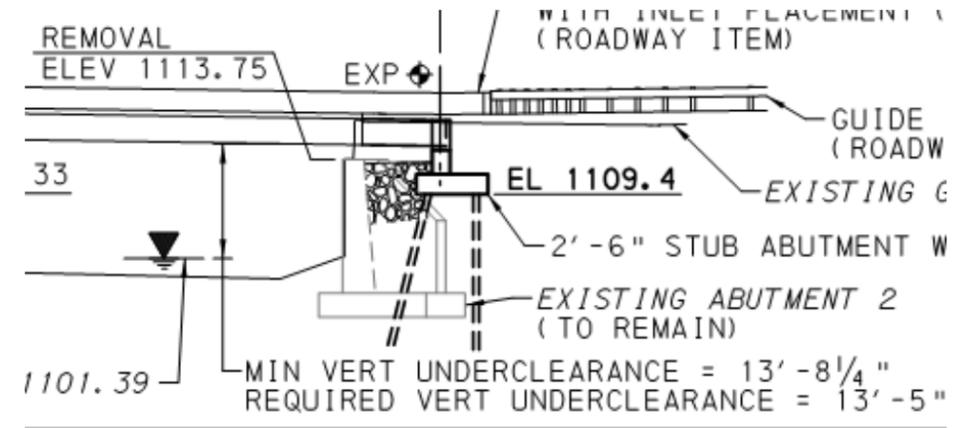
Construction of the single-lane roundabout at the adjacent intersection of Route 198 and Route 6 is designed to enhance safety for motorists using the intersection and improve the efficiency of the intersection. Work also includes updated curbs, curb ramps, drainage, pavement markings, signs and guiderail.

CDM Smith was the lead designer for value engineering for alternate design to the bridge. *Our team's design manager, John Spencer, served as project manager for this 3-span, steel plate, multi-girder bridge carrying SR 0198 over French Creek.* The bridge had splayed beams in Span 3 that widens the bridge to accommodate a roundabout at the far approach.

The value engineering consisted of re-designing and lengthening the bridge to use stub abutments for Abutment 2 that would be constructed behind the existing high wall abutment. Plans called for the existing high wall abutment to be replaced with a new high wall abutment with extensive shoring. By locating a new stub abutment behind the existing high wall abutment, construction costs were saved by reusing the existing abutment as a retaining wall, and placing a new stub abutment behind it that was founded on micropiles.

Permanent soldier pile retaining walls and moment slabs were also incorporated into the design to reduce shoring and excavation costs to the contractor.

The final structure plans were delivered on a fast track schedule in order for shop drawings to be prepared and maintain project schedule. The bridge was design using MDX computer program with independent verification using the CSi Bridge Software so as not to increase the steel weight due to the slightly lengthened structure. Kicker beams were also added to maintain bridge width at the roundabouts on the far approach.



PROJECT RELEVANCE:

- This project demonstrates our design manager, John Spencer's, experience leading the design team for a sizable bridge design-build project for a state DOT.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-75/I-24 Interchange Design-Build Location: Hamilton County, Tennessee	Name: C.W. Matthews	Name of Client: Tenn. DOT Phone: 423-510-1218 Project Manager: Jeff Blevins, PE, Region 2 Project Development Mgr Phone: 423-510-1218 Email: Jeff.Blevins@tn.gov	01/2019	05/2021	\$192,354,989	\$158,594,398	\$6,370,489 (Total Fee – Design Team) \$1,066,010 (CDM Smith Design Fees)

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/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.

With C.W. Matthews as prime contractor, **CDM Smith worked as subconsultant to provide structural design and roadway design assistance on the I-24/75 design-build project in Chattanooga.**

The existing I-75/I-24 interchange is a heavily traveled corridor near the Tennessee-Georgia state line. Both I-75 and I-24 provide a direct connection to downtown Chattanooga, Lookout Mountain, and other area attractions, while I-24 also serves as a direct link between I-75 and I-59. Continued growth and increased traffic volumes along the interstate corridors have created a heightened concern for the safety of the interchange. Modifications are necessary to increase capacity, correct merge points and enhance the function of several ramps. The planned design will improve safety and operations while better serving traffic demands.

CDM Smith was responsible for design of three structures that carry the directional ramps through the center of the interchange, as well as design for widening the I-75 bridge over Chickamauga Creek.

CDM Smith's structural design scope of work included the following:

- Bridge 2 (I-75 NB to I-24 WB ramp over I-75): New 2-span curved bridge; 25 feet long with MSE walls at abutments
- Bridge 3 (I-24 EB to I-75 NB ramp over I-75): New 3-span curved bridge; 349 feet long with MSE walls at abutments
- Bridge 4 (I-75 over Chickamauga Creek): Widen existing 4-span bridge; 266 feet long with pre-tensioned box beams
- Bridge 6 (I-24 EB to I-75 NB ramp over I-75): New single span curved bridge; 149 feet long with MSE walls at abutments

The project is currently under construction.



PROJECT RELEVANCE:

- CDM Smith worked closely with the contractor and roadway design team to refine a design concept that allows a significant amount of work to be completed on new alignment—including construction of bridges 2, 3, and 6.
- This approach helped the contractor drastically reduce the overall project schedule.

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: Rehabilitation of 16 Bridges Location: Various Counties, South Carolina	Name: CDM Smith as prime design firm; each project bid to a different contractor under separate contract	Name of Client: South Carolina DOT Phone: Project Manager: Stacey Johnson Phone: 803-737-3715 Email: johnsonsh@scdot.org	Varies	June 2021 (estimated)	\$28,262	\$28,262 (estimated)	\$1,398

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.

As part of the SCDOT's On-Call Bridge Design Services contract, CDM Smith competed completed two task orders to prepare rehabilitation plans for 16 bridges for SCDOT. The bridges are located at various sites in the Grand Strand and Pee Dee areas of the state and include *interstate and state highway bridges over highways and railroads* as well as the Great Pee Dee, North Santee, South Santee, and Waccamaw rivers.

Bridge construction types that were rehabilitated include prestressed concrete, rolled steel beams, and both welded and riveted plate girders. Repairs and rehabilitation techniques performed included joint repairs, deck patching, deck overlays, miscellaneous concrete spalls and surface repairs, approach slab additions and jacking, repainting steel girders, bearing repairs and bearing replacements. The design work also included enabling road design work such as traffic control plans, approach roadway plans, detours, and pavement striping plans.

A key rehabilitation that occurred within the bridge set occurred at the US 501 Business over Waccamaw river. This dated urban bridge, which is a notable historic bridge and a key connector in Conway City limits, exhibited extensive corrosion to its built-up riveted plate-girder sections and secondary members due to water infiltration through deck joints. The full extent of the deterioration was not known until other scheduled repairs were underway, and when the latent defects were discovered by the contractor, bridge construction was halted immediately. Since the narrow bridge had already been closed for a short term to allow for deck scarification and overlay, CDM Smith's bridge engineers had to mobilize quickly to design repairs for the main span steel to enable the bridge to be reopened. This required rapid development of repair details, based on the real-time reviews of the field conditions, and mobilization of a specialty steel repair contractor within the original rehab contract.

Our firm's bridge inspectors were also mobilized, and our inspectors and bridge engineers together provided continual, 24 hours/day coordination with the steel repair contractor, to both design, direct and inspect the steel repairs. In this way, *working around the clock, the rapidly constructed repairs minimized the bridge closure to the community, and the bridge was returned to service before heavy traffic recommenced.*

The two task orders rehabilitated the following SC bridges:

- SC 9 West over SCL Railroad (Marlboro)
- *1-95 Southbound over Lake Marion (Clarendon)*
- *1-95 Southbound over Great Pee Dee River (Dillon/Florence)*
- *1-95 Northbound over Great Pee Dee River (Dillon/Florence)*
- US 17 over US 17 Business (Horry)
- *1-95 Southbound over Lynches River (Florence/Sumter)*
- *1-95 Southbound over SCL Railroad (Florence)*
- *1-95 over Sparrow Swamp (Florence)*
- *1-95 over TV Road (Florence)*
- SC 261 Bridge over CSX Railroad (Clarendon)
- US 76 Eastbound over Wateree River (Sumter)
- S-329 over 1-20 (Kershaw)
- SC 41 over US 501 (Marion)
- US 501 Business over Waccamaw River & SCL RR (Horry)
- US 17 SB over North Santee (Georgetown County)
- US 17 SB over South Santee (Georgetown and Charleston counties)

For the two US 17 Southbound bridges over the Santee River CDM Smith contracted with GS Infrastructure to perform ground penetrating radar surveys of the bridge decks. This non-destructive test methodology allows for the location and delineating of concrete delaminations before they are visible.

A cad file is produced that allows for accurate representation of the defaults in the plans. Additionally, the process is vehicle born and is performed at traffic speeds without requiring traffic control.



US 501 Business over Waccamaw River in Conway, South Carolina. Bridge required extensive steel repairs, deck joint sealing, concrete crack sealing, spall repairs and a deck hydrodemolition and overlay.



PROJECT RELEVANCE:

- **Through this contract, CDM Smith's bridge design personnel have extensive experience designing interstate bridges similar to this contract, including interstate bridges on I-95.**



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