

Submitted to:



STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

FROM: 0.06 MILES WEST OF CONNECTOR ROAD
TO: LONG BRIDGE DRIVE
ARLINGTON COUNTY

State Project No. 6587-000-R89, P101, R201, C501

Federal Project No. NHPP-5B01(120)

Contract ID No. C00116394DB109



SECTION 3.2
LETTER OF SUBMITTAL





December 8, 2020

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

Letter of Submittal/Statement of Qualifications:
Boundary Channel Drive at I-395 Interchange
From: 0.06 miles west of Connector Road
To: Long Bridge Drive
Federal Project No.: NHPP-5B01(120)
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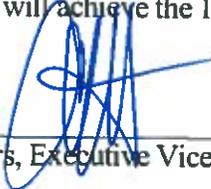
Dear Sudha Mudgade:

The Team of Allan Myers (Myers), Wallace Montgomery (WM), and Bowman Consulting (Bowman), herein referred to as the Myers Team, brings proven roundabout and interchange design and construction capabilities to successfully deliver the Boundary Channel Dr at I-395 Interchange project (Project). Myers and WM have been teaming together to deliver Design-Build (DB) projects for the past 10 years and have successfully delivered six DB projects for VDOT, MDOT SHA, and others, including the I-95/Temple Ave Interchange Roundabout and I-95/Contee Rd Interchange DB projects. Our Team will apply specific lessons learned from WM's design of more than 25 roundabouts and Myers' construction of more than 25 roundabouts to maximize safety/operational efficiency, reduce Project costs, and minimize construction impacts for multimodal roadway users and key Project stakeholders. Public outreach experts for our Team bring extensive Arlington County experience and will proactively coordinate with critical high-profile Project stakeholders, including the Department of Defense (Pentagon), WMATA, National Park Service, and Arlington County.

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

- 3.2.1 Allan Myer VA, Inc. (301 Concourse Blvd, Ste 300, Glen Allen, VA 23059) is the legal entity that will execute a contract with VDOT for the Project.
- 3.2.2 Design-Build Project Manager, Thomas Heil, will serve as the Point of Contact for Allan Myers.
Thomas Heil, P.E., DBIA, Design-Build Project Manager
12500 Fair Lakes Cir, Ste 150
Fairfax, VA 22033
571-485-0387 (Telephone)
610-222-4348 (Fax)
tom.heil@allanmyers.com
- 3.2.3 Executive Vice President of Operations, Aaron Myers, is the Principal Officer for Allan Myers:
Aaron Myers, Executive Vice President of Operations
301 Concourse Blvd, Ste 300
Glen Allen, VA 23059
804-290-8500 (Telephone)
804-418-7935 (Fax)
aaron.myers@allanmyers.com
- 3.2.4 Allan Myers VA, Inc., is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.
- 3.2.5 Allan Myers VA, Inc. will serve as the Lead Contractor and Wallace Montgomery & Associates, LLP will serve as the Lead Designer for the Project.
- 3.2.6 All affiliated and subsidiary companies are identified on the attachment in Appendix 3.2.6.
- 3.2.7 Executed Certification Regarding Debarment Forms are included in Appendix 3.2.7 for all Team members.
- 3.2.8 Allan Myers VA, Inc. is active, in good standing, and prequalified to bid on the Project. Allan Myers' prequalification number is G303 and evidence of prequalification is included in Appendix 3.2.8.
- 3.2.9 Myers has the capability to obtain a performance and payment bond for the \$15M estimated contract value of the Project as exhibited by the surety letter in Appendix 3.2.9.
- 3.2.10 Attachment 3.2.10 SCC and DPOR Information and full-size copies of individual licenses for all business entities and Key Personnel are included in Appendix 3.2.10.
- 3.2.11 Myers will achieve the 12% DBE participation goal for the Project.

Respectfully,


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

SECTION 3.3
TEAM STRUCTURE



THE MYERS TEAM

Design and construction of the Boundary Channel Drive at I-395 Interchange requires an experienced Design-Build (DB) Team, innovative interchange design and construction expertise, and safe continuous traffic flow throughout construction. Myers and WM (the Myers Team) provide VDOT with the following specific benefits:

- **Proven DB Teaming Experience** with 10-years' experience working together to successfully deliver six DB projects for VDOT, MDOT SHA, and the USACE;
- **Successful Myers Team delivery of similar DB interchanges**, including the I-95/Temple Ave Roundabout and I-95/Contee Rd DB projects, that will enable our Team to apply specific lessons learned to ensure the Project's success;
- **Roundabout design and construction expertise** to improve safety/operational efficiency and reduce costs;
- **Internal public outreach resources and extensive Arlington County experience**, helping our Team to ease stakeholder concerns and ensure the public safely acclimates to the Project improvements;
- **Key and value-added personnel** with experience successfully managing the Project risks including with maintenance of traffic, stakeholder coordination, and utilities; and
- **The ability to self-perform** all major elements of design, construction, and project management – providing schedule, quality, and cost benefits to the Project.



Allan Myers (Myers) employs more than 2,300 construction professionals, including 275+ people local to the greater DC Metropolitan Area. Ranked #1 in Transportation by *Engineering News Record (ENR)* Mid-Atlantic, Myers is a self-performing design-builder with comprehensive expertise in design, construction, environmental management, transportation engineering, utility coordination, and public relations. Myers' resume of more than 25 DB projects across the region includes several innovative interchanges: the award-winning I-95/Temple Ave and I-95/Contee Rd interchanges among them. In addition, Myers has constructed more than 25 roundabouts for interchanges, major roadways, transit facilities, and private site developments. An industry leader in safety, Myers has a best-in-class recordable incident rate six times lower than the industry average and has received recent safety recognition from Northern Virginia HCCA and VTCA.

Wallace Montgomery (WM) has more than 45 years of transportation experience. A top-rated, Mid-Atlantic-based civil engineering firm, WM specializes in highways, innovative intersections and interchanges, bridges, and traffic facilities. WM's roundabout planning and design experience on more than 25 roundabouts in Virginia and Maryland includes two recent interchange projects with roundabouts: the I-95/Temple Ave and US 301/304 interchanges. Currently serving as Lead Designer on VDOT's Albemarle Intersection Bundling DB project, WM previously served as an innovative interchange subject matter expert for numerous DB projects, including VDOT's I-64/Route 15 DDI.

Bowman Consulting (Bowman) will provide comprehensive utility and right-of-way services for the Project and local public relations support. With more than 60 land/acquisition professionals, Bowman provides turnkey ROW services for transportation projects, including researching, negotiating, and acquiring right-of-way.

Quinn Consulting Service (QCS) will provide comprehensive Quality Assurance management inspection services for the Project. Quinn has served in the Quality Assurance Management role on more than 20 DB projects. Over the last 10 years Quinn has performed inspection on approximately 60% of the DB projects awarded by VDOT with a total project value of just over \$12 Billion.

3.3.1 KEY PERSONNEL

Myers has assembled a local, highly qualified team of individuals committed to the Project for the duration of design and construction. Led by DBPM Tom Heil, the Key and Value-Added Personnel selected bring the experience and expertise to successfully manage and mitigate Project risks, including temporary traffic control during construction, coordination with high profile stakeholders, and utility impact avoidance/ mitigation.

Key Personnel	Reporting Relationships and Team Integration
DBPM: Tom Heil, PE, DBIA	<i>Reports</i> to VDOT <i>Manages</i> QAM, DM, CM, PR
QAM: Anthony Kondysar, PE	<i>Reports</i> to DBPM <i>Manages</i> QA Inspectors/Testing <i>Monitors</i> Construction QC
DM: Eric Sender, PE, DBIA	<i>Reports</i> to DBPM <i>Manages</i> Design Team & QA/QC <i>Coordinates</i> with CM
CM: Trung Nguyen	<i>Reports</i> to DBPM <i>Manages</i> QCM, construction staff, subs, and suppliers

3.3.2 ORGANIZATIONAL CHART & NARRATIVE

The Myers Team organizational chart includes all major disciplines for management, design, construction, and quality management of the Project. Through the indicated relationships and discipline working groups, our Team will ensure design consistency and construction methods exceeding VDOT quality requirements.

DBPM Tom Heil, P.E., DBIA will be responsible for the overall project design, construction, and contract administration. Tom will be supported by key personnel (QAM, DM, and CM) and the PR Manager. This structure ensures Tom's ability to exercise appropriate control over the project design, construction, quality, stakeholder coordination, and contract administration. Tom will prioritize meeting the Project schedule, optimizing traffic operations and safety throughout, and proactive coordination.

QAM Anthony Kondysar, PE will report to DBPM Tom Heil, with oversight by VDOT. Anthony will manage QA inspection/testing to ensure all work and materials meet contract requirements. He will communicate frequently with key staff, participate in regular coordination meetings, and confirm that the construction QC process is functioning properly. Anthony also will ensure the design QA/QC process is followed prior to submission to VDOT.

DM Eric Sender, PE, DBIA will report to DBPM Tom Heil. As Design Manager, Eric will oversee the Project's multi-discipline design and design schedule. He will ensure that designs conform with the contract documents and VDOT policies and guidelines. Eric will also be responsible for establishing and overseeing the QA/QC program for the design efforts. He will coordinate clearing of utilities, right-of-way, and environmental compliance. Eric will remain involved during construction to oversee any plan modifications and shop drawing reviews.

CM Trung Nguyen will be onsite full time throughout construction and will oversee all construction operations, including quality control, roadway construction, utilities, and environmental compliance. During design, Trung will work closely with DBPM Tom Heil and DM Eric Sender to evaluate innovative design approaches, incorporate construction means/methods, and minimize Project impacts. He will oversee QC efforts to meet AFC plans/specifications and will provide construction progress updates.

VALUE-ADDED PERSONNEL

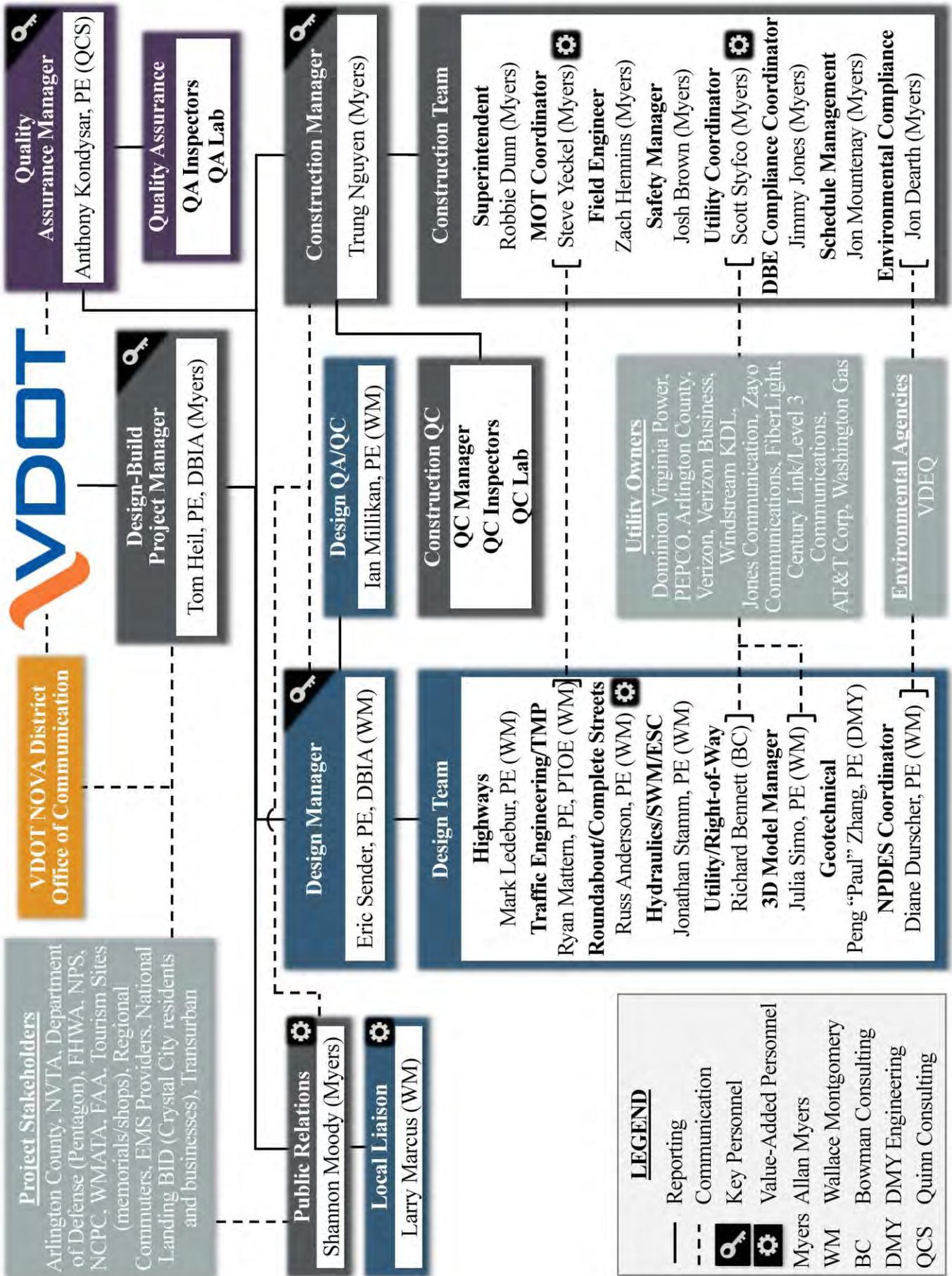
PR Manager Shannon Moody will report to DBPM Tom Heil. She will support Tom and VDOT in public outreach and third-party coordination to establish lines of communication, issue resolution protocols, and prioritization of project goals. Shannon has provided PR support on numerous DB projects, including I-95/Temple Ave, Walney Rd, and MD 404 – which were completed on schedule and received positive community feedback.

Local Liaison Larry Marcus will support PR Manager Shannon Moody and serve as an internal sounding board for the Team providing critical insights to local stakeholder engagement. Larry's experience includes five years as Arlington County's Bureau Chief for Transportation Engineering and Operations (2013-2017).

Roundabout Designer Russ Anderson, PE will report to DM Eric Sender. He will lead roundabout design efforts through close coordination with highway and traffic/TMP designers and construction staff, to ensure roundabout constructability and performance goals (fastest path, turn movements, sight distance). Russ has provided expert consultation for various innovative interchange projects, including the I-64/Route 15 DDI.

MOT Coordinator Steve Yeckel will report to CM Trung Nguyen and work closely with Traffic Engineer Ryan Mattern, PE, PTOE to develop/implement the MOT plan; incorporate third-party requirements for the Pentagon, WMATA, NPS, NCPC, and FAA; and minimize traffic impacts. Steve has extensive MOT/safety experience coordinating specifically with WMATA, DOD, FAA, and DGS as well as NOVA DB project experience.

Construction Utility Coordinator Scott Styfco will report to CM Trung Nguyen and work closely with the Utility Team to maximize avoidance measures. Scott eliminated several utility conflicts on the I-64 Segment II to maintain the schedule and is filling a similar role on the I-66 Outside the Beltway P3 Project.



SECTION 3.4
EXPERIENCE OF TEAM



TEAM EXPERIENCE

The Myers Team provides VDOT with an experienced Design-Build (DB) team for the Project with a proven teaming arrangement and history of successful delivery of similar projects. Our relevant expertise includes roundabout design and construction in highly developed urban areas, extensive interchange modification, effective coordination with federal and regional agencies, and Complete Streets/multimodal projects.

MYERS RELEVANT EXPERIENCE

Allan Myers has served as the DB Lead Contractor for more than 25 DB projects. Our projects have been recognized with local and national awards from the Design Build Institute of America (DBIA), Maryland Quality Initiative (MDQI), and Associated Builders and Contractors (ABC), and the USACE. Myers' DB interchange project experience includes the \$15M I-95/Temple Ave Interchange Roundabout, \$33M I-95/Contee Rd Interchange, and \$20M I-581/Elm Ave Interchange. Myers has constructed more than 20 grade-separated interchange projects in the past 10 years, including the \$50M I-276/SR29 Slip Ramp and the \$65M I-95/I-695 Interchange.

Myers has constructed more than 20 roundabouts for public and private roadways, the most notable of which have required significant maintenance of traffic and public outreach efforts.

- **Saintsbury Drive and Vienna Metro Station:** Myers maintained continuous multi-modal access to the metro throughout construction and built two roundabouts.
- **I-95/Temple Ave Interchange:** Myers/WM designed and constructed a new roundabout and supported VDOT's public outreach for roundabout implementation with 14 formal outreach presentations and several education clinics.
- **Watkins Center Parkway at Westchester Commons:** Myers constructed two interchanges and four roundabouts for this 140-acre retail and commercial complex.

A proven partner for the federal government and DOD, Myers has extensive coordination experience from the construction of more than 25 projects at various military facilities including Fort Belvoir, Fort Pickett, Fort Eustis, Fort Evans, Quantico Marine Corp Base, Andrews Air Force Base, Dover Air Force Base, and Naval Station Norfolk.

Myers' transit experience includes coordination with WMATA for I-66 Outside the Beltway P3 and Saintsbury Drive/ Vienna Metro Station Improvements. Additional transit coordination projects include the MTA Marc Wedge Storage Yard at Union Station and SEPTA Norristown High Speed Line and R3 Track Bed Repairs

In the past 10 years, Myers has built 19 multi-use recreational trails for DOTs, counties and private developers. In total, these projects account for over \$35M in multi-modal trail construction and safety improvements. This experience includes the \$13M Chester Valley Trail Extension, which extended the existing trail 3.9 miles, enhanced five bridges for increased bike and pedestrian use, and renovated the historic freight station building at the intersection of the Chester Valley Trail and the Schuylkill River Trail.

WM RELEVANT EXPERIENCE

As Lead Designer, WM delivered its first DB project, Middletown Road Phase 1B2 Realignment/ Capacity Improvements for Charles County, MD, in 2006. Since then, WM has served as Lead Designer for six other DB projects, including recently the VDOT Albemarle Intersection Bundling, MD 404 Corridor Improvements, and I-95/Contee Rd Interchange. WM has applied innovative ATCs/solutions on these projects that produced significant cost and time savings and minimized impacts to existing features.

WM's other noteworthy interchange modification projects include the I-95/I-495 at MD 5 Interchange (Branch Ave Metro); I-95/I-495 Greenbelt Metro Interchange; US 222/US 322 Interchange DDI; and I-83 Exit 4 DDI.

Award-Winning Team

Myers and WM have teamed together and successfully delivered on numerous DB projects, including the award-winning I-95 at Temple Avenue Roundabout DB, I-95 Contee Road Interchange DB, and the MD 404 and US 113 Dualization DB projects.



Watkins Center Parkway Roundabout

Key WM personnel have experience with at least 35 roundabouts and 15 interchange modifications across the Mid-Atlantic. This experience includes eight roundabouts in VA and VDOT’s first DDI interchange (I-64/Route 15). Notable roundabout projects include:

- **VDOT Statewide Limited Services Term Contract for Traffic Engineering Design and Analysis (L&D):** Developed roundabout concepts for the Route 311/419 Junction and Route 612/Williamsburg Plantation Dr in James City County.
- **US Route 301/MD Route 304 Interchange Improvements:** Designed dual roundabouts at the MD 304 interchange’s ramp termini and replaced the existing at-grade intersection with a new interchange.
- **Dundalk Ave Roundabout:** Provided full design to convert an existing signalized four-leg intersection to a roundabout near the Baltimore city limits. Critical objectives were enhanced multimodal (pedestrian, bicycle, transit) facilities and adjacent businesses access.

WM has an extensive portfolio of multi-modal projects within the greater DC metropolitan area. Our Ager Rd Green Streets project in Prince George’s County, Maryland is finishing construction, which includes new on-road bicycle lanes, wide sidewalks, and shared use path connections to the Northwest Branch Trail. Similar to this Project, new construction was over a shallow WMATA tunnel and included work on Capper-Cramton Act land. Close coordination with WMATA, JDAC, NCPC, and NPS was essential for success.

WM is also designing DDOT’s Lincoln Connector Trail, a new gateway segment to the Anacostia Riverwalk Trail system. This project involves extensive stakeholder coordination with federal and local agencies (including the NPS), bicycle advocacy groups (e.g. WABA), and the Ward 5 community groups. WM has designed numerous urban setting shared use paths in urban settings, including along Clopper Rd and MD 355, both in Montgomery County, MD.



Dundalk Ave Roundabout

3.4.1 WORK HISTORY FORMS

The Myers Team has selected three projects from Myers and WM which we consider most relevant in demonstrating our Team’s qualifications to serve as the Lead Contractor and Lead Designer for the Project. The projects presented for Myers include DB, roundabouts, similar traffic conditions, and WMATA coordination. For WM, the projects include three roundabouts that convey design expertise in innovative intersections, one of which is a DB project.

Table 3.4.1: Relevance of Work History Forms

Project Similarities	Temple Ave/ I-95 Roundabout Interchange	Walney Road Widening	Saintsbury Dr/ Vienna Metro Station	Route 20/ Route 649 Roundabout	MD 5 Branch Ave Phase II	Seventh St Multimodal
Contract Value	\$15M	\$12M	\$19M	\$28M	\$35M	\$4M
Firms Involved	Myers/WM	Myers/BC	Myers	WM/BC	WM	WM
Design-Build	●	●		●		
On-Schedule	●	●	●	●	●	●
On-Budget	●	●	●	●	●	●
Interchange	●				●	
Roundabout	●		●	●	●	●
Urban Corridor	●	●	●		●	●
Multi-Modal Traffic		●	●		●	●
Stakeholder Coordination	●	●	●	●	●	●
Utility Relocations	●	●	●	●	●	●

SECTION 3.5
PROJECT RISKS



RISK MANAGEMENT STRATEGIES FOR THE PROJECT

The Myers Team's experience joint delivery of six DB projects, including the award-winning I-95/Temple Ave Roundabout and I-95/Contee Rd Interchanges, have contributed to the following risk management strategies our Team will implement for the Boundary Channel Dr at I-395 Interchange Project:

- Optimizing traffic flow during construction to minimize impacts to vehicular and multi-modal traffic;
- Supporting a robust outreach program with project stakeholders to maximize safety and public acceptance;
- Effectively managing utility relocations to avoid potential schedule delays and minimize Project impacts; and
- Minimizing costs by self-performing all major elements of design, construction, and project management.

In consideration of the most relevant and critical risks for the Project, the Myers Team reviewed the RFQ documents, visited the project site, reached out to stakeholders, and attended the public meeting. We selected ***temporary traffic control on I-395 during construction, coordinating with multiple high-profile stakeholders, and critical utility relocations and coordination*** as three critical risks which could significantly impact the Project's success by impacting public safety, delaying the schedule, and creating design/construction inefficiencies which increase cost.

TEMPORARY TRAFFIC CONTROL ON I-395 DURING CONSTRUCTION

WHY THE RISK IS CRITICAL

Temporary Traffic Control (TTC) during construction of the I-395/Boundary Channel Dr Interchange presents several concerns, particularly with respect to the interchange ramps. Closing existing ramps and rerouting traffic to new and temporary ramps potentially creates conditions in which traffic could back up onto I-395, if not appropriately addressed in the TTC plan. The Myers Team will ensure that queues do not extend onto the mainline during each stage of work and provide adequate acceleration and deceleration lengths to minimize speed differentials along the I-395 mainline.

Existing operations along I-395 within the Project area are congested during peak periods and free-flowing during off-peak times. There are three closely-spaced interchanges – as well as the tight cloverleaf design of the I-395 Boundary Channel Dr interchange – that lack adequate acceleration and deceleration lane lengths. When the existing ramp meter on Ramp F is active, vehicles enter from a stopped condition. Slow-moving vehicles attempting to merge with faster-moving vehicles attempting to exit creates friction on the mainline. Introducing construction to this interchange could exacerbate an already difficult situation. Further complicating the situation, as noted in public meeting feedback, is existing signage that is challenging for drivers approaching from both directions on I-395, as well as Boundary Channel Dr. Sudden diverge and merge movements contribute to driver confusion and last-minute lane changes. Temporary traffic control must be signed properly so that it does not contribute to the confusion.

POTENTIAL IMPACTS

The potential impacts of poorly designed and maintained TTC include unnecessary and avoidable delays to motorists during construction, which can result in increased crashes as traffic queues along ramps onto I-395. Delays and accidents from such conditions will result in negative public perception and negative press.

Queues on I-395 also impact adjacent roadways, including George Washington Pkwy, US 1, and Route 110, which provide direct access to the Pentagon, National Airport, Crystal City, and National Landing, the future location of Amazon HQ2. Boundary Channel Dr is a primary Pentagon access route. The Department of Defense requires 24/7 access to and from the Pentagon. Any changes to traffic patterns for construction purposes will impact this access. Conveying temporary traffic patterns to workers at these facilities and the public will be critical to motorist safety. Crashes occurring in an already constrained work zone can cause a significant delay in emergency response time.

At the public hearing, the active pedestrian/bicycle community also expressed concerns about access during construction and afterward. We are aware of the large number and active involvement of local path users and the impact their influence can have on Project success. Safe access around the work zone is essential during all phases of construction, and bike/ped detours must be adequately signed and marked, with clear sight distances.

On our Team’s field review in early November, we witnessed a vehicle traveling the wrong way on Ramp E. We observed that signage and markings are confusing for motorists trying to navigate around the work underway on the aquatic center and adjacent roadways, including Long Branch Dr and Boundary Channel Dr.

MYERS TEAM MITIGATION STRATEGIES

The Myers Team will develop a detailed **Transportation Management Plan (TMP)** in collaboration with Project stakeholders that identifies the MOT “Red Flags” (e.g., no closures of Boundary Channel Dr), as well as an “Alternatives Analysis” that summarizes the benefits of MOT phasing plans for a variety of effectiveness measures, such as impacts on time and cost, traffic, and the environment. We will use VISSIM and Synchro software to analyze peak hour operations and queues during each phase of TTC, to ensure that queues do not spill over onto I-395. The existing on-ramp to I-395 NB is metered, and the warning sign for the meter is within the footprint of the proposed roundabout. We will analyze traffic with and without the meter, and ensure that ITS devices remain active, as needed.

The Myers Team has already developed an initial construction phasing plan based on our significant roundabout experience. The plan will mitigate traffic problems and allow for efficient construction operations. It consists of three phases and includes an easily understood MOT plan. The initial construction phasing plan limits pinch points during construction that could cause traffic backups, and allows flexibility to structure the traffic timing at intersections to facilitate heavy flows during peak periods, keep backups off the mainline of I-395, and facilitate access to the Pentagon.

The primary goal of phase 1 is to build up Boundary Channel Dr and the Ramps C and D from I-395 SB, which will be needed in phase 2 for detoured traffic. Phase 2 implements a detour of ramps A/B to construct the new I-395 SB ramps. Phase 3 completes both roundabouts and places traffic into the final configuration. The proposed phasing plan is detailed below. We will develop a full TTC alternative analysis as part of the TMP, consistent with IIM-LD-241.7. *Figure 3.5.1* shows the existing conditions and ramps.

Figure 3.5.1: Phase 2 Maintenance of Traffic



- Phase 1:** Remove the medians on Boundary Channel Dr from the Pentagon overlook to Long Bridge Dr and construct temporary pavement as needed to create a two-lane road connecting to Long Bridge Dr, under I-395. This will effectively bifurcate the Project while providing two 11-ft lanes and a pedestrian/bike pathway adjacent to the WB lanes of Boundary Channel Dr. Construct temporary stub ramps in the SW quadrant (Ramps C/D) to accommodate detoured traffic from Ramps A/B and create turn bays with high turning volumes at the Boundary Channel Dr intersection with ramps C/D. Construct the new segment of Ramp E and Ramp F1.
- Phase 2:** Close and detour traffic from Ramps A/B, and direct traffic to Ramps C/D for access to Boundary Channel Dr. This will open up the entire NW quadrant of the Project for construction of the new on/off ramps and roundabouts on both sides of I-395. Construct new tie-ins for Ramps A/B, Ramp F2, new roundabouts within the area of closure, as well as shared use paths under the I-395 bridge with connection to the Mt Vernon Trail. **Centering the temporary roadway in the roundabout footprints during phase 2 allows the ultimate roundabout footprint to be built off alignment during a single phase under closure.** Conduct traffic shifts and place into operation the new ramps with I-395 SB. Open new Ramps A/B and begin operating the roundabouts. In conjunction with opening the new ramps, open the new shared use path along the WB lanes of Boundary Channel Dr and connection to the Mt Vernon Trail.

- **Phase 3:** Once traffic shifts have been completed, construct the EB sidewalk under I-395, as well as central islands, splitter islands, and truck aprons at both roundabouts. Final work will include permanent removal of Ramps C/D.

Advantages of Phasing Approach: Our phasing plan provides the flexibility to mitigate the traffic risk to I-395. By combing traffic to ramps C/D during construction, we can control the traffic timing and flow through the intersection with Boundary Channel Dr. This will permit open construction along the north side of the Project, creating a safer environment for roadway and path users while expediting construction. Specific advantages of our phasing include:

- **Traffic Control on Ramps** – During peak morning traffic, timing at the intersection can allow for flow heading west to the Pentagon, to keep traffic from backing up on the ramp coming off I-395 NB. Under this temporary condition, we have multiple lanes WB toward the Pentagon, which will keep traffic moving by combing the left turn movement coming from ramps C/D with the heavier traffic coming from I-395 NB. During the evening peak, traffic heading from the Pentagon to I-395 SB will still have a right turn movement that can be timed efficiently with traffic turning left off of Boundary Channel Dr heading south. This phasing plan allows flexibility to adjust traffic controls for existing conditions to avoid impacting traffic on I-395.
- **Pedestrians and Bicycles** – Based on feedback from the public meeting, we are aware of the influence these users can have on Project’ success. We noted that early trail opening was important to the local user base. Our plan allows for *continuity of the existing trail during construction and opening of the new WB trail and connection to the Mt Vernon Trail in phase 2*, before project completion.
- **Construction Vehicles** – Haul routes will be clearly established for each operation and construction entrances will be clearly marked. Truck warning signs will be placed along mainline roadways, advising drivers that slow-moving trucks will be entering the highway. We will provide clear instructions regarding haul routes for all trucks accessing the site and string flags prior to the underpass (and other overhead obstructions) as a reminder for operators to lower their booms/buckets.
- **TMP Development and Public Involvement** – The Public Involvement Plan will be an important component of the TMP. We will use PCMS on all ramp and roadway approaches to advise of traffic shifts, in addition to guide signage and the latest TTC Typical. We will utilize the latest version of the *Work Area Protection Manual* to develop all TTC plans. Our robust public outreach strategy, to be included in the TMP, will advise motorists of changing conditions, such as the ultimate closure of Ramps C and D. We will coordinate with VDOT to notify stakeholders of major changes, and use PCMS placed prior to warn drivers of upcoming work.

Public Outreach Success

The public outreach program for the I-95/Temple Ave Roundabout began prior to construction introducing the roundabout to seniors, church groups, first responders, city employees, elected officials, and the chamber of commerce. Outreach continued during construction with weekly email updates, presentations, and articles in the quarterly newsletter. Toward the end of construction, education sessions with stakeholder groups (including senior groups and the local high school) provided roundabout driving tips and allowed individuals to walk their travel routes on a 30-foot by 24-foot floormat. The new interchange received very positive feedback on community Facebook groups.

“The new roundabout here in CH at Temple and I-95 is awesome. And I was not a fan of the original idea.” – Michelle Whitfield

ROLE OF VDOT AND OTHER AGENCIES

We anticipate VDOT will assist in a limited role with FHWA and collaborate during construction through the Northern Virginia Traffic Operations Center. The Myers Team will be primarily responsible to develop and implement an acceptable TMP for the Project. We understand that both the Pentagon and WMATA’s Joint Development and Construction (JDAC) teams must sign off on the plans, including the TTC phasing. Our Team will coordinate early and continuously with key stakeholders, including WMATA/JDAC and the Department of Defense Facilities Management, for feedback on the TMP. VDOT will be invited to all coordination meetings.

COORDINATING THE PROJECT WITH MULTIPLE AND HIGH-PROFILE STAKEHOLDERS

WHY THE RISK IS CRITICAL

The active public engagement environment in Arlington County can contribute to a project’s success. However, without proactive management, it can also derail a project’s schedule. For this Project, risk is heightened by the sheer number of stakeholders; the high-profile nature of stakeholders such as the Pentagon, WMATA, and NPS; and the close proximity of the Project to facilities of these agencies (see *Figure 3.5.2*).

In addition, the bicycle community is actively engaged and will require consensus on the final design, as well as maintenance of traffic, which increases the risk of delays. These stakeholders possess a wide variety of priorities and viewpoints, ranging from national security to pedestrian/bicycle accessibility and safety. We understand the importance of providing transparent information to all stakeholders when designing/constructing this important improvement for the interstate system, Pentagon, Crystal City, and the trail system.

Figure 3.5.2: Major Stakeholder Facilities at the Project



Table 3.5.1: Stakeholder Interest/Risk Outline

Key Stakeholder	Interest/Coordination	Risk
Department of Defense (Pentagon)	<ul style="list-style-type: none"> National security Reliable access Emergency evacuation 	<ul style="list-style-type: none"> Consensus building on final design, potential impact on schedule Construction impeding access / evacuation plan
WMATA	<ul style="list-style-type: none"> Rail infrastructure within Project area 	<ul style="list-style-type: none"> Construction activities blocking access and vent shafts Adjacent construction review and approval delays
National Park Service, WABA and Bike Arlington	<ul style="list-style-type: none"> Effective trail connection design Accessibility during construction Multimodal connections / safety 	<ul style="list-style-type: none"> Design approval delays due to lack of consensus Timely reviews of design/MOT plans
Arlington County Gov’t (OEM, DES / Transportation, DPR, National Landing BID, and Civic Associations)	<ul style="list-style-type: none"> Access to aquatic center Critical connection between Crystal City and Mt Vernon Trail Amazon headquarters Adjacent projects 	<ul style="list-style-type: none"> Ensure design and construction activities align with County vision, establish Project partnership High standards for public engagement can cause schedule delays

POTENTIAL IMPACTS

Though impacts to Pentagon traffic and Metro riders will be minimal during construction, traffic change information must be shared and promoted in advance so Pentagon and WMATA personnel can make timely and informed decisions regarding travel and contingency plans. It is important that the Pentagon’s access be maintained throughout all phases of design/construction, and that key personnel be kept informed of Project activities and progress. In addition, 24-hour access to the WMATA emergency egress points and vent shafts must be maintained.

Maintaining critical infrastructure to the Pentagon and WMATA is paramount for national security and regional mobility. Many redundant facilities, both known and unknown, serve these entities and our Team will take all proactive steps to ensure no disruption of service. Communicating daily work activities and locations is extremely critical to allow Pentagon and WMATA personnel to further communicate more specific concerns and needed precautions in specific areas of work. An example is a redundant power supply to the WMATA tunnels and station, which may appear to be an abandoned facility but is in fact an emergency lifeline to the system. In the event of primary power loss, this redundant service must be available for emergency power to maintain station and/or train operations and regional mobility.

As observed during the public meetings, the cycling community understands progressive trail design elements, such as horizontal curve radii and ramp crossing safety for the variety of trail users (including larger cargo bikes). Applying the latest bikeway design standards and gaining consensus is necessary to avoid Project delays.

MYERS TEAM MITIGATION STRATEGIES

Multiple stakeholders will participate in the Project's final design and construction phases. Our stakeholder engagement program will build upon community meetings and previous surveys to ensure proactive communication throughout the Project for targeted stakeholder input. We will address stakeholders early and efficiently, specifically for events impacting travel, using weekly meetings, traditional channels, social media channels, and changeable message signs.

Stakeholder engagement will begin at design onset and continue throughout construction. We understand that perception is reality during construction, and the public's perception is integral to Project success. To manage this, we will ensure commuters, stakeholders, and visitors are aware of traffic and trail impacts, and we will establish detailed communication protocols and procedures as part of the Project's TMP.

Meetings will be held with the various stakeholders to finalize coordination of the conceptual improvements among representatives of the County, VDOT, and the Myers Team. Subjects discussed at these targeted meetings will include construction timing and sequencing, access issues for all users, and related concerns. Due to the variety of interests and perspectives, we intend to meet with small stakeholder groups and keep the discussions focused on topics of interest to those stakeholders (as outlined above in *Table 3.5.1*).

Our Team has a track record of success working together to deliver projects which require extensive stakeholder coordination. Proposed key personnel Tom Heil, DBPM, and Shannon Moody, Public Relations Manager, will work in partnership with the County and VDOT to ensure stakeholder needs are tracked and addressed immediately and satisfactorily. On the Walney Rd Design-Build project in Fairfax County, Tom and Shannon worked together to support VDOT and the County in public outreach efforts, which included message boards, media coordination, web updates, and direct communications with key stakeholders and local officials. This proactive campaign kept stakeholders informed and resulted in minimal comments during construction.

Coordination with Key Stakeholders

DBPM Tom Heil brings extensive coordination experience with various federal agencies including the NPS, WMATA, FHWA, and USACE from projects including the Woodrow Wilson Bridge and I-66 Outside the Beltway P3.

An in-house public relations resource on the Myers Team, Shannon has experience leading outreach on multiple high-profile projects, including alternative delivery transportation projects. Her public outreach efforts will maintain positive relationships with stakeholders, residents, and businesses. Working closely with the DBPM, Shannon will garner the necessary resources to maintain a high level of communications with the design and construction teams, County contacts, Pentagon and WMATA personnel, elected officials and the media, as appropriate.

Shannon will be advised by Larry Marcus, Local Liaison, a former Arlington County Transportation Engineering and Operations Bureau Chief. In his role with Arlington County, Larry initiated the interchange study process, built

relationships with the Pentagon staff and VDOT, and met regularly with the Crystal City Business Improvement District (BID) on a wide variety of transportation projects in the vicinity of this Project. While working with the BID, he coordinated closely with BID staff, business leaders, and residents. Larry’s local knowledge and stakeholder relationships, along with Shannon’s and Tom’s extensive experience, will minimize Project schedule risk. Myers also brings recent local coordination experience from our Arlington National Cemetery McPherson Area Rd Renovation project (see *Figure 3.5.3*).

To ensure that stakeholders remain fully informed throughout the Project, our Team will be committed to maintaining a constant flow of communication to meet the goals listed in *Table 3.5.2*.

Figure 3.5.3: Myers Arlington National Cemetery Project



Table 3.5.2: Strategies to Meet Stakeholder Goals

Goals	Tactics
Maximize staff and personnel awareness of Project activities, impacts and progress	<ul style="list-style-type: none"> • Provide information for the Project website, social media and newsletters • Ensure that all assigned liaisons have the most updated Project information • Hold progress meetings prior to and during construction start
Build a strong and enduring relationship with Pentagon personnel and WMATA over the life of the Project	<ul style="list-style-type: none"> • Use a proactive approach to outreach and relationship building. Email lists, issue tracking, presentations, meetings, and visits will serve as measurements for this program. • Ensure that Pentagon staff have or can access information regarding the Project easily and quickly
Maintain a successful partnership and communication between County, key stakeholders, and the community	<ul style="list-style-type: none"> • Commit to formal and informal information sharing with Project liaison, including emergency responders. • Extend a two-way communications channel offer to enhance trust levels with key individuals and maintain a transparent, open environment of information sharing.
Proactively anticipate and address issues that may impact the Project schedule	<ul style="list-style-type: none"> • Anticipate challenges and work together to reach a successful solution. • Promote open, transparent communication protocols and practices. • Provide multiple opportunities for input and track for trends/key messages.

ROLE OF VDOT AND OTHER AGENCIES

We will develop Project information and public involvement materials, and share them with VDOT and Arlington County prior to release. We will invite VDOT and Arlington County staff to partner in stakeholder engagement, working together to optimize outreach resources, provide available venues / forums, and identify points of contact for each stakeholder. All formal communication will flow through the stakeholder engagement team to ensure VDOT and County protocols and procedures are followed and messaging is consistent, coordinated, and conveyed appropriately.

UTILITY COORDINATION AND RELOCATIONS

WHY THE RISK IS CRITICAL

The Project's urban corridor is laced with private and public utility facilities. The RFQ documents show all known utility facilities identified through the designation phase of Subsurface Utility Engineering (SUE). In close proximity to the Pentagon, there is an additional risk of unidentified utilities used for secure government or military purposes. Often these lines have no surface markers and most of their junction boxes are buried and grassed over. In addition, critical power and communication services provided to the Metro system in the area must remain undisrupted. Lastly, many private fiber optic companies have facilities in Arlington County. Even though they often utilize other companies' ducts, relocations will have to be coordinated through each individual company.

Known utility facilities in the Project corridor are as follows:

West Side of I-95

- Dominion Energy Electrical*
- PEPCO Electrical*
- Sanitary Sewer Force Main (16-in)
- Thermal Plant Water Intakes (72-in and 96-in)
- WMATA (Metro) Electric & Communications
- Telecommunications (Fiber Optics and Others)
 - Department of Defense
 - Jones Communications
 - Verizon*
 - Other Fiber Optic providers
 - VDOT (ITS)*

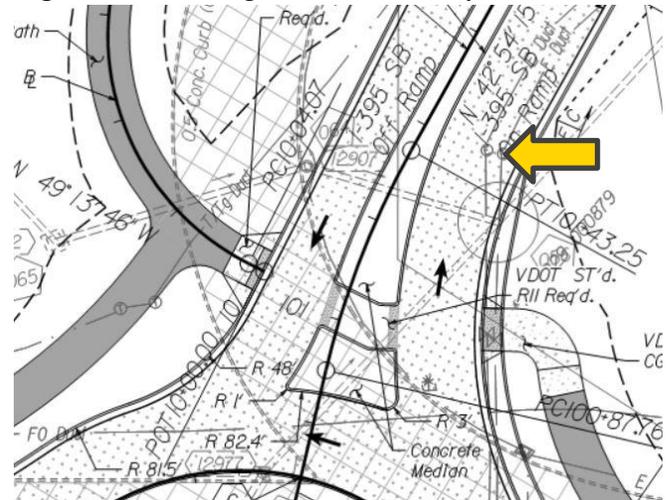
East Side of I-95

- Dominion Energy Electrical*
- Arlington County Water & Sanitary Sewer*
- Washington Gas*
- Telecommunications (Fiber Optics and Others)
 - Jones Communications
 - Verizon*
 - Other Fiber Optic providers*
 - VDOT (ITS)*

* Utility owners with potential utility conflicts

The most significant utility risk for the Project is unknown facilities and owners, as they would affect the schedule due to coordination time required in dealing with third parties. Fiber optic junction boxes are often buried for security reasons. While impacts on known utilities can be avoided through the design process or planned for during the construction process, unknown facilities discovered during construction can stop construction activities while the owner is identified, relocation plans are developed, easements are acquired, and relocations occur. Should any such facilities be discovered within the pavement area – where a known conflict exists with the electric manhole as shown in *Figure 3.5.3* – the work in that area would be significantly affected. Identifying the extent of necessary relocations or adjustments and coordinating with third parties is required to mitigate the risk of a schedule delay.

Figure 3.5.3: Example Buried JB Conflict



POTENTIAL IMPACTS

Design and construction schedules could be affected by the extensive coordination with potentially uncooperative owners that will be required to ensure all facilities are identified, evaluated, and conflicts avoided, or relocation is planned and constructed. The timing of relocation work by utility owners for any utilities in conflict with the proposed improvements and risk of unknown utilities could impact the construction schedule and increase the Project cost if not managed carefully. Additional impacts could arise from roadway design changes required to avoid utility

conflicts. The most critical utility relocations for the Project will need to be completed during Phase 1 work, prior to reconfiguring ramp traffic and allowing the bulk of work in Phase 2 to commence.

Extended relocation durations could arise from the need to maintain uninterrupted services to the Pentagon and Metro facilities. Coordination with government agencies, especially when secure lines are involved, can take more time than utilities/services for residential or commercial facilities. Additionally, in the event that an unknown utility is discovered, it will likely take considerable time to determine what it serves, if it is active, and who owns it. More specifically, given the presence of both Pentagon and WMATA utilities within the project site, further heightens the risk of discovering unknown utilities. In the case of redundant facilities, an unknown utility may appear abandoned/inactive as it is only intended to be operational in the event of a primary facility failure, which will take more time to ascertain the proper mitigation approaches. An example is a redundant power supply to the WMATA tunnels and station, which may appear to be an abandoned facility but is in fact an emergency lifeline to the system. In the event of primary power loss, this redundant service must be available for emergency power to maintain station and/or train operations and regional mobility.

MYERS TEAM MITIGATION STRATEGIES

To ensure the most effective interactions with utility owners, Myers' Utility Coordination Team will be led by Richard Bennett of Bowman Consulting. Richard is the most experienced Utility Team leader in Virginia, having led VDOT's utility relocation program for more than 20 years as both State Utilities Engineer and Director of Right of Way and Utilities, and having worked on DB projects for 15 years. Notably, Richard and his team has worked on other projects with critical infrastructure requiring security clearances.

Myers Utility Manager Scott Styfco has worked on several DB projects, including Transform I-66 Outside the Beltway. Scott will work closely with Richard and the Utility Coordination Team to provide construction utility coordination expertise. Richard and Scott worked together on the I-66 project, which also involves Metro and multiple fiber optic companies. Best practices and lessons learned from I-66 will be implemented for this Project. One of those best practices is our approach to extensive coordination among the utility coordination, roadway design, and construction teams, which enabled the I-66 project to avoid a significant number of utility conflicts.

Coordination with Similar Utilities

Our Utility Coordination Team is working together to avoid and mitigate utility impacts on the I-66 Outside the Beltway P3, which includes several of the same or similar utilities, including Dominion Energy Virginia, WMATA electric & communications, Verizon, Comcast, Zayo, VDOT ITS and Fairfax County sanitary & water.

WM's 3D Model Manager, Julia Simo, also will have a pivotal role on the Utility Coordination Team, providing design alternatives that minimize or eliminate utility conflicts. To aid in the evaluation of conflicts, Julia will utilize 3D design, Bentley ORD, to incorporate the more than 70 vertical test holes already obtained, as well as additional data obtained by the Team. Graphically depicting the location of underground utilities in 3D enables the Team to fully understand the extent of all conflicts and quickly identify possible avoidance solutions. Julia is working alongside utility lead Richard Bennett on the Albemarle Intersection Bundling's I64 @ US 250 (Exit 124) DDI to avoid/minimize utility impacts along US 250 including the avoiding 16" water main and telecommunications duct bank.

The Utility Coordination Team will be proactive from the beginning of the Project, establishing contacts with the utility companies and utility stakeholders. This will include early work to validate that all existing utility facilities are shown, and all owners are identified. Our Team will conduct additional field and record reviews and engage with utility owners who have not been previously identified as having facilities within the Project but, based on our Team's past experience, are known to provide secure government lines in the Arlington County area. Where appropriate, we will request that duct owners who have tenants perform field investigations identify all cables within their facilities to ensure that all utility owners are properly identified. Protocols will be established for working in the vicinity of secure facilities.

Many secure lines have a minimum cover requirement that cannot be reduced. The Utility Coordination Team will thoroughly evaluate the proposed road design's vertical clearance with the utility facilities to ***avoid as many utility conflicts as possible***. Our Team will identify and perform:

- Additional utility test hole data secured in critical area
- Engineering design or construction method technologies to avoid utility facilities
- Protection of utilities that can remain in place
- Temporary protection of utilities that cannot be relocated in a timely manner
- Lowering in place
- Phasing construction to prevent schedule delays

After all efforts have been made to avoid utility conflicts, the Utility Coordination Team will use the following methods to coordinate relocations that could not be avoided and arrange for timely relocations:

- **During the preliminary design phase**, the Utility Coordination Team will work with the design engineer and Construction Utility Coordinator to identify utility conflicts that will be unavoidable. . Early interactions between Utility Teams and those utility owners will expedite completion of required relocations or adjustments.
- **After the preliminary design is reviewed, adjusted and approved**, plans will be distributed to the utility companies and a Utility Field Inspection (UFI) scheduled. The Utility Coordination Team will conduct the UFI, reviewing utility conflicts and potential areas for relocation. A UFI report and other customary documents will be prepared and distributed. Schedules for the utility companies' submission of plans, specifications and estimates (PS&E) for the relocations will be established.
- **To ensure that relocation plan development is progressing on schedule**, the Utility Coordination Team will continue to work with each utility company and resolve any issues between the Project plans and the utility plans. The team will also coordinate the proposed water and sanitary sewer adjustment plans with the utility company's proposed relocations, ensuring no potential conflicts. As easement acquisition can be time consuming and expensive, evaluations will be made for each conflict to determine if a more extensive relocation that avoids impacts on private property is preferable to a simpler relocation requiring easements. The Utility Coordination Team will work with the right-of-way specialists involved with the Project to obtain any easements or permits required for relocation.
- **As the utility company's plan and estimates are submitted**, the Utility Coordination Team will review them in accordance with state and federal regulations/procedures; finalize the cost responsibility determination; and recommend approval of the requested reimbursement. A utility relocation agreement will be prepared, executed by the utility company, and submitted to VDOT for approval as a part of the PS&E assembly. Upon PS&E approval and any permitting required, the utility company will be authorized to proceed with utility relocation.
- **Myers' Utility Manager will monitor utility relocation progress** to ensure utility companies are actively completing the work in accordance with the approved schedule. He will coordinate roadway construction activities with outstanding utility relocation construction and will be available to immediately resolve any issues. During construction, Myers will utilize Miss Utility markings, our own utility locating devices, and our utility excavation vacuum truck to test hole utility lines to ensure line locations are not endangered by nearby work. Having our own equipment ensures minimal delays for any unexpected lines found during construction.

ROLE OF VDOT AND OTHER AGENCIES

The Utility Coordination Team will keep VDOT fully informed as the utility relocation process proceeds through the Project development phases. In accordance with RFP requirements, VDOT will review the Project's utility relocation plan, and utility design submittals for both in-plan and out-of-plan utility relocations. In addition, we will coordinate with VDOT so they can install RFID utility location devices if desired on this Project. In the unlikely event that a utility company is not responsive to the Design-Build Team and places the utility relocation on the Project's critical path, VDOT may be asked to provide assistance in facilitating timely responses and actions from the utility company.

ATTACHMENT 3.1.2 SOQ CHECKLIST



Image courtesy of VDOT



ATTACHMENT 3.1.2

Project: 6587-000-R89

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 3.1.2
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix 2.1.0
Letter of Submittal (on Offeror's letterhead)				Page 1
Authorized Representative's signature	NA	Section 3.2.1	yes	Page 1
Offeror's point of contact information	NA	Section 3.2.2	yes	Page 1
Principal officer information	NA	Section 3.2.3	yes	Page 1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	Page 1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	Page 1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix 3.2.7
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix 3.2.9

ATTACHMENT 3.1.2

Project: 6587-000-R89

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 3.1.2

Project: 6587-000-R89

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	Page 3
Organizational chart narrative	NA	Section 3.3.2	yes	Page 4
Experience of Offeror’s Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 7-15

ATTACHMENT 2.1.0 FORM C-78-RFQ



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

RFQ NO. C00116394DB109
 PROJECT NO.: 6587-000-R89

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 – October 21, 2020
(Date)
2. Cover letter of RFQ – November 17, 2020
(Date)
3. Cover letter of RFQ – November 20, 2020
(Date)
4. Cover letter of RFQ – December 1, 2020
(Date)



 SIGNATURE

12/08/2020

 DATE

Aaron T. Myers

PRINTED NAME

Executive Vice President - Operations

TITLE

APPENDIX 3.2.6

LIST OF AFFILIATED AND SUBSIDIARY COMPANIES



ATTACHMENT 3.2.6

State Project No. 6587-000-R89

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

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

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

ATTACHMENT 3.2.6

State Project No. 6587-000-R89

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	American Infrastructure Investments, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	FAM Construction, LLC a Joint Venture	3877 Fairfax Ridge Rd, Suite 300C, Fairfax VA 22030
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk VA 23435

APPENDIX 3.2.7 DEBARMENT FORMS



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 6587-000-R89

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

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

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

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

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

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

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



Signature Aaron T. Myers

12/08/2020

Date

Executive Vice President - Operations

Title

Allan Myers VA, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6587-000-R89

- 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

11/24/2020

Date

Executive Vice President

Title

Bowman Consulting Group, Ltd.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6587-000-R89

- 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	November 16, 2020 _____ Date	Vice President _____ Title
---	------------------------------------	----------------------------------

DMY Engineering Consultants Inc.

Name of Firm

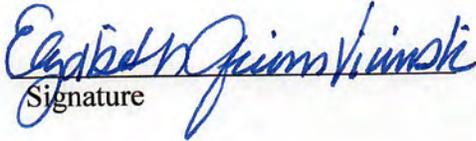
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6587-000-R89

- 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

11/23/2020
Date

President
Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6587-000-R89

- 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

12/8/2020

Date

Partner

Title

Wallace, Montgomery & Associates, LLP

Name of Firm

APPENDIX 3.2.8

VDOT PREQUALIFICATION CERTIFICATE



Image courtesy of VDOT





Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 12/2/2020

- M -

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

Vendor ID: N1020
Vendor Name: N TO N FIBER, INC.
Prequal Level: Prequalified
Prequal Exp: 07/31/2021

-- PREQ Address --

8661 VIRGINIA MEADOWS DRIVE
MANASSAS, VA 20109
Phone: (703)331-3884
Fax: (703)331-3854

Work Classes (Listed But Not Limited To)

045 - UNDERGROUND UTILITIES
058 - DRILLING AND BLASTING
101 - EXCAVATING

Bus. Contact: NOONE, STEPHEN MICHAEL
Email: INFO@NTONFIBER.COM

-- DBE Information --

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

APPENDIX 3.2.9 SURETY LETTER





December 3, 2020

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

Re: Contract ID # C00116394DB109, State Project No.: 6587-000-R89, P101, R201, C501, Federal Project No.: NHPP-5B01 (120), Boundary Channel Drive at I-395 Interchange From: 0.06 miles west of Connector Road To: Long Bridge Drive, Arlington County, Virginia

To Whom It May Concern:

Allan Myers VA, Inc., a subsidiary of Allan Myers, Inc., is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, and Berkshire Hathaway Specialty Insurance Company. As sureties for Allan Myers VA, Inc., with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Allan Myers VA, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Fifteen Million and No/100 Dollars (\$15,000,000.00), and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

Sincerely,

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



Julia R. Burnet
Attorney-in-Fact

JRB/sam

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



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

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

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

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



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

By: *Robert D. Murray*
Vice President

By: *Dawn E. Brown*
Secretary

**State of Maryland
County of Baltimore**

On this 11th day of December, 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposed and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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



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

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 3rd day of December, 2020.



Brian M. Hodges, Vice President

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

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577



Power Of Attorney

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

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

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

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

[Signature of David Fields]

[Signature of David Fields]

By: David Fields, Executive Vice President

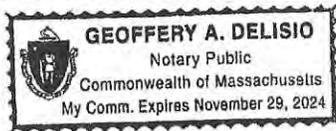
By: David Fields, Vice President



NOTARY

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

[Notary Seal]



[Signature of Geoffrey A. Delisio]

Notary Public

I, Ralph Tortorella, the undersigned, Officer of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this December 3, 2020.



[Signature of Ralph Tortorella]

Officer

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

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

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

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

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

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

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

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

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

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

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

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

APPENDIX 3.2.10

SCC AND DPOR SUPPORTING REGISTRATION/LICENSE DOCUMENTATION



ATTACHMENT 3.2.10

State Project No. 6587-000-R89

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA, Inc.	01137801	Corporation	Active	301 Concourse Boulevard Suite 300 Glen Allen VA 23059	Class A Contractor	2701009872	12-31-2020
Bowman Consulting Group, Ltd.	11139594	Corporation	Active	13461 Sunrise Valley Drive Suite 500 Herndon, VA 20171	Business Entity ENG, LS, LA	0407003896	12-31-2021
				3951 Westerre Parkway Suite 150 Richmond, VA 23233	Business Entity Branch ENG, LS	0411000610	02-28-2022
DMY Engineering Consultants Inc.	07688955	Corporation	Active	4170 Lafayette Center Drive Suite 500 Chantilly, VA 20151	Business Entity ENG	0407005631	12-31-2021
Quinn Consulting Services, Incorporated	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA 20151	Business Entity ENG	0407003733	12-31-2021
Wallace Montgomery & Associates, LLP	K000734-6	Limited Liability Partnership	Active	8150 Leesburg Pike Suite 403 Vienna, VA 22182	Business Entity Branch ENG, LS	0411001087	02-28-2022
				2920 W. Broad Street Suite 18 Richmond, VA 23230	Business Entity Branch ENG, LS	0411001629	02-28-2022
				10150 York Road Suite 200 Hunt Valley, MD 21030	Business Entity ENG, LS	0407005814	12-31-2021

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Allan Myers VA, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on October 6, 1967;

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:

May 16, 2020

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2020

NUMBER

2701009872

BOARD FOR CONTRACTORS

CLASS A CONTRACTOR

CLASSIFICATIONS H/H



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



Jay W. DeBorja
Jay W. DeBorja 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: 2701009872 EXPIRES: 12-31-2020

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



(FOLD)

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

DPOR-PC (02/2017)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That BOWMAN CONSULTING GROUP, LTD. is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on June 7, 1995;

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:

April 20, 2020

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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
0407003896

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

PROFESSIONS: ENG, LS, LA



BOWMAN CONSULTING GROUP LTD
13461 SUNRISE VALLEY DR
SUITE 500
HERNDON, VA 20171



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)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003896 EXPIRES: 12-31-2021
PROFESSIONS: ENG, LS, LA
BOWMAN CONSULTING GROUP LTD
13461 SUNRISE VALLEY DR
SUITE 500
HERNDON, VA 20171



(FOLD)

VOID

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
0411000610

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

PROFESSIONS: ENG, LS



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



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

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000610 EXPIRES: 02-28-2022
PROFESSIONS: ENG, LS
BOWMAN CONSULTING GROUP LTD
3951 WESTERRE PKWY
SUITE 150
RICHMOND, VA 23233



(FOLD)

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

DPOR-PC (02/2017)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That DMY ENGINEERING CONSULTANTS INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on September 6, 2013;

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:

April 10, 2020

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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

0407005631

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

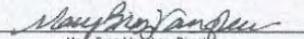
PROFESSIONS: ENG



DMY ENGINEERING CONSULTANTS INC
4170 LAFAYETTE CENTER DR
SUITE 500
CHANTILLY, VA 20151



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


Mary Broz-Vaughan, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

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

[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx)

[Contact Us](https://www.scc.virginia.gov/alk/alk_contact.aspx)

https://www.scc.virginia.gov/alk/alk_contact.aspx

Principal Office Address

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

Principal Information

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

Current Shares

Total Shares: 5000

[Filing History](#)

[RA History](#)

[Name History](#)

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https://www.scc.virginia.gov/alk/alk_contact.aspx

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

PROFESSIONS: ENG



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



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

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



(FOLD)

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

DPOR-PC (02/2017)

Entity Information

Entity Information

Entity Name: Wallace, Montgomery & Associates, LLP

Entity ID: K0007346

Entity Type: General Partnership

Entity Status: **Active**

Formation Date: 10/13/2010

Reason for Status: GP - LLP Status Only

VA Qualification Date: 10/13/2010

Status Date: 10/13/2010

Industry Code: 0 - General

Period of Duration: N/A

Jurisdiction: MD

Annual Continuation Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: N/A

LLP Status: Yes

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

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

Name: NATIONAL REGISTERED AGENTS, INC.

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

[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx)

[Contact Us](#)

https://www.scc.virginia.gov/alk/alk_contact.aspx

Principal Office Address

Address: 10150 YORK RD STE 200, HUNT VALLEY, MD, 21030, USA

Virginia Office Address

Address:

Partner Information

Title	Name	Address	Last Updated
No records to view.			

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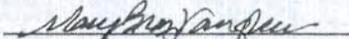
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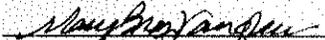
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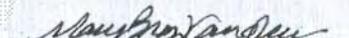
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License Details

Name	HEIL, THOMAS M
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Rank	Professional Engineer
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Initial Certification Date	2007-10-04
Expiration Date	2021-01-31

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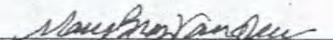
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PROFESSIONAL ENGINEER LICENSE



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




Mary Broz-Vaughan, Director

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NUMBER: 0402021246 EXPIRES: 07-31-2022

ANTHONY J KONDYSAR
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ERIC P SENDER
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Mary Broz-Vaughan
Mary Broz-Vaughan, Acting Director

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DPOR-PC (02/2017)

APPENDIX 3.3.1

KEY PERSONNEL RESUME FORMS



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Thomas Heil, PE, DBIA – Director of Design Build
b. Project Assignment: Design Build Project Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ: Allan Myers
d. Employment History: With this Firm <u>8</u> Years With Other Firms <u>27</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): Tom brings 22 years of VDOT design and construction experience, including more than 12 years on 15 Design-Build (DB), PPTA, and P3 transportation projects. His background includes extensive coordination and effective communication with various federal and regional agencies, including NPS, WMATA, FHWA, and USACE. Over the past eight years, Tom has served as DBPM, RCE, or DB Integrator on eight Myers DB projects. Prior to joining Myers, Tom served as DM for more than 60 projects, gaining a high level of design coordination expertise. His experiences on VDOT NOVA district DB projects will support successful public outreach efforts, phased construction to minimize vehicular and bicycle impacts, and utility coordination. Allan Myers, Director of Design Build/ Design Build Project Manager/ Design Manager (2012 – Present): Tom is fully integrated with all Myers’ DB efforts and is responsible for the overall project design and construction management throughout the pursuit, bid preparation, design, and construction phases. Tom’s combined design and construction experience enable him to supervise the design, construction, and QA/QC with a high level of scrutiny to ensure all contractual obligations are met. He works closely with the engineer of record (EOR), construction personnel, and estimators to ensure schedule commitment and budget compliance, design consistency with the project’s contractual/ technical requirements, and QA/QC management through coordination and oversight of the QAM, CM and QCM. During construction, he ensures that all design-related modifications are contract compliant and properly coordinated with the client, the EOR, and the quality and construction teams. He works closely with all key and support staff, including VDOT, stakeholders, utility companies, and agencies, to ensure the approved design plans are closely followed throughout construction. Tom is highly engaged with public outreach and stakeholder coordination efforts, and works closely with Myers’ internal PR Manager to proactively seek feedback and incorporate it into the design and construction approach as appropriate. He models a partnering approach to design and construction for all Team members and is committed to proactive dispute avoidance, contingency planning, and resolution. RK&K, Director, Transportation (2008 – 2012): Tom managed RK&K’s NOVA Design Office, where his responsibilities included client coordination, design management, directed development of PI / RW / FI / Final Roadway Plans, working with clients to resolving design challenges that met budgetary constraints, and ensuring all pre-construction work products met strict client quality standards and VDOT design specifications. He served as Design Manager for two VDOT NOVA District term contracts (L&D and Traffic Engineering) and Fairfax County DOT conceptual and final design term contracts. RK&K, Design, Associate (1997 – 2008): Tom was responsible for environmental support of major transportation initiatives in the Mid-Atlantic region. He served as the environmental subject matter expert and prepared/supported development of NEPA documents (CE’s, EA’s, and EIS’s) and environmental permitting efforts.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park / MS / 1996 / Civil Engineering (Water Resources) University of Maine, Orono / BS / 1987 / Forest Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer – Virginia / 1994 / 044111; DBIA / 2017 / D-2293
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

VDOT Walney Road and Bridge Widening Design-Build**Firm:** Myers**Location:** Fairfax County, VA**Dates:** Mar 2014 – Dec 2015**Client:** VDOT | **Total Cost:** \$12.2M**Project Role:** Design Build Project Manager

Role: As the DBPM and primary VDOT liaison, Tom was responsible for overall design and construction, schedule management, issue resolution, critical utility relocations coordination, quality management, contract administration, and stakeholder outreach. Tom managed the design through AFC plans and Notice to Commence Construction (NtCC) approval, and oversaw construction efforts including utility relocations, roadway, bridge and bike/pedestrian facilities.

Project Highlights: Widening of 1.4 miles of Walney Rd – a relief route to Route 28 that carries more than 21,000 vehicles per day – from two to four lanes, predominantly under traffic. The project required complex MOT/temporary detours, provided both on- and off-road bicycle and pedestrian facilities, and relocated eight major wet and dry utilities. Right-of-way was acquired from seven private owners and the Parks Authority.

Similarities to Boundary Channel Drive at I-395 Interchange: The project included complex and time sensitive utility relocations, construction under local traffic (except for a four-month summer road detour to construct the bridge while school was out), and safe and effective MOT during both the AM and PM peaks.

Impact on the Project: Tom actively partnered with VDOT and utility owners to overcome weather delays and overlapping utility relocation schedules in advance of the roadway closure. To meet the project milestone, he directed Myers Team members to assist the utility relocation subcontractors with C&G, E/SC installation, and MOT to expedite duct bank relocations. This support mitigated relocation delays, thus allowing the project to progress in accordance with the CPM schedule. The detour received fewer than 10 public comments and the duration was minimized by one month. The project was delivered on time and within budget, with a final rating of green on VDOT's dashboard.

VDOT Rolling Rd/Franconia Springfield Parkway Interchange Design-Build**Firm:** Myers**Location:** Fairfax County, VA**Dates:** Mar 2014 – Jun 2017**Client:** VDOT | **Total Cost:** \$9.2M**Project Role:** Design Build Project Manager

Role: As DBPM and primary VDOT liaison, Tom was responsible for overall design and construction, schedule management, issue resolution, quality management, contract administration, and stakeholder outreach. He managed design through AFC plans and NtCC approval and oversaw construction efforts, including unsuitable soil mitigation, retaining wall construction, and relocation of bike/pedestrian facilities, all without incident.

Project Highlights: The project included capacity improvements to existing interchange ramp systems to and from Route 286 and elimination of a flow-through right movement from Rolling Rd to a controlled intersection – all completed under traffic without lane closures. Improvements included bridge rehabilitation, retaining wall construction, median improvements, mitigating unsuitable soils, and sidewalk/shared use path improvements.

Similarities to Boundary Channel Drive at I-395 Interchange: The Rolling Rd Interchange capacity improvement project managed complex MOT issues similar to those anticipated for this Project, as well as unsuitable soils adjacent to traffic. The project required continuous pedestrian access to and across the work zone to ensure continuity of the Cross County Trail and other local pedestrian/bicycle movements within the project limits.

Impact on the Project: Tom partnered with VDOT, the DM, and the CM to develop and implement a phased MOT construction approach that preserved the existing bike/pedestrian trail system, balanced the interaction between vehicles and trail users, and prioritized through trail movements to ensure safety to users going to and from school.

VDOT I-95 Interchange at Temple Ave Roundabout Design-Build**Firm:** Myers**Location:** Colonial Heights, VA**Dates:** Jan 2009 – Dec 2012**Client:** VDOT | **Total Cost:** \$14.5M**Project Role:** Myers Design Manager

Role: As Myers DM, Tom was responsible for planning and design of the proposed interstate, roundabout, and local roadway improvements through AFC plans and NtCC for construction. He oversaw the design schedule to expedite commencement of construction, proactively resolved potential disputes, and supported public outreach efforts.

Project Highlights: This project realigned the entrance/exit ramps at the I-95/Temple Ave interchange and reconfigured the signalized intersection to a new two-lane roundabout with bypass lanes. Extension of the I-95 ramps improved sight distance, vehicle capacity, and transition from interstate speeds to Temple Ave.

Similarities to Boundary Channel Drive at I-395 Interchange: This project included construction of new interchange ramps that terminated in a roundabout with bypass lanes to ease traffic flow and transition speeds from a highway setting to the local roadway network. In addition, the project mitigated unsuitable soil, included a four-phase MOT plan, and included a proactive public outreach effort focused on MOT and future roundabout operations.

Impact on the Project: Design of the roundabout was complicated by the existing Temple Ave bridge over an abandoned railroad 25 ft below grade. The phased MOT plan was designed to maintain access along Temple Ave and to/from I-95 during construction. Tom's involvement and his work with Colonial Heights were essential to properly phase construction and minimize impacts. In close coordination with the DM, VDOT, City, and Kroger, Tom directed the incorporation of a single face temporary wire wall into the MOT design to expedite construction, reduce congestion, and fast-track completion. The project was delivered on time and within budget, with a final rating of green on VDOT's dashboard.

* 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 for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Anthony Kondysar, PE – Quality Assurance Manager
b. Project Assignment:	Quality Assurance Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.:	Quinn Consulting Services
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):	<p>Quinn Consulting Services, Quality Assurance Manager (2015 – Present): Anthony provides professional services on both Design-Build and Design-Bid-Build transportation and transit projects. He has held the positions of Quality Assurance Manager (QAM), Design Engineer, Construction Manager, and Project Manager. 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 performed. He also monitors construction quality control programs and ensures samples is performed in accordance with the contract requirements and AFC plans and specifications.</p> <p>Virginia Port Authority (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.</p> <p>Alpha Corporation (2004-2015): 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.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute, Blacksburg / BS / 1985 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer – Virginia / 1990 / 0402021246
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>	
(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
Interstate 64 Capacity Improvements – Section III Location: York County, VA Client: VDOT Total Cost: \$244M	Firm: Quinn Consulting Services Dates: July 2018 – June 2021 (Projected) Project Role: Quality Assurance Manager
Role: 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.	
Project 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 to Boundary Channel Drive at I-395 Interchange: 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.

Impact on the Project: 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.

I-564 Intermodal Connector Design-Build

Location: Norfolk, VA

Client: FHWA | **Total Cost:** \$92.5M

Firm: Quinn Consulting Services

Dates: Jan 2018 – Oct 2020

Project Role: Quality Assurance Manager

Role: 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.

Project 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 to Boundary Channel Drive at I-395 Interchange: 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).

Impact on the Project: 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.

Interstate 64 Capacity Improvements – Segment I

Location: Newport News, VA

Client: VDOT | **Total Cost:** \$101.5M

Firm: Quinn Consulting Services

Dates: Sept 2015 – Jan 2018

Project Role: Quality Assurance Manager

Role: 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.

Project 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 to Boundary Channel Drive at I-395 Interchange: 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.

Impact on the Project: 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.

* 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 for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Eric Sender, PE, DBIA, Senior Vice President
b. Project Assignment:	Design Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.:	Wallace Montgomery
d. Employment History: With this Firm <u>27</u> Years With Other Firms <u>3</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Wallace Montgomery, Design Manager (1994 – Present): Eric has designed and managed both Design-Bid-Build and Design-Build (DB) contracting approaches for many types of transportation projects, including new urban roadways and interchanges, interchange modifications, expressway-arterial/ collector road realignments and capacity-widening improvements, roundabouts, and roadway multimodal (pedestrian/bicycle/transit facilities) retrofits. He has developed roadway/traffic studies; geometric, drainage, and maintenance of traffic (MOT) designs for enhanced traffic operations/safety and avoiding/minimizing right-of-way, utility, and environmental impacts. Eric has managed many multidiscipline design efforts and facilitated coordination with project stakeholders, including transit, counties, utility owners, federal government (FHWA/FAA/GSA/NPS), and citizen advisory and roadway user advocacy groups. He is well versed in AASHTO’s highways/streets and roadside design policies/guidelines and FHWA/TRB’s <i>ROUNDABOUTS: An Informational Guide</i> , as well as the VDOT RDM and Standards. Eric brings over 30 years of roadway transportation project design experience, including the last 17 years as a Design Manager dedicated to delivering DB projects. From 1999 to 2004, he provided general engineering consultant services to the Maryland Department of Transportation State Highway Administration (MDOT SHA), developing DB concept designs, performance specifications, and RW and utility relocation requirements. Eric facilitated the establishment of utility relocation corridors along the MDOT SHA roadway dualization DB projects, which earned a National AASHTO Award for Innovation. As a Design Manager since 2004, Eric has been delivering DB projects (including three with Allan Myers) that involve final design on traffic operations and safety for interstate interchanges, arterial/collector roadways, and intersection improvement projects. He ensures that final design submittals conform with the RFP and QA/QC Plan and are coordinated between design disciplines and construction forces. Eric possesses a deep understanding of how to manage multidisciplined transportation DB projects that enables him to anticipate potential design pitfalls so that project objectives and critical paths are maintained.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Pittsburgh, Pittsburgh, Pennsylvania / BS / 1990 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer – Virginia / 2011 / 0402048790; DBIA / 2017 / DBIA D-2370
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
Albemarle Intersection Bundling Design-Build Location: Albemarle County, VA Client: VDOT Total Cost: \$28.3M	Firm: Wallace Montgomery Dates: Sept 2019 – Feb 2023 Project Role: Design Manager
Role: Eric is responsible for the design efforts to deliver six spot location projects (elements) for traffic safety/operations and congestion relief around the City of Charlottesville’s urbanized limits. He is leading the project engineering efforts, which include highway, structural, hydrologic/hydraulic (H&H), stormwater management (SWM), erosion and sediment control (ESC), transportation management plan (TMP)/MOT, pavement, geotechnical, traffic (lighting, signals, signing, marking), right-of-way acquisition, and securing permits.	
Project Highlights: To address a high crash history at the proposed roundabout sites, the roundabout geometric designs use left offset techniques to emphasize speed reduction prior to entering the roundabout. The designs also provide flatter roundabout exit geometry and outside fillet return mountable aprons to improve drivability for larger vehicles.	
Similarities to Boundary Channel Drive at I-395 Interchange: Design efforts included converting the signal control	

US 250/Route 151 and two-way stop-controlled Routes 20/649 intersections into single lane roundabouts, as well as modifying the existing I-64 and US 250 (Exit 124) Diamond Interchange into a Diverging Diamond (DDI) configuration.

Impact on the Project: Eric developed the project's design QA/QC Plan. He proactively assisted in the coordination of utility, right-of-way, public outreach, and environmental efforts. He also reviewed designs to avoid or minimize utility and right-of-way impacts, while ensuring maintenance of project objectives, performance criteria, design QA/QC, and environmental compliance.

Maryland Route 2 at Friendship / Sansbury Road Roundabout Design-Build **Firm:** Wallace Montgomery

Location: Anne Arundel County, MD

Dates: Jan 2006 – Dec 2008

Client: MDOT SHA | **Total Cost:** \$1.9M

Project Role: Design Manager

Role: Eric led all design efforts on this DB project to improve safety and traffic operations for a roundabout. Design efforts included roadway, MOT, H&H-drainage-SWM-ESC, traffic (lighting, HIB signals, signing, marking), construction plans development, environmental compliance/securing permits, and construction phase services.

Project Highlights: The roundabout at the existing intersection posed challenges for MOT and construction safety. Supported by traffic analysis, Eric and his team implemented an innovative ATC to address these issues. The ATC detoured side streets while keeping MD 2 open throughout construction. The roundabout was built in two stages. The first stage was construction of the roundabout's two outside sections at the side streets while maintaining traffic on MD 2 through the middle section. The second stage was completion of the roundabout's middle section, achieved by diverting traffic onto the constructed roundabout outside sections.

Similarities to Boundary Channel Drive at I-395 Interchange: This four-way approach intersection had operational issues with increasing traffic volumes along MD 2 and from the side streets, resulting in a history of accidents, with high levels of property damage and personal injuries. The project objective was to provide a safer and operationally sound solution. The roundabout provided traffic calming to slow speeds and ensure safe, continuous traffic flow.

Impact on the Project: Eric coordinated roadway/drainage designs with utilities and environmental agencies to avoid or minimize impacts. He also facilitated stakeholder outreach to inform road users, including members of a bicycle advocacy club, about the project's construction sequencing/MOT, as well as the final roundabout's operations and bicycle accommodations.

Maryland Route 5 Branch Avenue Metro Access Phase 2 (Access Road)

Firm: Wallace Montgomery

Location: Prince George's County, MD

Dates: July 2008 – Nov 2016

Client: MDOT SHA | **Total Cost:** \$35.4M

Project Role: Design Manager

Role: Eric oversaw design of this project to increase traffic capacity and provide congestion relief and mobility improvements for the MD 5 (Branch Ave) corridor, Branch Ave Metro Station, and the adjacent roadway network in Prince George's County. The project involved connecting a new, half-mile, four-lane divided raised-median access urban collector road (Woods Way) from SB MD 5 (over NB MD 5) to Branch Ave Station. Eric also oversaw design of Phase 1: the I-95/I-495 and MD 5 interchange modification project. Phase 2 design efforts included traffic analysis; constructability reviews; NEPA/CE reevaluations; highway, structural, drainage-SWM-ESC, and TMP-MOT design; geotechnical and traffic (signals, lighting, ITS, signing, marking) engineering; and storm drain inspections.

Project Highlights: The design minimized impacts along MD 5 and the county roadway network. Eric's team coordinated with the adjacent commercial district to ensure adequate access and minimize parking impacts. To avoid excessive impacts to businesses along MD 5 NB and to the Woodlane residential community adjacent to MD 5 SB, Eric's team designed five retaining walls to support the MD 5 NB grade cut and the new MD 5 SB and Woods Way intersection. The team's MD 5 corridor design also allowed for connection to the Henson Creek Trail system.

Similarities to Boundary Channel Drive at I-395 Interchange: This Washington D.C. Metropolitan Area project incorporated innovative intersection designs at the new access road's terminus connections, using a roundabout alternative at the entrance to the Branch Ave Metro Station and an elevated (half interchange) "Continuous Green-T" intersection configuration with MD 5 median exiting and entering lanes (ramps) to the southbound roadway. The project incorporated multi-modal facilities (sidewalks, bike lanes, WMATA bus stops) along the new access road and adjacent Prince George's County roadway network via Complete Streets applications.

Impact on the Project: Eric was specifically responsible for delivering roadway, drainage, and construction staging/MOT designs; developing final geometrics; facilitating enhanced access road termini intersections and MOT operations; and minimizing impacts. He developed MD 5 geometrics to incorporate a shared use pedestrian/bike bridge overpass of MD 5 SB, connecting the new access road's multi-modal facilities to the adjacent Woodlane community and the Prince George's County/MNCPPC Henson Creek Trail. Eric used a context-sensitive approach, including common-sense engineering. He oversaw a continuous stakeholder coordination process with WMATA, Prince George's County, utility providers, and Maryland-National Capital Park and Planning Commission (MNCPPC) to develop solutions that maximized accessibility and minimized impacts to the Metro station, adjacent properties, and wetlands/trees. He also ensured compatibility with WMATA/ Prince George's County's planned transit-oriented development (TOD).

* 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 for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Trung Nguyen – Senior Construction Manager	
b. Project Assignment: Construction Manager	
c. Name of the Firm with which you are employed at the time of submitting SOQ: Allan Myers	
d. Employment History: With this Firm <u>9</u> Years With Other Firms <u>12</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): Allan Myers, Construction Manager (2011– Present): Trung serves as Myers’ lead Construction Manager for mission critical projects in Northern Virginia and the Washington, DC Metropolitan Area. His responsibilities include pre-construction planning, design coordination, value-engineering, constructability reviews, oversight of construction activities, and coordination of construction activities with clients, subcontractors, suppliers and project stakeholders. Trung specializes in managing projects with challenging field conditions, including existing utilities, unsuitable soils, and excavation work. He brings superior stakeholder collaboration expertise from his work on Belmont Ridge Rd and at nearby Reagan National Airport. Trung manages all aspects of his projects, including planning and scheduling of construction activities; coordination with owners, design consultants, project stakeholders, and utility owners; and progress updates during all phases of construction. Trung monitors the construction schedule to ensure project milestones are achieved, production goals are met, and additional resources are provided when necessary. He oversees construction QC and ensures material used and work performed meet or exceed contract requirements, AFC plans and specs, and all project stakeholder requirements. He manages multiple project engineers and superintendents and ensures project delivery meets or exceeds expectations of quality, safety, schedule, and budget. Ardent Company, Project Manager (2010 – 2011): Trung worked primarily with VDOT and MDOT SHA to manage the company’s highway projects within Northern Virginia and Maryland. He was responsible for oversight of quality control efforts, schedule management, and budget performance for all of his projects. The Anderson Company, Project Manager (2002 – 2010): Trung was responsible for managing the company’s sitework operation on multiple projects within Virginia, Washington DC, and Maryland. His projects varied from mixed-use commercial real estate, residential communities, retail and office buildings, to federal and specialty projects. He was responsible for schedule and budget performance, quality control, safety, and environmental compliance.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute, Blacksburg / BS / 2000 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Trung will ensure all registrations are current before construction begins including Responsible Land Disturber Certificate and Erosion and Sediment Control Contractors Certification.	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
Route 659 Belmont Ridge Road Improvement Location: Broadlands, VA Client: Goose Creek Estates LLC and VDOT Total Cost: \$2.5M	With Current Firm? Yes Dates: Oct 2014 – Feb 2016 Project Role: Construction Manager
Role: Trung was responsible for the full-time onsite management of day-to-day construction operations, the project CPM schedule, and oversight of construction quality control for the project. His oversight and management ensured the materials used and work performed met all contractual requirements and the AFC plans and specs. Project Highlights: This project involved reconstruction of a 1-mile segment of Route 659, Belmont Ridge Rd, in Broadlands, VA to provide traffic improvements with signalization at the Goose Creek Preserve subdivision. The project included multiple additional lanes with new roadway alignment for safe sight distance and hardscape improvements. In addition to multiple phases – and extensive MOT to keep the road open at all times – one of the biggest challenges was relocating the existing utilities. Myers implemented a revised MOT plan with 20+ phases of construction to accommodate utility owner schedules for relocations of an existing Washington Gas 12-in main, 36-in DIP waterline, Dominion Power overhead and underground transmission main, and underground and overhead live Verizon and Comcast telecom duct bank. The construction and design teams worked together on this project to meet the project schedule.	

Similarities to Boundary Channel Drive at I-395 Interchange: Extensive coordination with private utility companies, in addition to complicated MOT phasing, required attention to detail and schedule on par with the Boundary Channel project requirements. Trung led this effort successfully, cooperating with VDOT to re-sequence scope elements for on-time completion and working closely with key project stakeholders.

Impact on the Project: To keep utility relocations from impacting the construction schedule, Trung worked with the owner and VDOT to assist the utility companies throughout the relocation phase. He led the team in resequencing the work to recover lost time due to utility delays and completed the project on time. Trung regularly partnered with design engineers and VDOT engineers to develop best-value solutions to construction challenges while maintaining focus on the overall project schedule. He also coordinated extensively with three different Homeowners Associations to make sure traffic control was smoothly implemented, allow plan reviews, and incorporated feedback/requests into the MOT plan.

Phased Infrastructure Improvements at Reagan National Airport

With Current Firm? Yes

Location: Arlington, VA

Dates: Oct 2017 – Oct 2021 (Projected)

Client: Turner Construction | **Total Cost:** \$47M

Project Role: Construction Manager

Role: Trung is responsible for the full-time onsite management of day-to-day construction operations, the project CPM schedule, and oversight of construction quality control for the project. His oversight and management ensured the materials used and work performed met all contractual requirements and the AFC plans and specs.

Project Highlights: This project involved improvements at Reagan National Airport, including sitework for the construction of a 225,000 SF, three-level, 14-gate extension to the existing B/C terminal. Myers' scope of work included 250,000 SF of concrete pavement, 30,000 SF of transition asphalt, and pavement markings; 31,000 CY of soil and aggregate fill; and 16,000 tons of aggregate stone subbase. Additionally, over 8,000LF of wet utilities including storm water, fire and domestic water distribution, as well as glycol collection complete the extensive drainage and utility system needed to supply the new concourse installed during construction. Thomas Ave, which borders the project was impacted several times during construction, requiring temporary closures and access and traffic switches to install utilities. Additionally, a complete reconstruction and re-alignment of Thomas Ave will be completed as part of the concourse addition, requiring daily MOT and significant coordination with the airport.

Similarities to Boundary Channel Drive at I-395 Interchange: Similar to working near the Pentagon and I-395, this project required coordination and MOT with ongoing airport operations at a busy Class 1 airport. Construction access through the existing Reagan airport roadways as well as ongoing flight operations created complex logistical and scheduling challenges. The logistical challenges associated with working at the airport required diligent planning and management with over 42 months of coordination with the FAA, MWAA, other subcontractors, and American Airlines to maintain continuous airport operations including plane movements, boarding, baggage, and fueling. Management of daily and nightly closures, traffic pattern switches, and re-alignments are a key part of the success of this project.

Impact on the Project: Despite extenuating weather challenges, Trung accelerated the construction schedule to meet the Phase 1 Project Milestone and kept the project on schedule for the remaining phases. Trung worked with the design team and extended the planned 180-day surcharge duration to meet anticipated settlement time. His team planned accordingly and created a plan for acceleration to meet the deadline for Phase 1 turnover. Schedule recovery efforts included expediting utility installation and concrete pavement construction. While following strict project quality requirements and working in unfavorable winter weather, Trung and his team successfully met the Phase 1 turnover date.

Equinix Ashburn Data Center

With Current Firm? Yes

Location: Loudoun County, VA

Dates: May 2015 – Apr 2018

Client: DPR Construction | **Total Cost:** \$20M

Project Role: Construction Manager

Role: Trung was responsible for full-time onsite management of initial site development and construction of this schedule-critical project. He managed every aspect of construction including excavation, rock blasting, wet/dry utilities installation, and paving. Trung also was responsible for oversight of construction quality control activities, making sure work was performed according to the approved plan and specifications, and materials conformed to contract requirements and approved submittals. He oversaw day-to-day construction operations and ensured schedule milestones were met.

Project Highlights: The scope of work for this 44-acre data center complex included site clearing, mass excavation, fill surcharge removal and disposal, roadway construction, dry and wet utilities installation, paving, construction of a generator crane road, and installation/maintenance of erosion and sediment controls. Dry utilities were challenging due to the requirements of various utility companies, including Dominion, Verizon, and Washington Gas.

Similarities to Boundary Channel Drive at I-395 Interchange: The project required extensive stakeholder coordination with private utility companies for installation of new facilities in conjunction with site excavation. Myers developed a design for the duct bank and other utility facilities that was coordinated with other construction elements and mitigated potential project schedule delays to the project.

Impact on the Project: Trung demonstrated his commitment to successful on schedule project delivery, which is evidenced by his collaboration with designers to coordinate the extensive underground duct bank system with the plans and profiles for the entire 44-acre site. His leadership resulted in substantial cost and schedule savings for the project.

* 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.

Trung's current full-time assignment at Reagan National Airport will be completed in Oct 2021.

APPENDIX 3.4.1 WORK HISTORY FORMS



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client 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	Original Contract Value	
Name: I-95 at Temple Ave Interchange Design-Build Location: Colonial Heights, VA	Name: Rinker Design Associates	Name of Client: Virginia Department of Transportation (VDOT) Phone: 800.376.7623 Project Manager: Shane Mann Phone: 804.524.6433 Email: shane.mann@vdot.virginia.gov	11/2017	11/2017 Completed on schedule despite scope changes and additional work requested by the City	\$13,367	\$15,073 (City of Colonial Heights requested utility betterments, irrigation, and lighting.)	\$15,073

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 claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

Project Description

This award-winning project realigned the exit and entrance ramps to I-95 at the Temple Ave interchange and replaced the signalized intersection with a three-lane roundabout. The roundabout was installed west of the previous signalized intersection and the I-95 ramps were extended to improve sight distance and capacity. Two existing bridges over an abandoned railroad line were removed to allow for construction of the roundabout. The scope of work included 80,000 CY of earthwork, two reinforced earth slope walls, a 60-in culvert installation, utility coordination, right-of-way acquisition, and environmental permitting. During the 20-month construction duration, involving more than 48,360 man-hours worked – 59,000 man-hours when subcontractors are included – there were zero recordable or lost-time incidents. *WM served as the subject matter expert on the Design-Build (DB) team for innovative geometric solutions, structural analysis, and traffic control design. WM introduced cost efficiencies and technical value engineering improvements to meet the project goals of enhancing safety, maintaining corridor accessibility, and reducing traffic congestion.*

Roundabout – The multi-lane roundabout features three bypass lanes at each approach that allow traffic in those lanes to travel through the area without entering the roundabout intersection. The roundabout was installed west of the previous alignment and the I-95 ramps were extended to improve sight distance and capacity. Two existing bridges over an abandoned railroad line were removed to allow for construction of the roundabout. Over and above what was included in the contract, the functionality of the roundabout and the driver experience were improved through many small but key design enhancements, including increased lane widths, veined islands, and additional bypass lanes in each direction.

Urban Project Corridor – Temple Ave is a lifeline roadway to shopping locations and restaurants for local patrons. Mounting angle crash rates and extensive backups during peak travel times required a targeting solution. The unique roundabout design was chosen to alleviate safety and traffic flow concerns. The Project included some minor landscaping requirements for aesthetics along with brick pavers around and through the roundabout. Given the Project location near the city limits of Colonial Heights, the city pushed forward with a plan to use the roundabout as a “Gateway” feature.

Challenges and Solutions

On Time Completion – The Project was completed in accordance with the original contract schedule, despite additional scope of work request by the City and design changes due to coordination with an adjacent development. VDOT and the Myers Team worked closely with the City to incorporate additional signage, lighting, landscaping, and irrigation to facilitate the City's plan for this gateway entrance to the community. Integration with an adjacent development along the south side of Temple Ave was crucial to ensure a seamless design with no construction rework. Early coordination with the developer showed that several aspects of their drainage design had to be fully integrated into the interchange design. However, very late in the process, the developer pulled out, leaving an interchange improvement project that couldn't be built as planned. The team successfully redesigned elements of Temple Ave, the ramps, and adjacent local roads. The redesign impacted additional environmental resources, requiring revised permits and purchase of additional mitigation credits – additional challenges that had to be, and were, overcome.

Stakeholder Coordination – Project stakeholders included the City of Colonial Heights, FHWA, CSX, Laurel Hill Subdivision, Kaylin Hospitality, Kroger developer, and the public. Key stakeholders attended monthly progress meetings. The team briefed first responders and city council prior to construction, traffic changes, and final implementation. For first responders, the team held multiple briefings at various times to ensure all shifts were informed. Email blasts provided updates on progress and public impacts to property owners, business owners, chamber of commerce, and anyone who registered via the project website.

Community Outreach for Roundabout Implementation – The use of a roundabout as an interchange feature was a sensitive issue for the community given the small town feel and preponderance of older citizens. A comprehensive public outreach program implemented as a partnership between VDOT and the Myers Team eased public acceptance. The team conducted briefings with local senior groups, high school students, school bus drivers, and residents to provide construction progress updates. Prior to opening the roundabout to traffic, “Roundabout Clinics” were held with these same stakeholder groups, during which drivers were taught how to safely navigate through the roundabout. Clinic participants could even walk their travel routes on a 30-ft x 24-ft roundabout floor mat.

MOT – The intersection of the ramps and Temple Ave were moved west of the existing signalized intersection into a roundabout, allowing for efficient maintenance of traffic (MOT). As a result, the new ramp tie-ins and half of the proposed roundabout were built out of traffic, which provided safe and efficient movement for roadway users. Connection of the new ramp design for the I-95 SB off-ramp crossed over the existing I-95 ramps and required temporary buildup on the existing lanes, originally planned to take place over several weeks of nightly closures. In a collaborative effort with VDOT and the City, our Team partnered to allow this work to occur over a single weekend during which roughly 60 construction personnel completed excavation, drainage, paving, concrete flatwork, guardrail, and striping.

"It was my pleasure to have worked with Allan Myers on the development and delivery of the project. The project was successfully completed on time on November 10, 2017. Due to owner directed changes, the final project cost was approximately 11% over budget... The roundabout configuration was a new concept for local citizens. The Myers Team partnered with VDOT to develop an extensive communications outreach program to educate the public on the benefits and usage of the new roundabout." - R. Shane Mann, PE, VDOT District Construction Engineer

Myers' Role: Lead Contractor

Relevance to I-395 at Boundary Channel Drive:

- VDOT Design-Build
- Interchange improvements
- Roundabout design and construction
- Adjacent project coordination
- Urban project corridor

Team Member Involvement:

Myers • Wallace Montgomery • DMY

Proposed Staff Involvement (*Key Personnel):

Tom Heil, PE, DBIA* • Shannon Moody • Eric Sender, PE, DBIA*
Matt Allen, PE, PTOE • Paul Zhang, PE • Jon Dearth • Jon Mountenay

Project Awards:

- ASHE National Project of the Year (2018)
- ENR Mid Atlantic Award of Merit Highways/Bridges
- DBIA Mid Atlantic Honorable Mention



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 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	Original Contract Value	
Name: Saintsbury Drive at Vienna Metro Improvements Location: Fairfax County, VA	Name: Wendel Duchscherer Architects and Engineers	Name of Client: Pulte Homes Corporation Phone: 703.359.7495 Project Manager: Jeffery Oetjen, PE Phone: 703.801.5848 Email: joetjen@comcast.net	11/2012	02/2013 (A 20% increase in contract value to accommodate WMATA changes extended the schedule by 3 months.)	\$15,933	\$19,200 (Increased cost due to WMATA requested changes.)	\$19,200

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 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

An agreement was made between Pulte Homes/Clark Realty and the Washington Metropolitan Area Transit Authority (WMATA) to reconstruct 0.8 miles of Saintsbury Drive and the Vienna Metro Station. Turning it into a state-of-the-art station involved installation of the canopy concept, stainless steel bus shelters, car and Metro bus accessibility, and an information kiosk.

The scope of work also included construction of two roundabouts; 10,300 LF of utility installation and relocation; 20,255 SY of asphalt paving; 24,000 SY of heavy-duty concrete; 259,000 CY of mass excavation; two retaining walls; 30,500 SY of demolition; and 11 transit shelters. Construction activities included demolition of existing roadway and utilities, earthwork, E&S control, installation of new utilities, curb and gutter, sidewalks, roadway widening, paving, signage, striping, and canopy erection.

Myers was rated as outstanding for communication, safety, and quality of construction on the customer project completion survey.

Roundabout – Two roundabouts on each side of the Metro station were constructed in six phases during non-peak traffic times to minimize disruptions to station access for vehicular, pedestrian, and bicycle traffic.

Urban Project Corridor – The Vienna Metro Station is one of the busiest Metro stations in the Washington Metropolitan Area, with 5,900 parking spaces and 9,000 pedestrians daily. Myers maintained continuous access to the metro station throughout construction, rerouting pedestrian and bus traffic as needed through continuous coordination with WMATA. Despite this challenge, there were zero recordable traffic incidents within the work zone for the duration of construction.

Pedestrian and Bicycle Traffic – The Project provides a passenger-friendly station which is safer for pedestrians, bicyclists, buses and cars. To maintain the functionality of the existing station throughout construction, construction phasing was modified from the initial 11 planned phases to 33, which better accommodated MOT for the continuous flow of pedestrian, bicycle and vehicular traffic.

Challenges and Solutions

The project complexities included many MOT changes, an aggressive one-year construction schedule, and extensive coordination with WMATA personnel.

Key Stakeholder Communication – Daily coordination with the engineer, designer, owner, and WMATA allowed for quick resolution of any issue that arose and helped progress the project schedule without delay. WMATA participated in weekly progress meetings and WMATA inspection staff was present daily to oversee quality assurance inspection and testing for the Project, and additional scrutiny by high level WMATA personnel (a Director used the station daily). Myers also coordinated with VDOT and the local homeowners association.

On Time or Early Completion – Construction was completed within budget and on schedule, despite an additional scope of work added by the owner and the need for Myers construction crews to accommodate almost daily requests from the client and stakeholders. As noted by Pulte Homes, there were no complaints about the professionalism or courtesy of the construction crews and other personnel throughout the project, which is outstanding considering how many people use the Metro station daily.

MOT – To maintain traffic flow for the Metro station, the planned 11 phases of construction were revised to 33 phases to accommodate WMATA's access concerns. The revised phasing accommodated additional volumes of traffic during holidays, including Independence Day, Thanksgiving, Christmas, and New Year's. Myers redesigned the MOT plan to completely isolate each work zone from pedestrian and vehicular traffic by utilizing a 6-ft-tall barrier comprised of jersey barrier walls with fencing on top. Informing the public before any shift in the MOT was key to having zero recordable traffic incidents within the work zone. Myers put out message boards three days prior to any shift in the MOT and had flaggers out the first day of the shift.

Utility Coordination – New utility installation and existing infrastructure modifications were completed at night to minimize public impacts and accelerate the construction schedule. Utilities included sanitary sewer, storm sewer, water line, and electrical duct banks. The existing duct banks were removed, and new duct banks were installed for the roadway and Metro station. Myers coordinated with Dominion Power on locations and installation of lighting/wiring.

Myers' Role: Lead Contractor

Relevance to I-395 at Boundary Channel Drive:

- Intricate MOT phasing including pedestrians
- Roundabout construction
- Urban project location
- Pedestrian & bicycle traffic
- WMATA coordination
- Extensive public outreach/communication
- Utility coordination/relocation



“Throughout the project the [Myers] Team worked flawlessly and seamlessly with me and my team, were professional, patient, considerate and efficient. The entire [Myers] Team took the time, in the beginning and throughout, to understand my constraints and requirements, and were always mindful of them, allowing them to be a primary consideration in the way the project progressed.” - Jeff Edelman, Pulte Homes

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 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	Original Contract Value	
Name: Walney Road Bridge Replacement Design-Build Location: Fairfax County, VA	Name: Whitman, Requardt & Associates	Name of Client/ Owner.: Virginia Department of Transportation Phone: 800.376.7623 Project Manager: Ari Rafman Phone: 703.259.1940 Email: MD.rahman@VDOT.Virginia.gov	12/2015	12/2015	\$11,222	\$12,148 (Owner directed increases in scope including a new shared use path, increase of SUP on bridge to 12' width, and sanitary sewer install)	\$12,148

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 claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

<p>Project Description</p> <p>This Project consisted of design and construction to replace the existing two-lane bridge on Walney Rd over Flatlick Branch with a four-lane bridge. The scope included widening 1.4 miles of Walney Rd to four lanes with a variable median and adding an on-road 5-ft-wide bicycle lane on both sides of Walney Rd, a 12-ft-wide shared use path, and a 6-ft-wide sidewalk. The new bridge is a single span prestressed box beam bridge (85 ft long by 76 ft wide) with architectural treated walls and predrilled pile-bearing abutments. The project utilized a four-month complete closure and detour for bridge demolition and replacement through a commercial area with commuter traffic of 21,000 vehicles per day.</p> <p>The design approach was to build a new four-lane bridge to replace the two-lane Walney Rd Bridge, which was built in 1980 and functionally obsolete. The most efficient way to demolish the existing bridge and construct the new, wider structure was complete closure and detour. To meet the temporary closure requirements in the contract, the Myers construction approach focused on relocating utilities concurrent with construction of the roadway and bridge.</p> <p>Myers worked with the geotechnical engineer to significantly reduce undercut areas through the use of geotextile fabrics and identification of suitable fill sources. This proactive approach to dealing with unsuitable soils allowed the earthwork operations to proceed ahead of schedule and eliminated the risk of delaying the roadway opening. The Project was completed on schedule and with zero recordable safety incidents.</p> <p>Urban Project Corridor –The Project is located parallel to the Route 28 corridor in Fairfax County and serves as both a local roadway to existing residential, commercial and industrial uses and as a bypass for local users to circumvent traffic along Route 28. During construction, the urban nature of the roadway and its adjoining uses were maintained; however, a three-month detour of the roadway was needed to facilitate reconstruction of the Walney Rd bridge. Except for this temporary detour, all construction was completed while maintaining access to the local urban area and surrounding properties.</p> <p>Pedestrian & Bicycle Accommodations – The Project included an existing shared use path (SUP). which required relocation and improvements as part of the proposed construction. Throughout construction, the SUP remained operational to ensure pedestrian and bicycle connectivity. This was accomplished through the use of protective fencing and temporary relocation of the SUP outside the construction zone.</p> <p>Challenges and Solutions</p> <p>Key Stakeholder Communication – The Myers Team implemented a public outreach campaign that included seven message boards, media coordination, web updates, and direct communications with key stakeholders, such as property owners and local elected officials. This proactive campaign kept stakeholders informed and resulted in minimal comments from the traveling public.</p> <p>On Time or Early Completion – Myers maintained an all-green VDOT dashboard throughout the project. The project finished on time and within budget. Myers performed the final bridge safety inspection and opened the Walney Rd bridge to traffic prior to the required date.</p> <p>MOT – Myers successfully implemented a roadway closure and detour with only one traffic incident and fewer than 10 comments from the traveling public. To ensure public safety during the temporary Walney Rd closure, the MOT/TMP design was expedited, Myers provided constructability reviews, and VDOT critically reviewed and approved each MOT phase. During the closure, no construction or traveling public safety issues were reported.</p> <p>Utility Coordination – Bridge construction could not begin until the six utilities that crossed Flatlick Branch at the existing bridge were relocated. Ensuring timely progress on the schedule-critical relocation required constant coordination with public and private utility providers and VDOT to achieve right-of-way clearance, phased utility relocation, systematic bridge demolition, and roadway work that included clearing and grubbing, E&S, and drainage. Instead of completing utilities relocation prior to the start of construction activities, Myers sequenced the road and bridge construction to coincide with the relocations. Despite Myers/VDOT's best efforts, utility relocations lagged due to private utility companies' long lead time for special cable, splicing crew availability, and weather. Myers overcame these challenges by partnering with the utilities to phase their work, and supporting them with clearing and grubbing, E/SC, and MOT to ensure their crews focused only on relocating the utility lines. One utility could not be relocated because the service provided communications to a priority governmental agency. In this case, the bridge foundations were redesigned to avoid the conflict. These efforts allowed the Project to be completed on time.</p>	<p align="center"><i>“Since Project completion, traffic congestion and traffic flow to and along the Route 28 corridor (one of the more congested corridors within VDOT's Northern Virginia District) has improved. The success of this Project lies squarely with the dedication, professionalism, and commitment of the entire Allan Myers Team... Myers' focus on worker, stakeholder, and motorist public safety resulted in a zero-incident Project, an enviable achievement for any construction project in VDOT's Northern Virginia District.” - Ari Rafman, VDOT</i></p>	<p>Myers' Role: Lead Contractor Relevance to I-395 at Boundary Channel Drive:</p> <ul style="list-style-type: none"> • VDOT design-build project • Bike/pedestrian accommodations • Urban project corridor • Maintenance of traffic • Pedestrian & bicycle accommodations • Extensive public outreach • Utility relocations • Geotechnical challenges <p>Team Member Involvement: Myers • Bowman</p> <p>Proposed Staff Involvement: Tom Heil, PE, DBIA* • Shannon Moody • Steve Yeckel • Jon Dearth • Jon Mountenay *Indicates Key Personnel</p>
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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Seventh Street Multimodal Project Location: Harrisburg, PA	Name: TBD	Name of Client: City of Harrisburg Phone: 717.255.3178 Project Manager: Wayne Martin Phone: 717.255.3178 Email: wmartin@harrisburgpa.gov	3/2021	12/2021	\$4,000 (Estimated)	\$4,000 (Estimated)	\$750

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. Project/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description

Wallace Montgomery (WM) served as the prime consultant under an open-end contract with the City of Harrisburg to deliver the Seventh St Multimodal Project. The Project will improve roadway safety, operations, mobility, and accessibility for all road users along a half-mile collector roadway corridor from Boas St and Reily St. The existing road includes a four-lane section identified on the City's Vision Zero High Injury Network. Unsafe conditions in that section of the roadway include angle-in median parking and a lack of pedestrian crossings at pedestrian desire lines.

WM and its supporting subconsultants provided field surveys/utility locating for highway, hydrologic/hydraulic (H&H) drainage, erosion and sediment control, sequencing of construction, maintenance of traffic (MOT), and pavement design. In addition, they provided geotechnical exploration and engineering, traffic analysis and engineering design (signals, lighting, signing, marking), construction and right-of-way plans development, utility relocation coordination, and securing permits. They also ensured environmental compliance and conducted constructability/maintainability reviews, design QA/QC plan implementation/compliance, and stakeholder/public outreach.

The Project was designed in accordance with City of Harrisburg, PennDOT, and AASHTO requirements and *NCHRP Report 672 Roundabouts: An Informational Guide 2nd Edition*. The Project also followed *PennDOT Publication 740: Guidelines for Local Project Delivery*. Additionally, the Project was reviewed by PennDOT for sections that fell within the State Highway System under a Highway Occupation Permit.

Roundabout – WM designed an urban multilane hybrid roundabout with an inscribed circle of 160 ft at the Seventh St and Reily St intersection to simplify traffic operations with the closely spaced Basin St. With this configuration, multilane approaches are provided on Seventh St and single lane on Reily St. Current traffic volumes do not warrant a two-lane exit on southbound Seventh St, so the roundabout is designed to be expandable to meet future traffic demands. To provide a compact footprint for the intersection within the urban environment, the roundabout design allows trucks to use both lanes upon entry to the roundabout. The design also accommodates potential future rectangular rapid flashing beacons for the multilane pedestrian crossings.

Urban Project Corridor – This midtown City of Harrisburg roadway corridor currently houses the Pennsylvania Higher Education Assistance Agency complex and is a targeted growth area for the City's central business district, with a new federal courthouse, state archives building, and private development currently under construction adjacent to it.

Bicycle Pedestrian Facilities – The City of Harrisburg is rapidly expanding its bicycle network. Herr St, which is within this Project's limits, provides potential bicycle crossings through the Harrisburg rail yard. During the concept/preliminary design phase, WM investigated bicycle lanes with sidewalks, a median shared use path, and protected two-way cycle track options for the Seventh St Corridor. WM's final design transforms Seventh St into a Multimodal Complete Street that provides proven safety countermeasures and vehicular, bicycle, pedestrian, and transit options. WM's design included a road diet; a protected intersection at Herr St; landscaped median; separated two-way cycle track; accommodations for a bike share station; two raised mid-block crossings with pedestrian refuge islands; upgraded transit facilities, including a floating bus stop; and signal upgrades, including Leading Pedestrian Intervals and Accessible Pedestrian Signals. At the Reily St roundabout, the bicycle route will go from a separated two-way cycle track on Seventh St to onstreet facilities on Herr St. This is accomplished through a series of bicycle ramps and shared sidewalk space.

Challenges and Solutions

Key Stakeholder Communication – This area of the City is going through redevelopment, with three of the four quadrants anticipated to be under construction in the coming years. WM and the City were able to work with the developers on design of the roundabout to minimize impacts to future designs while minimizing impacts to adjacent RW. In particular, throughout project development WM held meetings with the US General Service Administration (GSA) to coordinate with the new federal courthouse that will be built in the northwest corner of the roundabout. Items for coordination included roundabout design, street lighting, sidewalk alignment, utilities, grading, and construction sequencing.

On Time or Early Completion – The schedule for the federal courthouse construction and deadlines for grant money required the Project to be substantially completed during the 2021 construction season. To expedite the Project, WM maintained a detailed schedule that included review and approval times for all review agencies, including the City of Harrisburg, Capital Region Water, PennDOT, Dauphin County Soil Conservation District, and Department of Environmental Protection. Through regular partnering meetings with stakeholders and with the team, this schedule will be met.

Maintenance and Protection of Traffic – After detailed traffic analysis, WM developed detours of the roundabout utilizing adjacent streets within the city's grid network. This will allow for faster construction of the roundabout. WM also incorporated provisions for maintenance of pedestrian traffic through the Project site during construction.

Utility Coordination – To minimize utility impacts, WM designed the roundabout to be on grade with the existing grade to the extent possible. The stormwater system is designed to further minimize impacts to utilities. On the eastern side of the roundabout, utility impacts were unavoidable due to the increased roadway footprint. Coordination among stakeholders enabled many of the utility relocations required for the roundabout to be included with utility relocations required for the new federal courthouse, and thereby completed in advance.

Design Work Office Location: Mechanicsburg, Pennsylvania
WM's Role: Prime Designer

Relevance to I-395 at Boundary Channel Drive:

- Geometric designs/operations analysis of midtown Harrisburg collector roadway
- Roundabout built at the existing intersection addressing safety and operations
- Complete streets applications for pedestrian/bicycle facilities
- Integration/connection with the adjoining existing roadway network pedestrian/bicycle facilities
- Innovative temporary traffic control/MOT solutions
- Stakeholder coordination with US GSA, PennDOT, downtown developers, utilities, adjacent businesses
- Utility, right-of-way and environmental resources impacts avoidance and minimization

Proposed Staff Involvement:

Russ Anderson, PE • Diane Durscher, PE • Jonathan Stamm, PE



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: Maryland Route 5 Branch Avenue Metro Access Phase 2 (Access Road) Location: Prince George's County, MD	Name: Tutor Perini, Corp. (formerly Cherry Hill Construction, Inc.)	Name of Client: Maryland Department of Transportation State Highway Administration (MDOT SHA) Phone: 410.545.8813 Project Manager: Sean Johnson Phone: 410.545.8813 Email: sjohnson@mdot.maryland.gov	03/2014	11/2016 (3 months ahead of schedule)	\$34,711	\$35,407 (Overage due to expanded limits of HAZMAT removal)	\$3,896

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. Project/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description

Wallace Montgomery (WM) provided complete engineering services for the Maryland Route 5 (MD 5) Branch Ave Metro Access Phase 2 Project. The Project alleviated congestion and improved traffic operation and safety along MD 5 and the adjacent Prince George's County Auth Rd/PI/Way and Old Soper roadways network. The Project also provided multimodal (bicycle-pedestrian-transit) accessibility to the local business district, Branch Ave Metro Station, and future transit-oriented development (TOD). The scope of work included improvements along 1 mile of MD 5 and construction of a new, half-mile, four-lane divided raised-median access urban collector road (Woods Way) between the Branch Ave Metro Station and MD 5. Primary features were the access road's terminus connections at MD 5 and the Branch Ave Metro Station. The MD 5 connection consisted of reconstructing/lowering (grade-cut) MD 5 NB to facilitate the access road's bridge overpass of MD 5 NB and its Continuous Green-T intersection configuration with MD 5 median dual left-in exiting and left-out entering lanes (ramps) with MD 5 SB. WM's design minimized impacts along the MD 5 corridor and the County roadway network. WM designed five retaining walls to support the MD 5 NB grade cut and the new MD 5 SB and Woods Way intersection, and reduce impacts both to businesses located along MD 5 NB and to the Woodlane residential community adjacent to MD 5 SB.

WM services included field surveys/utility locating for highway, structural, hydrologic/hydraulic (H&H)-drainage, stormwater management (SWM), erosion and sediment control (ESC), transportation management plan (TMP)/maintenance of traffic (MOT), pavement, noise abatement, and design. Additional services included geotechnical and traffic engineering, and right-of-way plans development. WM also ensured environmental compliance, secured permits, and conducted constructability reviews, NEPA/CE reevaluations, design exceptions documentation, QA/QC compliance, and construction phase services.

Roundabout – WM developed a complete design and advertised plans for a hybrid two-to-one lane combination 150-ft inscribed diameter roundabout at the Metro entrance/Old Soper connection. The roundabout's geometrics were vertically bifurcated 3½ ft along the Old Soper Rd profile using a center island apron curb line "sine" curve profile with grades from 0.5 to 4% and circulatory roadway cross slopes ranging from 2% to 3% sloping away from the center island to minimize impacts to the Metro Station's parking. Ultimately, a signalized T intersection with channelization islands was redlined and incorporated into the project.

Urban Project Corridor – The MD 5 (Branch Ave) corridor is a major commuter route serving the Washington D.C. Metropolitan Area, including Andrews Air Force Base (AAFB). The new urban collector access road provides a third connecting roadway between MD 5, Auth Pl and the Old Soper Rd/Metro station entrance. WM's designs incorporated future WMATA and Prince George's County traffic forecasting, master plans, and site designs for the transit-oriented development of the Metro Station and surrounding properties. In addition, WM designed new closed storm drainage retrofitted with existing inspected systems along with SWM facilities, addressing quality, quantity control and existing substandard drainage collection. The SWM design treated 3 acres of impervious area beyond the proposed Project requirements – a formidable achievement in this densely developed area with no existing SWM.

Bicycle Pedestrian Facilities – WM incorporated sidewalks, in-street bike lanes, and bus stops along the new access road and adjacent Prince George's County roadway network (via Complete Streets applications). WM also developed MD 5 geometrics to incorporate a shared use pedestrian/bike facility bridge overpass of MD 5 SB, connecting the new access road's multimodal facilities to the adjacent Woodlane community and the Prince George's County/Maryland-National Capital Park and Planning Commission (M-NCPPC) Henson Creek Trail system. WM's design also included ADA upgrades to sidewalks and ramps along the County roadways.

Challenges and Solutions

Key Stakeholder Communication – A key WM goal was to develop solutions that maximized accessibility and minimized impacts to infrastructure, adjacent properties, and environmental resources while ensuring compatibility with WMATA planned TOD. To achieve this goal, WM used a context-sensitive approach, including common-sense engineering, as well as continuous stakeholder coordination with WMATA, Prince George's County, utilities, M-NCPPC, and environmental agencies. WM also coordinated with the adjacent commercial district to ensure adequate access and minimize parking impacts. WM coordinated with the FAA to determine no hazard to air navigation for AAFB.

On Time or Early Completion – This Project was advertised on schedule. It was constructed three months ahead of the CPM schedule and eight months ahead of the MDOT SHA original advertised date.

Maintenance of Traffic – WM developed a TMP with MOT strategies/analysis and MOT plans to efficiently stage all construction, particularly the grade-cut lowering of MD 5 NB where heavy AM/PM peak traffic volumes prohibited any reduction of the existing roadway lanes and operations. WM also incorporated provisions for maintaining pedestrian traffic along County roadways to the Metro Station.

Utility Coordination – WM coordinated with utility designers to co-locate the new road improvements and storm drain systems with PEPCO aerial/underground utilities, as well as Washington Gas and WSSC water/sanitary sewer utility relocations. WM also coordinated the lowering of a Verizon underground duct system along Auth Way to sufficiently clear the new access road crossing. WM's extensive modeling of projected 2030 traffic volumes concluded that the existing County roadways did not require significant capacity widening, which eliminated substantial utility relocation and RW costs.

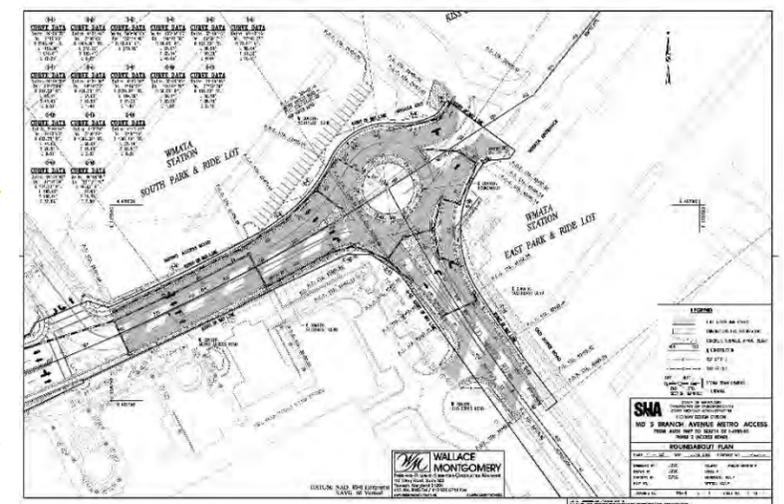
Design Work Office Location: Hunt Valley, Maryland
WM's Role: Prime Designer

Relevance to I-395 at Boundary Channel Drive:

- Geometric designs/operations analysis of DC Metropolitan collector roadway & innovative intersections (roundabout)
- Integration of complete streets applications for pedestrian/bicycle facilities along collector roadways
- Connection roadway network pedestrian/bicycle facilities to existing County/MD-NCPPC trail systems
- Innovative MOT maintaining existing roadway operations
- Utilities & Right-of-way impacts avoidance/minimization
- Drainage collection (new with existing retrofits) & SWM
- Stakeholder coordination with WMATA, County, utilities, FHWA, FAA, NOAA, citizen/business advisory groups

Proposed Staff Involvement:

Eric Sender, PE, DBIA* • Russ Anderson, PE • Diane Durscher, PE • Jonathan Stamm, PE *Indicates Key Personnel



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Albemarle Intersection Bundling Design-Build - Route 20 / Route 649 Roundabout Location: Albemarle County, VA	Name: Curtis Contracting, Inc.	Name of Client: Virginia Department of Transportation (VDOT) Phone: 540.827.7287 Project Manager: William Stowe, PE, DBIA Phone: 540.827.7287 Email: william.stowe@VDOT.virginia.gov	09/2019	02/2023	\$28,428 (Total Bundling)	\$28,428 (Total Bundling)	\$2,914 (Total Bundling)
					\$3,141 (Routes 20/649 Element)	\$3,141 (Routes 20/649 Element)	\$454 (Routes 20/649 Element)

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. Project/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description

Wallace Montgomery (WM) and its supporting subconsultants are providing complete engineering services for the Albemarle Intersection Bundling Design-Build Project, which includes six spot location projects (elements) for traffic safety/operations and overall traffic congestion relief around the City of Charlottesville's urbanized limits. The six spot location projects include modifying the existing I-64 and US 250 (Exit 124) Diamond Interchange into a Diverging Diamond (DDI) configuration and converting the US 250/Route 151 and Routes 20/649 intersections into roundabout intersections. The existing four-leg intersection of the uncontrolled Route 20 (Stony Point Rd) and the connecting stop-sign-controlled Routes 649 (Proffit Rd) and 1494 (Riggory Ridge Rd) will be reconstructed as a 130-ft inscribed diameter single-lane roundabout.

Engineering services include field surveys/utility locating for highway, hydrologic/hydraulic (H&H)-drainage, stormwater management (SWM), erosion and sediment control (ESC), transportation management plan (TMP)/sequence of construction/maintenance of traffic (MOT), and pavement validation. WM also is providing geotechnical exploration and engineering, traffic analysis and engineering design (lighting, signing, marking), construction and right-of-way plans development, utility relocation coordination and clearing, and environmental permitting (wetland/stream impacts). In addition, WM is ensuring compliance/reevaluation and conducting constructability/maintainability reviews, stakeholder/public outreach, RW acquisitions, design QA/QC plan development/implementation/compliance, and construction phase services.

Roundabout – The Rte 20/Rte 649 intersection has experienced a high historical accident rate. The WM roundabout design utilizes left offset techniques for all four legs to emphasize speed reduction prior to vehicles entering the roundabout, provides flatter roundabout exit geometry and outside fillet return mountable aprons to improve drivability for larger vehicles, and incorporates roadside grading AASHTO clear zone criteria for 25 mph at the roundabout intersection and the roadways mainline criteria speeds beyond the intersection along Routes 20 and 649. The 130-ft inscribed diameter roundabout layout was verified with fastest path and turning movements analysis with WB-67 and SU-40 design vehicles for Route 20 and Routes 20/649, respectively. Analysis also confirmed WB-62 Mod movements/accessibility to Routes 649 and 1494. WM developed the roundabout intersection's vertical geometrics maintaining minimum/maximum grades and appropriate design speed vertical curves along the approaching roadways – Routes 20, 649, and 1494 – and developed a center island apron curb line "sine" curve profile with grades from 0.5 to 3% and circulatory roadway cross slopes ranging from 2% to 3% sloping away from the center island.

WM's final intersection geometrics vertically bifurcated the roundabout between Route 1494 and Route 649 connections by a difference of 2 ft to minimize impacts. WM designed combination open and closed drainage systems along with a stormwater management basin facility to address quantity runoff control. WM also analyzed and incorporated through the Routes 20/649 roundabout a dual 42-in RCP culvert crossing for an unnamed tributary to the North Fork of the Rivanna River. WM set the new dual RCP crossing culvert off alignment from the existing stream channel and intersection crossing culvert. With the final roundabout geometrics and dual 42-in RCP culvert crossing layout, and a temporary pipe extension of the existing cross culvert to maintain the stream, WM was able to avoid mitigation requirements for stream impacts.

Bicycle Pedestrian Facilities – WM incorporated a 10-ft 2% cross slope graded bench along the outside and adjacent to the proposed curb sections of the roundabout intersection for a future shared use path. The graded bench will be stabilized and seeded so that a potential shared use path may be easily accommodated.

Challenges and Solutions

Key Stakeholder Communication – The DBT and VDOT collaboratively established a stakeholder coordination plan to continuously engage and inform the stakeholders, including Albemarle County, City of Charlottesville, University of Virginia, FHWA, USACE, VDHR, citizen/business advisory groups, HOAs, adjacent property owners, and the traveling public. The DBT developed and implemented a public outreach plan with VDOT to provide ongoing, transparent information through stakeholder meetings, including design briefings and "pardon our dust" kick-off meetings, VDOT website/electronic media, and pamphlets.

On Time or Early Completion – The Albemarle Intersection Bundling Design-Build Project's Routes 20/649 roundabout element design completion is ahead of schedule and is currently advancing through right-of-way acquisitions and utility relocations/clearing.

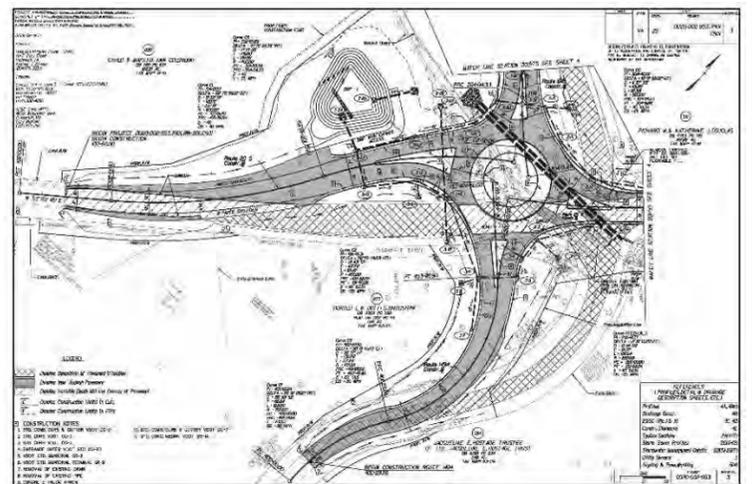
Maintenance of Traffic – WM developed construction/MOT sequencing to limit the number of traffic shifts. The sequence consists of maintaining two-lane two-way traffic on existing roads while constructing significant off-line portions of the roundabout and approach roadways, followed by shifting traffic onto the newly built approaches/roundabout and constructing road tie-ins and roundabout center/splitter islands, then rehabilitating the existing roadways using one-lane flagging traffic control.

Utility Coordination – Bowman Consultant Group (BCG) is leading DBT's utility clearing and right-of-way acquisition efforts, which are critical to Project delivery. BCG is coordinating roadway/drainage designs with Dominion Energy (electric), CenturyLink, and AT&T to convey existing locations and clearances/cover requirements, and facilitate relocation processes/protocols. To avoid impacting an underground AT&T duct facility housing U.S. Government fiber lines that is adjacent to Route 20 SB and Route 649 WB, WM has refined the roundabout's north approach designs along Route 20 by extending the closed roadway section and incorporating a shallow flat bottom offsite drainage collection ditch.

Design Work Office Location: Vienna, Virginia
WM's Role: Prime Designer
Relevance to I-395 at Boundary Channel Drive:

- VDOT Design-build delivery
- Refinement of the roundabout operations/geometric design from concept to final design
- MOT sequencing maintaining existing roadway operations
- Utility features, environmental resources and right-of-way impacts avoidance and minimization
- Drainage collection/SWM
- Stakeholder coordination – County/City, UVA, Utilities, FHWA, USACE, VDHR, citizen/business advisory groups

Proposed Staff Involvement:
 Eric Sender, PE, DBIA* • Mark Ledebur, PE • Russ Anderson, PE • Diane Durscher, PE • Ryan Mattern, PE, PTOE • Richard Bennett • Julia Simo, PE • Jonathan Stamm, PE • Ian Millikan, PE
**Indicates Key Personnel*





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