



DESIGN-BUILD PROJECT

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

STATE PROJECT NO.: 6587-000-R89, P101, R201, C501

FEDERAL PROJECT NO.: NHPP-5B01(120)

CONTRACT ID NUMBER: C00116394DB109

12/08/20



3.2 LETTER OF SUBMITTAL

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





December 4, 2020
Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, VA 23219
Attn: Sudha Mudgade, PE, PMP, DBIA
Alternate Project Delivery Division

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

Dear Ms. Mudgade:

Archer Western Construction, LLC (AWC) is pleased to share our credentials, experience, and ideas on how to work collaboratively with VDOT, and the community for a successful Boundary Channel Drive at I-395 Interchange Project. This Team was assembled based upon each firm's core strengths and experience to address the needs and challenges of your interchange reconstruction project. With **KCI Technologies Inc.** (KCI) as our Lead Designer, AWC offers VDOT a veteran Team with a successful track record of delivering DB interchange projects on-time and on budget.

3.2.1 - OFFEROR: The full legal name and address of the Offeror is Archer Western Construction, LLC, 13454 Sunrise Valley Drive, Suite 440, Herndon, VA 20171.

3.2.2 - OFFEROR'S PRIMARY CONTACT:
David Pupkiewicz, FDBIA, Mgr Alternative Pursuits
13454 Sunrise Valley Dr, Suite 440
Herndon, VA 20171
Phone: 404-721-5050 Fax: 301-347-4681
dpupkiewicz@walshgroup.com

3.2.3 - PRINCIPAL OFFICER OF THE OFFEROR:
EJ O'Neill, Vice President
13454 Sunrise Valley Dr, Suite 440
Herndon, VA 20171
Phone: 301-347-4680 Fax: 301-347-4681
ejoneill@walshgroup.com

3.2.4 - The legal structure of the team is organized such that AWC will be the signatory to the design-build contract with VDOT, as a limited liability company with all financial responsibility. AWC will provide all performance and payment bonds for the project. KCI, serving as the Lead Designer, will be a subcontractor to AWC.

3.2.5 - The Lead Contractor is **Archer Western Construction, LLC** and the Lead Designer is **KCI Technologies Inc.**

3.2.6 - A complete list of affiliates and subsidiary companies may be found on Attachment 3.2.6.

3.2.7 - Signed Certification Regarding Debarment Forms for both Primary and Lower Tier Covered Transactions are included as Attachments 3.2.7(a) and 3.2.7(b).

3.2.8 - Archer Western's prequalification ID is A210 and the firm's status is active. Please refer to the Appendix for supporting documentation.

3.2.9 - A surety letter from our bonding company is included in the Appendix, confirming their willingness to provide any and all bonds for this project.

3.2.10 - Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulations (DPOR) registration information for all business entities on our team are included in Attachment 3.2.10 with evidence of the registrations and licenses provided in the Appendix.

3.2.11 - AWC is committed to achieving the 12% DBE goal for the entire value of the contract.

The Archer Western Team is fully qualified and committed to the successful delivery of the Boundary Channel Drive at I-395 Interchange Project! We look forward to working with you on this critical project for the Arlington area.

Sincerely,
Archer Western Construction, LLC

EJ O'Neill
Vice President



3.3 OFFEROR'S TEAM STRUCTURE

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





3.3 OFFEROR’S TEAM STRUCTURE

INTRODUCTION

The Archer Western Team is comprised of industry leading design and construction firms in Virginia and the Southeastern United States with the resources, experience and capabilities to successfully manage the design-build project specific risks and construct this important roundabout project in Arlington, Virginia. Our team members have a proven track record and were carefully selected based on previous working relationships and capabilities in providing complementary services and resources in design, construction, quality, utility coordination, and right-of-way acquisitions services. Structured as an integrated organization, our team supports effective communication with established internal and external relationships that will serve as the foundation for our partnership with VDOT. This approach will help us manage the widely varied design and construction requirements necessary to provide VDOT with a project that meets the goals of reducing congestion, improving accessibility and mobility, and improving safety.

Archer Western Construction (AWC) is a general contracting, construction management, and design-build firm, that is a member of the Walsh Construction Group, a fourth generation, family-owned business, dating back 122 years. This \$5 billion-per-year construction company is ranked as the Largest Bridge Builder, the Largest Southeast Transportation and Design-Build Contractor, and the 4th Largest Highway Contractor in the U.S. according to 2019 *Engineering News Record*. AWC has delivered over \$6.5 billion in design-build transportation projects in the southeast over the last five years. AWC has maintained its presence in Virginia since the 1980s, completing interchange projects along the I-95 corridor, I-395 in Arlington, and on I-495 in Tysons. Additionally, AWC has completed interchanges with roundabouts in Washington DC, Hillsboro Virginia, Indiana, Kentucky, and South Carolina. AWC is a self-perform contractor with the experience and resources to provide VDOT and the public a team that has a head-on mentality to tackle the risks and challenges that will likely be encountered on this project.

Our success on design-build projects is due in large part to the selection of personnel and team members, each with strengths that address critical project risks. Further, we bring additional design-build strength to the Project through our partners and specialty firms as shown in Table 1 and our Organizational Chart.

Table 1 – The Archer Western Team Members

Firm	Role on Project
	<p>KCI Technologies, Inc. (KCI) will be the Lead Designer. KCI is an employee-owned, full-service engineering firm employing approximately 1,700 people in more than 47 offices, including Richmond, VA and Sparks, MD. Established in 1955, KCI was named the 2017 ENR Mid-Atlantic Design Firm of the Year and is a leader in fast-track design-build projects. KCI has successfully completed similar design-build interchange projects with the ICC B and MD 355 interchanges and design-bid-build roundabout projects for MD 16 at Woods Road, MD 144 @ MD 910C, and Shared Use Path projects for MD 413 a three-mile 10’ path from S. Hinman Ln. to US 13 and US 50 path from MD 611 to Harry W. Kelly Memorial Bridge. these projects included full design services from survey and plats, utility coordination, highway, traffic TCP, signals, signing, ADA, lighting, drainage, SWM and E/SC, JPA permit, and structures. KCI also has considerable design-build experience with VDOT, such as I-64 Segment II, Route 288/I-64 Interchange PPTA, and VDOT ARRA Region 2 Multiple Bridge Rehabilitations.</p>



Firm	Role on Project
 DMY	<p>DMY Engineering Consultants Inc. (DMY) provides quality assurance management, construction management, construction materials testing/inspection, laboratory testing, geotechnical site investigation, drilling, and environmental services. DMY offers expert quality assurance services and is currently serving as AWC’s QAM on the \$456M South Capitol Street Corridor PH 1 DB project.</p>
	<p>Hassan Water Resources, PLC, (HWR) specializes in water resources for transportation projects. HWR’s technical expertise is in the fields of hydrology and hydraulic analysis, roadway drainage systems, stormwater management and water quality compliance, erosion and sediment control design and certification, watershed modeling, bridge and culvert hydraulic models, scour, and scour countermeasure. HWR has worked on more than 30 VDOT projects and Statewide On-Call Contracts throughout the Commonwealth.</p>
	<p>Diversified Property Services, Inc. (DPS) is experienced in local, state, and federal real estate acquisition regulations, including USPAP, Uniform Relocation Assistance and Real Property Acquisition Policies Act, the VDOT Right of Way and Utilities Manual of Instructions, and the Code of Virginia. All of their senior real property agents and real property agents have a minimum of 10 years of experience in their particular classification. DPS has extensive design-build experience in Virginia with over 40 projects including: Route 28 PPTA, 4 sections of Pacific Blvd, Route 50 Widening, Route 27/244, I-64 Segment III, I-95 Route 630 Reconstruction and Widening, Atlantic Boulevard Extension, I-64 Exit 91 interchange, Route 29 Bridge over Little Rocky Run, and Route 657/Centreville Road.</p>
	<p>Dulles Geotechnical and Materials Testing Services, Inc. (DGMTS) offers geotechnical engineering and QA/QC testing. DGMTS provided the geotechnical drilling services to the I-66 Outside the Beltway project and is currently working as a member of the QC team. DGMTS recently finished the material testing and inspection work at Warrenton Southern Interchange and has been working on the Route 7 Corridor Improvements project for over a year. DGMTS is also providing geotechnical engineering and drilling services for I-495 and I-95 projects, as well as QC testing services for the Hampton Road projects. Their lab has also been providing material testing services for I-395, I-66, Route 28, and Route 7.</p>
	<p>H & B Surveying and Mapping, LLC (H&B) specializes in professional land surveying services. H&B owns a variety of surveying equipment and software and can field 6 to 10 survey crews to generate a quality product to meet clients’ and project owners’ requirements. Their project expertise is widespread, ranging from private/commercial land development survey services to local, state and federal governmental projects. As a subconsultant to many consulting engineering firms, H&B has provided surveying services on a multitude of projects throughout the Commonwealth. The firm has been on multiple teams for statewide (VDOT) and local government on-call contracts, as well as teaming on many Design-Build projects, whether VDOT or locally administered.</p>



3.3.1 Key Personnel

Information on Key Personnel in Table 2 is included as Attachment 3.3.1 - Key Personnel Resumes.

Table 2 - Key Personnel									
Name Position Firm Relevant Projects	Years Exp.	Design-Build Delivery	ROW Acquisition Services	Designing/ Constructing Roundabouts	Effective Communication Strategies/ Stakeholder Coordination	Drainage, Stormwater & Permit Management	Utility Coordination/ Relocations	Multi-Phase TMP/MOT	Shared Use Path
Larry Wadman, PE DBPM AWC	39	✓	✓	✓	✓	✓	✓	✓	✓
<ul style="list-style-type: none"> • South Capitol Street Corridor Phase 1 (DB), Washington, DC, \$456M • I-395 HOV Ramp at Seminary Rd. & NB Aux Lane (DB), Alexandria, VA, \$57M 									
Wamiq Hamid, PE QAM DMY	12	✓	✓	✓	✓	✓	✓	✓	✓
<ul style="list-style-type: none"> • South Capitol Street Corridor Phase 1 (DB), Washington, DC, \$456M • GMU Overpass Bridge for Route 123 and Campus Dr (DB), Fairfax, VA, \$15M 									
Steve Drumm, PE DM KCI	42	✓	✓	✓	✓	✓	✓	✓	✓
<ul style="list-style-type: none"> • MD 16 at Woods Road Roundabout, Wicomico County, MD, \$3.5M • MD 355 (DB), Montgomery County, MD, \$25M 									
Matt Phillips CM AWC	12	✓	✓	✓	✓	✓	✓	✓	✓
<ul style="list-style-type: none"> • Route 9 Traffic Calming (roundabouts), Hillsboro, VA, \$14M • I-395 HOV Ramp at Seminary Rd. & NB Aux Lane (DB), Alexandria, VA, \$57M 									

Each individual was selected because of their extensive experience in the design, construction, and administration of design-build projects, roundabouts, as well as overall design and construction expertise on projects with similar risk profiles.

3.3.2 Organizational Chart

Structured as an integrated organization, our team supports effective communication with established internal and external relationships that will serve as the foundation for our work with VDOT. The Organizational Chart at the end of this section outlines the structure of our proposed Team. The “chain of command” shown in the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants. This structure has been created to specifically address the overall project scope, the anticipated schedule for completion, and risks involved in meeting project objectives. This structure will:

- Promote decision making to the appropriate level of the organization keeping project momentum and preventing the project from being bogged down waiting on a single individual
- Foster communication within our team, VDOT, NPS, Pentagon, adjacent projects, and affected utilities
- Allocate resources efficiently to respond to project challenges
- Assure independence for quality, safety and environmental personnel
- Develop and execute a schedule with flexibility and concurrency to successfully mitigate the project risks



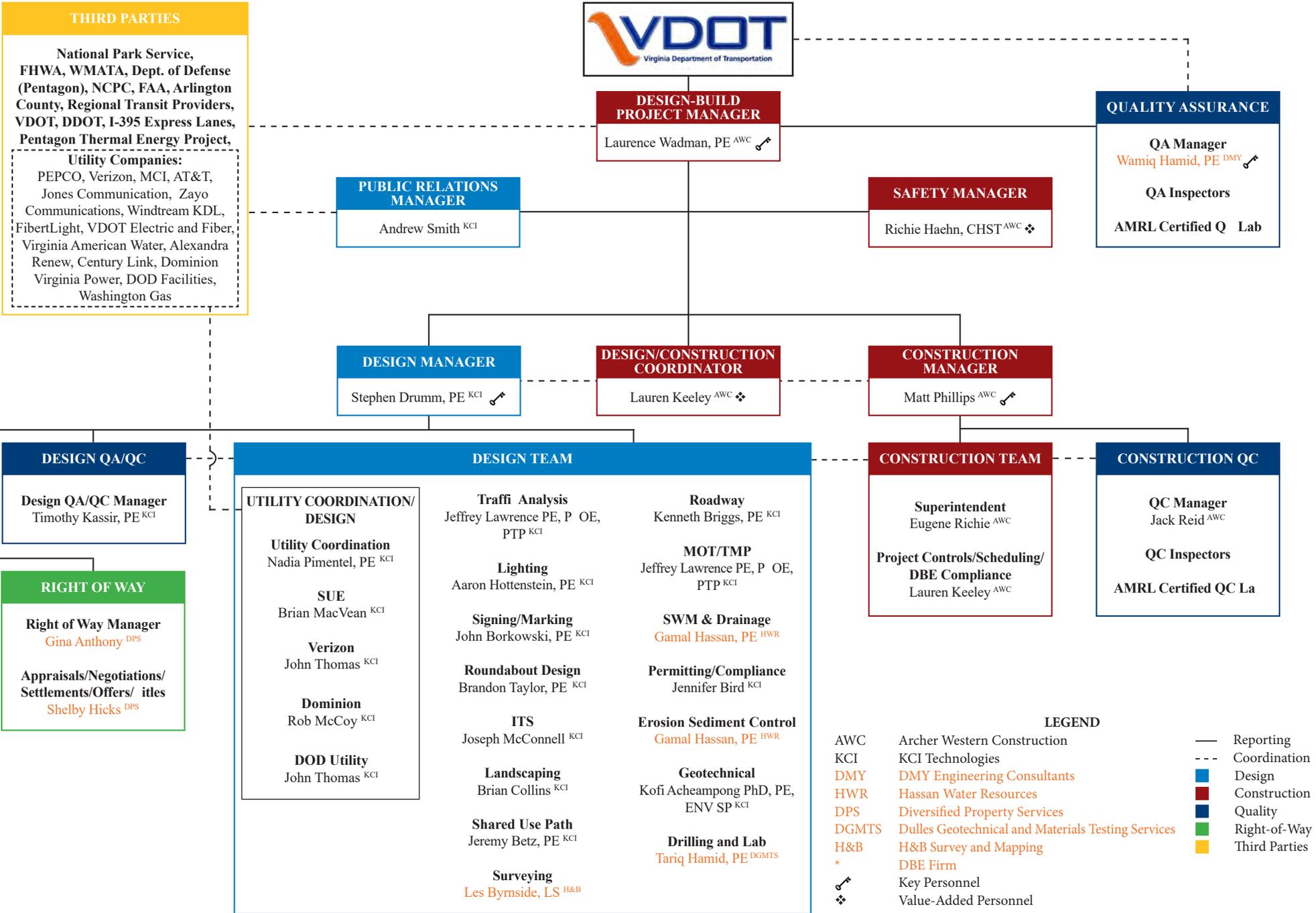
Design and Construction Coordination - The Archer Western Team is organized to integrate design, procurement, construction, inspection, testing, and safety certification into one cohesive group with the single point of contact for VDOT being our Design-Build Project Manager (DBPM), Larry Wadman. Larry has the authority to represent and make decisions for Archer Western, overseeing the performance of the Team. The following narrative describes the functional relationships and communications among our Team:

Design-Build Project Manager (DBPM), Larry Wadman, PE will serve as the Design-Build Project Manager and be responsible for the overall project design and construction. Larry has over 40 years of experience in the industry and has recently served as the DBPM on the \$456M South Capitol Street Corridor Phase 1 (South Cap) design-build project in Washington, DC. On the South Cap project, Larry led over 250 employees, a tremendous public outreach effort, and managed the design, coordinated with utilities to mitigate relocation risk, and provided input on the roadway and storm drainage design on this complex project that includes new traffic ovals. Larry will be AWC's primary decision maker on the project and will assure all disputes are mitigated or resolved quickly and efficiently for all parties. Prior to the South Cap project, Larry served as the DBPM, completing the \$57M design-build I-395 HOV Ramp at Seminary Rd. & NB Aux Lane in Alexandria, VA and is well versed with interchange and roundabout construction and associated risk mitigation.

Quality Assurance Manager (QAM), Wamiq Hamid, PE reports directly to the DBPM and will oversee both design and construction quality. Through this reporting structure he is completely independent of the design and construction teams. Wamiq has more than 20 years of experience and spent the last 10 years serving in the QAM role on several design-build transportation projects, including the Prince William Parkway improvements, VDOT Route 7 bridge deck replacement and widening over the Dulles Toll Road, I-64, Segment II widening, George Mason University Campus Drive, I-66 Active Traffic Management Project, and the DDOT DC Streetcar project along H Street and Benning Road. **He is currently serving as the QAM with AWC on the \$456M South Capitol Street Corridor Phase 1 (South Cap) design-build project in Washington, DC.**

Design Manager (DM), Steve Drumm, PE reports to the DBPM and has overall responsibility for management of the design process. Steve's role includes oversight of design subconsultants and communication with each of the discipline leads identified. Steve will attend progress and coordination meetings with VDOT and any public outreach meetings for the project. Steve will also oversee the implementation of the design QA/QC program, for KCI and its design subconsultant team members. He will remain involved during construction, attending construction progress meetings and ensuring that RFIs, questions, submittals, and shop drawings are routed to the appropriate design discipline for review and response. Steve has extensive experience as a DM, having served in this same role on numerous other design-build projects, including MD 355, Section B of the ICC, I-70 rest areas; and the I-90 Cleveland Innerbelt CCG2. Roundabout experience includes MD 16 at Woods Land, MD 144 at MD910C and various projects under design. His Virginia design-build experience included design for a \$8M bridge replacement at Fort Belvoir. Steve's design-build expertise includes roadway design, roundabout, bike/ped, and complex utilities design for environmentally sensitive areas, avoidance and mitigations strategies, and traffic control phasing.

Construction Manager (CM), Matt Phillips will serve as the CM and report to the DBPM. Matt will have oversight for all construction activities on the project. Matt will hold the Virginia DEQ Responsible Land Disturber Certification along with the VDOT Erosion and Sediment Control Contractor Certification. Matt has approximately 12 years of construction experience all with Archer Western. He recently served as the Project Manager on our Route 9 Traffic Calming project involving two new roundabouts in the town of Hillsboro. The Hillsboro project experience closely mirrors this project in that Matt successfully dealt with stakeholder coordination, utility coordination and relocation, and challenging stormwater management, all of the risks discussed in Section 3.5. Matt will oversee all construction QC activities and will be involved in reviewing designs for constructability with the DM. Matt has extensive experience on interstate and interchange projects including the I-395 HOV Ramp and NB Auxiliary Lane design-build project, and the \$73M I-95 Richmond Bridges Replacement project, both for VDOT.





3.4 EXPERIENCE OF OFFEROR'S TEAM

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





3.4 EXPERIENCE OF OFFEROR’S TEAM

AWC and KCI have achieved a widely recognized level of success by paying specific attention to detail in controlling, managing, and executing their work. This approach will truly benefit VDOT through a team with a history of successfully designing and constructing roadway projects. Bringing this team together for the Boundary Channel Drive Interchange project unifies the abilities of each to perform in a complimentary manner based on our past performance together. Each team member, including our specialized subconsultants, was specifically selected due to their previous experience delivering design-build projects of similar complexity and confirms our qualifications to successfully deliver all elements of the Boundary Channel Drive project.

Example projects for AWC and KCI that demonstrate our past performance in the design and construction of similar interchange and roundabout projects are presented on our Lead Contractor Work History Form (Attachment 3.4.1.a) and Lead Designer Work History Form (Attachment 3.4.1.b) located in the Appendix. Below is a summary of our key projects as they relate to the needs of the Boundary Channel Drive project.

Table 3.4.1: Relevant Experience

Project Name Location/Construction Value	Design-Build Delivery	Designing/ Constructing Roundabouts	Effective Communication Strategies/Stakeholder Coordination	On time Completion	Utility Coordination/ Relocations	Multi-Phase TMP/MOT	Shared Use Path	Key People Involved
I-395 Seminary Rd HOV Ramp, Arlington, VA, \$57M	✓		✓	✓	✓	✓	✓	✓
South Capitol Street Corridor PH 1, Washington, DC, \$456M	✓	✓	✓	✓	✓	✓	✓	✓
Ohio River Bridge East End Crossing, Jeffersonville, IN, \$792M	✓	✓	✓	✓	✓	✓	✓	
MD 355, Montgomery County, MD, \$25M	✓		✓	✓	✓	✓	✓	✓
MD 650/ICC B, Montgomery County, MD, \$560M	✓		✓	✓	✓	✓	✓	✓
46th and Murphy Roundabout Streetscape, Nashville, TN, \$2.5M		✓	✓	✓	✓	✓	✓	

In addition to the projects highlighted in Attachments 3.4.1(a) and 3.4.1(b), the AWC Team has additional relevant roundabout/interchange experience and experience local to the Boundary Channel Drive project, including the following projects:



Route 9 Traffic Calming (Roundabout), Hillsboro, VA, \$14M – AWC delivered this roundabout and intersection project that includes 3,600 LF of roadway improvements, including two roundabouts, utility relocations, rehabilitating the deficient pavement, new traffic calming devices, three raised cross walks, improved lighting and signing, stakeholder coordination, and aesthetic elements to help better control speeds as traffic moves through the town. **Our named CM, Matt Phillips was the Project Manager.**



Keystone Parkway (Main St. Interchange). Carmel IN, \$14M – The project involved the construction of a teardrop-shaped roundabout interchange along with the reconstruction of the intersection of Keystone Parkway and Main Street. The project also included new construction of a two-span bridge over Keystone Parkway with a colored and stamped concrete median and two sidewalks along with utility relocations. AWC worked with the City of Carmel to minimize TMP phases and preserve and protect the surrounding properties. The project was completed on time.



106th St Interchange, Fishers, IN, \$22M – AWC constructed a two-lane, oval-shaped roundabout on 106th Street over I-69, with ramps to and from both directions of the interstate. The existing 106th Street bridge was replaced with two separate two-lane bridges that each carry one direction of traffic. This new configuration increases safety and mobility along the congested I-69 corridor in Fishers. Utility coordination was a major part of the project with 13 relocations. Additionally, the northern bridge incorporated a multi-use path over the interstate that accommodates pedestrians and non-motorized traffic.

MD 16 at Woods Road Intersection Roundabout, Cambridge, MD, \$4M – KCI designed the replacement of the existing four-way stop intersection at MD 16 and Woods Road with a single lane roundabout using current MSHA guidelines and a WB-67 design vehicle. Roundabout design included analyzing the Fastest Path, Combined Sight Distance Diagram, Turning Templates and the Roundabout Speed Study Sheet that were submitted to OOTS/TDSD’s for review. Bicycle upgrades are consistent with MSHA’s current bicycle and pedestrian policies. Design included plat preparation, signing, lighting, pavement marking, traffic control, drainage, SWM, and E&SC. Environmental services included environmental overview, jurisdictional wetland/waterways identification, Natural Resources Inventory Report, Joint Permit Application, Roadside Tree Permit, natural/cultural/historic and RTE resources evaluation. KCI also provided utility coordination, research and test pitting. Landscape design included planting for ESD features and roadside planting. **Our proposed DM, Steve Drumm served in the same role for this project.** This project won an Award of Merit – Medium Project from the County Engineers Association of Maryland.



MD 144 (Washington St) at MD 910C (Western Maryland Pkwy) Intersection Improvements, Hagerstown, MD – KCI prepared preliminary and final construction plans, contract documents, cost estimate, to replace the existing four legged stop control intersection at MD 144 and MD 910C with a roundabout. KCI also completed the design of a temporary roundabout that was installed for a quick response to address the traffic and accident problems while the permanent roundabout was being designed for construction. Roundabout design included analyzing

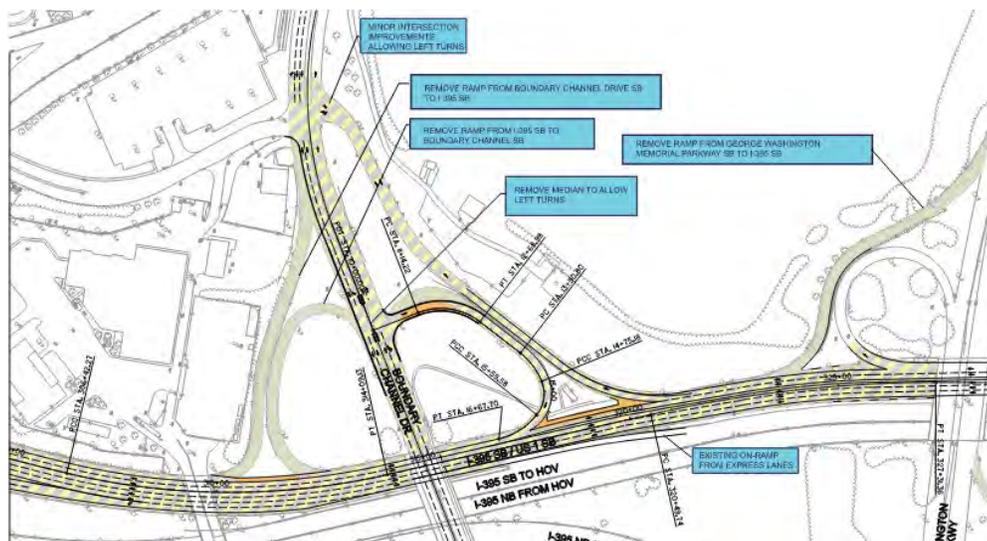
the Sight Distance Diagram, Turning Templates and a Roundabout Speed Study submitted to OOTS/TDSD’s review. Bicycle upgrades are consistent with MSHA’s current bicycle and pedestrian policies and ADA compliant ramps provided at the ramp crossings. Design included surveys, utility investigations test pits and coordination, plat preparation, signing, lighting, pavement marking, drainage, SWM, and E&SC and landscaping of the circle. Because of the crash history and sequencing complexity, KCI prepared traffic control



narrative detailing the anticipated sequence of construction for converting the MD 144/MD 910C intersection from a four-leg, two-way, stop-controlled intersection to a roundabout helping to reduce severe crashes. The center circle area was landscaped.

14th Street Planning Study, Arlington, VA & Washington, DC

– KCI prepared a Draft Environmental Impact Statement (DEIS) for mobility improvements along the 14th Street Bridge Corridor in Washington, DC and Arlington, VA which included the I-395 and Boundary Channel Drive Interchange. The 14th Street Bridge corridor (I-395) is one of the most heavily congested corridors in the Washington region, and the five-mile study area presented unique transportation challenges because of its location adjacent to the Pentagon and Washington, DC's monumental core.



This three-year study was conducted for the Federal Highway Administration, Eastern Federal Lands Highway Division in cooperation with the District Department of Transportation, Virginia Department of Transportation, Arlington County, the Department of Defense (Pentagon Reservation), and the National Park Service. Throughout the project, KCI facilitated a Steering Committee consisting of each of these partners. KCI's Highway design staff are very familiar with the I-395 Boundary Channel Interchange based upon their similar concept for safety improvements to the interchange. The primary objective of the DEIS was to evaluate all reasonable alternatives for reducing congestion, enhancing safety, and improving traffic operations along the corridor. KCI held numerous public and stakeholder meetings, agency briefings, and design workshops to address the safety and congestion issues in the corridor. KCI collected data relevant to understanding the problems, developing a full range of transportation alternatives, and analyzing traffic impacts using a VISSIM model demonstrating how the proposed ramp removals will improve safety and congestion. Alternatives included transportation systems management; transportation demand management; various modes of transit; build alternatives; facility expansion and renovation; evacuation routing; congestion mitigation including incident management, work zone operations, access management, and partnering; and bicycle and pedestrian modes. The following items constitute bicycle planning related tasks as part of this study:

- Identifying bicycle needs and concerns from extensive public outreach activities, stakeholder meetings and interagency coordination
- Developing alternatives for new bicycle crossings over the Potomac River to provide continuity, connectivity, and consistency with existing and future facilities shown in the Bicycle Master Plans for the District of Columbia and Arlington County, Virginia



3.5 PROJECT RISKS

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





3.5 PROJECT RISKS

Successfully mitigating risk is essential to minimizing project costs and maintaining the project schedule. Our risk mitigation strategies are based on personal and organizational experience working with key project stakeholders and managing complex design-build projects. Our team has evaluated this project in detail to identify the potential risk factors encountered on a design-build project of this nature. Our team has identified three major areas of risk that we consider to be critical to the project's success: utility impacts, stakeholder coordination, and storm drain design.

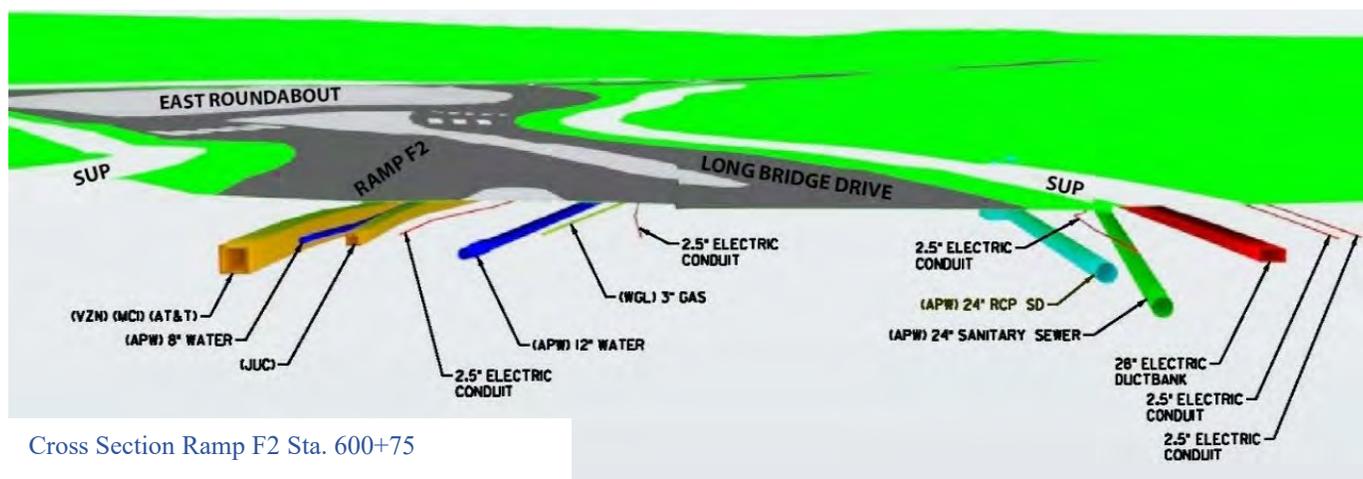
Risk 1: Utility Impacts

The risk for this project is the unanticipated delays and costs associated with impacts to one or more known or unknown utilities within the interchange. Our review has noted there are potential utility impacts where a relocation or impacts can result in a critical time frame and cost for the utility company to relocate, protect, or investigate impact alternatives for the project. Moreover, some of these utility providers have critical infrastructure located within the interchange and any impacts to their facilities can result in services shutdown that need to be coordinated with their customers and only performed during non-peak hours resulting in long lead time frames for their adjustment(s). Our review has identified the location of these critical utilities where coordinating during design will be required to avoid and minimize impacts with the roundabout design. The concept plans have identified the myriad of utilities that need to be addressed, including fiber optics lines, electric power feeds, VDOT lighting, ITS, and telecommunications conduits, water, gas, and sewer lines.

WHY THE RISK IS CRITICAL: The design and construction phases of the new I-395 and Boundary Channel Drive interchange / roundabout has the potential for extensive utility impacts without a comprehensive utility avoidance and coordination plan. Our goal is to avoid and minimize utility impacts with design changes to the roadway, drainage, and SWM plans, where possible. Additionally, once the impacts are determined, we will work with the utility companies to get them relocated prior to construction. Based on our team's experience, our initial review indicated the following potential impacts:

- The conceptual plans indicate the potential for significant utility impacts, including three lines of telecommunications and twin electrical ducts in the northwest quadrant impacting the Shared Use Path (SUP), telecommunication duct bank located in the southeast quadrant of the interchange and the four-lid Verizon manhole located at the proposed Ramp E to mention a few. Our experience with these multi-duct communication systems has demonstrated that their relocation is difficult, expensive and requires many months of construction to move, test, and reconnect the communication systems.
- Existing utilities in the southeast quadrant with the connection to Long Bridge Drive have a high probability of being impacted with new storm drainage, the ramp configurations, and connections for the Aquatic

Figure 1 – 3-D Visualization of Existing Utilities Impacted by Concept Plan (SE Quadrant)





Center and the roundabout alignments. Figure 1 illustrates the existing conditions in the area of Long Bridge Drive and the reconfiguration of Ramp F1 and F2. Additionally, we need to account for temporary impacts associated with lane widening for traffic shifts, ramp connections, and construction of the roundabout circle truck aprons, curbs, splitter islands, sidewalks.

- Other potential impacts include water, gas, sewer, and power feeds to the development adjacent to the interchange. We anticipate potential impacts to these systems and the associated coordination with the utility owners. Our team is prepared to address these conflicts with each affected utility company.

IMPACT ON THE PROJECT: Our utility coordination staff performed an initial review of the Project and researched the utility companies who have facilities in the area, including Arlington County Pentagon intake, Washington Gas, Dominion Power (DVP), VDOT, Verizon and unidentified Electric and telecommunication ducts. Our team has identified the possible impacts listed previously as those with high priority to avoid in order to keep the project schedule not dependent on long utility relocation efforts.

- We are specifically concerned with the avoidance to the existing Verizon system with the I-395 NB exit ramp on the east side Rt. Station 401+70 that has a potential for significant relocation costs and time frames. This is a multi-duct system with impacts to the manhole and vault lid with the ramp roadway curbing and shoulder. We anticipate there are roadway design alternative for the ramp to avoid the impacts and potential for Verizon relocation and adverse schedule impacts.
- We also noted potential impacts with the current design for the west side SUP impacting utilities with grading limits identified in the RFQ concept plan for the trail connection to NPS property. We noted there are the two electrical ducts and a telecommunication duct that are within the grading limits for the path. Relocation and adjustment may be needed in advance of the project. We also noted any utility work in this area will have special requirements for permits and impacts to the trees and vegetation.
- Preliminary design of the roundabout includes 2+/- feet increased elevation over the existing roadway, avoiding most of the utility impacts with the roadway, curbing, sidewalks, and SUP construction. While the increased profile grades assist in avoiding direct impacts, drainage impacts and the placement of new pipes and inlets still have the potential for impacting some of the underground utilities.

MITIGATION STRATEGIES: Our team brings this project extensive turn-key utility services including subsurface engineering, utility relocation coordination, and 3D conflict analysis for design and construction. KCI has proven working relationships with utility owners and the DOD agencies identified. Mitigation strategies include:

- Incorporating 3D design software (Bentley OpenRoads) for utility, roadway, and drainage design to run the Clash Detection feature to identify conflicts earlier and adjust the design accordingly to avoid and mitigate them before the utility Field Inspection Meeting.
- Gamal Hanson of HWR will be coordinating the drainage design with the utility design for avoidance and minimization alternatives based upon the Clash Detection analysis. His experience in drainage design will be used to provide innovative solutions for minimizing these potential impacts.
- Assigning Nadia Pimentel, PE as the Utility Coordination Manager (UCM) mitigates utility challenges. Her 20 years of experience (including 9 years of highway design) and DOD relationships brings expertise to this critical project effort.
- Nadia will communicate with VDOT and the utility owners' prior rights applicable for the given relocations and will assist VDOT in reviewing the final relocations plans, estimates (UT-11) and other documents, including relocation schedule submitted by utility owner.
- Early communication with Mr. Andrew Franzysen VDOT Statewide Design Build Utility Relocation Program Manager, to discuss the specific utility conflict methodology to follow once plans have been developed. Nadia will lead the Utility Field Inspection Meeting with the utility owners and will be the liaison between the impacted utility owners, VDOT and the design build team to comply with the required process, forms and documentation as stated in VDOT's Utility Manual.
- KCI will provide utility impact verification using in-house crews and equipment for test pitting with KCI's



fleet of Vac trucks This information will be used for coordination between our designers and the utility companies to prepare avoidance alternatives and or mitigate impacts to minimize expensive relocations and reduces the potential for construction delays and cost overruns.

- KCI has extensive knowledge of utility relocation as qualified vendors for gas, electric and communication companies including Verizon and AT&T. Our team includes John Thomas with over 45 years of communications design and coordination experience and Rob Macoy with more than 25 years of electric distribution design and coordination.
- Meet with all affected utility companies to gain a complete understanding of their systems and discuss possible mitigation strategies. Discussions would include separations, type of pipe materials, allowable settlement of pipelines, proximity of roadway improvements to the ductbanks, opportunities for split casings to be installed around a pipe to avoid a full relocation; vibration standards, maintenance requirements and access, schedule constraints, and any other restrictions. This coordination will be done with the utility manager, contractor, design engineer and utility company as a team.
- Prepare UT-9s for each utility owner in the project area and perform additional test pits to confirm the elevations of the existing ducts/utilities and identify the unknown utilities. Communicate and determine the utility constraints, locations and ownership, with the AWC-KCI team early in the design process for avoidance and minimizations alternatives.

ROLE OF VDOT OR OTHER AGENCIES: No additional roles or responsibilities will be required other than what is required in the contract.

Risk 2: Stakeholder Coordination

This project will provide operational, safety and multimodal access improvements for I-395 interchange with Boundary Channel Drive. Safety is improved by eliminating the weave between SB exit and entrance ramps for Boundary Channel and the weave between the SB entrance ramp from Boundary Channel Drive and the SB exit ramp for Jefferson Davis Highway on the southern side of the interchange. Access improvements for pedestrian and bicycles are provided along Boundary Channel Drive with new sidewalks, crosswalks, and a shared use path (SUP) connection to the Mount Vernon Trail. The SUP will provide a critical missing trail connection from Arlington County to the local trail network along the Boundary Channel and George Washington trail networks as well as a future crossing over the Potomac River with the Long Bridge replacement project providing improvements to the local modes of transportation by providing access between the Virginia Crystal City and Amazon HQ2 Development, and District communities, Pentagon, Arlington Cemetery, Washington Area Bicyclist Association (WABA) and commuters. Adjacent projects include Pentagon Thermal Energy Tank, Pentagon Transit Center Bridge Repair and Arlington County Aquatic Center. Coordinating the design and construction between the DB team, VDOT, and Federal / Local Stakeholders are important Risks as outlined and discussed below:

WHY THE RISK IS CRITICAL: Failure to coordinate with the Federal / Local Stakeholders have risks with project permit approvals, design and construction schedules, and field changes that can adversely impact the project. We understand these Stakeholders have an awareness of the project and have provided their comments during the planning and preliminary design phases to express their concerns and issues with the design to date. Our team understands maintaining clear and consistent communications during the design phase is important to avoid adverse consequences with permit approvals, access to NPS or Pentagon properties and the NPS connections to the existing Mt Vernon trail. Specific stakeholders include but are not limited to:

- Pentagon impacts include coordination for proposed improvements to the Boundary Channel Drive with impacts for access to the Commuter parking lot and construction of the trail along the lagoon intake structure. Key impacts include grading along the roadway ramp for the SUP for drainage, slopes and landscaping adjacent to the intake's structure security fencing and coordinating traffic needs to be for access to the Commuter parking lot and pedestrian access to and from the Pentagon. Utility coordination with the Pentagon's facilities for water, telecommunication and power are also required as discussed in Risk 1.



- SUP coordination with NPS will be required for the Mount Vernon trail connection and the associated impacts. Our experience with this agency has provided an understanding of their unique concerns with the protection of the existing vegetation with the trail grading and construction. Examples include:
 - Evaluating the removal of any trees and shrubs that are important to the character of the park.
 - Minimizing any impacts to the shoreline and providing effective erosion and sediment controls
 - Coordinating the trail design for grade changes, minimizing any clearing on NPS property
 - Providing early field meetings with NPS to review and discuss the proposed alignment limits of disturbance utility impacts and the mitigation required to replace the landscaping impacts.

IMPACT ON THE PROJECT: Effective communications with the Federal / Local Agencies are important to the project successfully achieving approvals with NPS, the Pentagon, permitting agencies with Arlington County, Federal resource agencies, and VDOT for Traffic control phasing on I-395 and Boundary Channel Drive. The team will coordinate closely with VDOT's NOVA Public Outreach coordinator to assure that the team's project messaging is consistent with the Department's current Public Involvement Plan (PIP) and to make sure all stakeholder concerns and mitigation commitments are understood and carried through design and construction. Additional impacts to a project of this nature include public and worker safety. Additionally, project schedules and cost impacts can result from inadequate coordination. Unsuitable stakeholder coordination can also lead to additional burden and efforts being placed on VDOT and other agencies.

MITIGATION STRATEGIES: The AWC-KCI team has proven experience managing and mitigating Stakeholder Coordination. Our mitigation strategy will start with a detailed Safety Plan jointly implemented into our Community Relations Plan. This effort will be led by AWC's Design-Build Project Manager, Larry Wadman; Safety Manager, Richie Haehn; and Public Information Coordinator, Andrew Smith. Additional aspects of our mitigation approach include:

- The AWC-KCI team will meet with impacted stakeholders from the planning stages, including R/W and utility coordination to put together the safety and community relations plans which will detail our stakeholder coordination plan. As the design and ultimately construction evolves, the team will continue to communicate milestones, configuration changes, etc. to all impacted parties. AWC will also invite first responders to the project site to provide feedback and/or address any concerns with access. Daily lane closures will be communicated through regularly scheduled community meetings and social media.
- We will provide our concept plans early to the stakeholders NPS, Pentagon and County for their review and comments with the proposed design for avoidance and traffic control requirements, construction phase staff contacts and permitting process.
 - NPS for impacted trees and shrubs, proposed grading limits, erosion controls, and approvals for avoidance and minimization studies. Based upon our coordination, our final plans will be used for the field meeting to discuss NPS approval with for the final plans, impacts and landscape restoration. As these agencies often have changing points of view at the final design stage, we will communicate our concept and final plans to meet their requested needs.
 - Pentagon for the design details with traffic control plans for how our team will address traffic during construction to not adversely impact their daily operations. We will initiate our coordination during the development of the Transportation Management Plan for the development of our concept TCP (Traffic Control Plans). Key issues are addressing traffic on the outer SB ramp for a connection to Boundary Channel Drive for the left and right movements and connection the Pentagon Connector parking lot.
- I-395 traffic will be coordinated with the regional traffic centers for other ongoing project to avoid conflicting lane closures and will be performed during the off-peak hours as specified in the RFP. Our team is familiar with the regional traffic behaviors and the need to design the traffic control for generous signing, lane shift controls, barrels for improving driver expectances and compliance with the traffic control plans as we work on I-395 and Boundary Channel Drive.

ROLE OF VDOT OR OTHER AGENCIES: No additional roles or responsibilities will be required other than what is required in the contract.



Risk 3: Storm Drain Design

Drainage for the proposed roundabout requires reconfiguration and integration of the existing system to capture the stormwater for the roundabout and roadway ramp connections. The existing system is old with deteriorated pipes, inlets, and uncertain capacity for the proposed system outfalls into the Potomac River. Designing a new storm drain system for the proposed roundabouts will need to address repairs and upgrades to the system capacity, minimize future maintenance, and adequate and stable conveyance to the Potomac River. Additionally, SWM for water quality control will be required and most likely provided within the interchange loop ramps see **Figure 2**. These areas have recently been used for construction staging with the placement of stone pavement and unknown fill material placed in the loop ramps. Although low, there is a risk of contaminated soils (fuel spills) and their removal during the ramp restoration will not be known until the start of the SWM investigation and assessment. Our team understands the risks associated with the storm drain construction for system integrity, utility impacts, outfall conveyance and BMP facility design.

WHY THE RISK IS CRITICAL: The proposed drainage and SWM systems will require data from multiple sources/stakeholders and offsite drainage systems. This poses a potential impact to the duration of data collection period. Our priority will be to perform a detailed review for modifications of the existing drainage system for its capacity to meet the drainage needs for the interchange and roundabouts. The RFQ plans noted some of the drainage pipes will require additional inspections concerning either their replacement or repair. The roundabout design will require a full drainage assessment for additional inlets to capture the interchange ramps, roundabout pavement and storm drain system to convey drainage to a stabilized outfall. With the removal of the I-395 southern side entrance and exit ramps, the proposed flows on the west side are minimized and help reduce the proposed drainage flows and outfall connections. However, on the east side, all ramp connections are maintained along with a ramp connection from the aquatic center increasing storm drainage flows for connections to the Long Bridge Drive drainage system. A detailed study will be required to verify the capacity the existing system and a stable conveyance to the Potomac River. Lastly our design and construction phasing need to be designed to provide effective erosion and sediment controls for the roadway and trail to minimize any sediment laden runoff from entering the storm drain systems.

IMPACT ON THE PROJECT: The design of the roadway ramps and roundabout requires modification of the existing drainage system with new inlets, drainage patterns, and pipes. The construction of the new inlets and pipes could impact existing utilities, outfalls systems and associated modifications to accommodate the proposed BMP facilities with overflow and underdrains for water quality enhancements.

Water Quality Requirement: Our team understands BMPs will be provided in the loop ramps requiring underdrain and overflow connections to the proposed storm drain system. **Figure 2** shows possible locations for these facilities that will need to be coordinated with the overall grading and landscaping for the treatment of the proposed loop ramps and roundabouts. Potential challenges with these locations exist because of the possibility of contaminated or unsuitable soils due to current and previous construction activities. We also understand alternative locations for the placement of BMPs on Federal lands such as the Pentagon and NPS are not practical and may require the use of a water quality bank in the watershed.

Underground Utilities: Our team has studied the utility map and had evaluated alternatives for avoidance and minimization for the proposed roundabout design. We

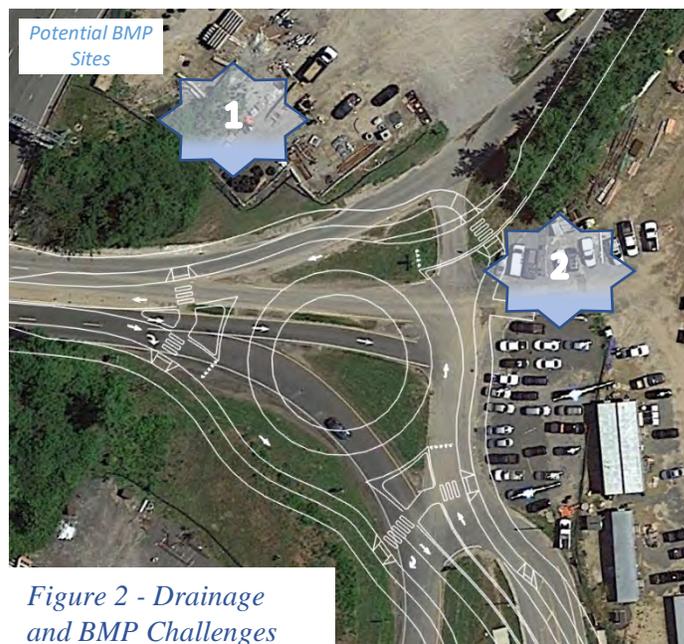


Figure 2 - Drainage and BMP Challenges



have also evaluated the trail design for drainage risks with the alignments, grades, and earthwork. As noted, coordination with Verizon, ATT and DVP, NPS, Pentagon, and Arlington County for the utility impacts will be essential design and avoidance elements.

Existing Drainage Systems: Lack of complete information on the existing system complicates our ability to provide an early assessment of the existing drainage and how we approach the final design for key coordination issues with stakeholders and potential impacts to utilities.

MITIGATION STRATEGIES: Our team is experienced with drainage, SWM, and coordinating storm drain system designs to minimize utility conflicts and their relocations for a cost and schedule effective system. AWC will provide input on design alternatives that can avoid an expensive utility relocation by adding or reconfiguring a few feet of storm pipe and balance the stakeholder's needs for a minimally intrusive and inconvenient interchange improvement. Our plan also includes supplementing the existing utility test pits, discussing alternative drainage solutions with stakeholders, and working with VDOT to provide cost effective solutions.

Storm Drainage:

- Conduct supplemental surveys to obtain missing critical data of the existing drainage system and its outfalls.
- Selective connections to the existing drainage system to avoid connecting to inadequate existing drainage pipes, and/or replacement of existing pipes.
- Research VDOT R/W and easements for existing drainage systems and its outfalls for impacts or crossing Federal lands. Available easements will mitigate the risk associated with potential upgrade of outfall pipes beyond the project limits.
- Design an efficient closed drainage system for the proposed project that maximizes the design parameters using InletSoft, PipeSoft, and SWM Soft computer programs.
- Optimize application of impervious area removal/reduction to reduce runoff to the proposed drainage system, which will reduce runoff to existing outfalls.

SWM Mitigation:

- Research, utilize, and enhance the Water Quality currently being provided for the existing roadway
- The proposed project will reduce the existing impervious area (within the project's limits) by about 20%. Accordingly, the team will ensure application of the Runoff Reduction to existing outfalls that would intrinsically satisfy the Energy Balance requirements at the outfalls.

Water Quantity Control Mitigation:

- Runoff Reduction and Energy Balance compliance for the project to satisfy the VSMP IIC requirements.
- Reduction of existing discharges with the demolition of existing impervious areas. Optimize the integration of the proposed and existing drainage systems to minimize the number of outfalls and investigate all types of water quality systems to meet the VDEQ requirements on site and if possible, work with Arlington County for mutually beneficial solutions.
- Rigorous phased E&SC design and implementation for each construction phase. Examples include using super silt fence along the project's perimeter to segregate it from offsite areas, oil boom floaters in the lagoon and east pond, and turbidity curtain to prevent sediment from exiting the construction site and reaching the waterway.

ROLE OF VDOT OR OTHER AGENCIES: No additional roles or responsibilities will be required other than what is required in the contract.



SOQ CHECKLIST

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE



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

ATTACHMENT 3.1.2

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 Attachment 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix Attachment 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix Attachment 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	4

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
Experience of Offeror's Team				7
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1
Project Risk				10
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10



FORM C-78-RFQ

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE



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

12/04/2020

DATE

EJ O'Neill

PRINTED NAME

Vice President

TITLE



AFFILIATED AND SUBSIDIARY COMPANIES

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





DEBARMENT FORMS

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE



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	EJ O'Neill	12/04/2020 _____ Date	Vice President _____ Title
---	------------	-----------------------------	----------------------------------

Archer Western Construction, LLC

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.

	11/23/2020	Senior Vice President
Signature	Date	Title

KCI Technologies, 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

11/11/2020

Date

Vice President

Title

DMY Engineering Consultants

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

11/18/2020
Date

President
Title

Hassan Water Resources, PLC

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.

Tariq Hamid		11/23/2020	President
Signature		Date	Title

Dulles Geotechnical and Material Testing 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

November 19, 2020

Date

Vice President

Title

H & B Surveying and Mapping, LLC

Name of Firm



VDOT PREQUALIFICATION

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





Vendor ID: A210

Vendor Name: ARCHER WESTERN CONSTRUCTION, LLC

Prequal Level: Prequalified

Prequal Exp: 01/31/2021

-- PREQ Address --

13454 SUNRISE VALLEY DRIVE SUITE 440

HERNDON, VA 20171

Phone: (301)347-4680

Fax: (301)347-4681

Work Classes (Listed But Not Limited To)

002 - GRADING

003 - MAJOR STRUCTURES

006 - PORTLAND CEMENT CONCRETE PAVING

007 - MINOR STRUCTURES

Bus. Contact: TALLEY, SAM

Email: AWCESTIMATING@WALSHGROUP.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A



SURETY LETTER

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE





Travelers Bond
215 Shuman Blvd.
Naperville, IL 60563
Telephone: (630) 961-7052
Fax: (630) 961-7020

November 11, 2020

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

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

Dear Ms. Mudgade:

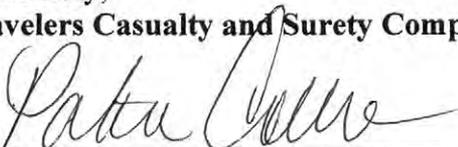
We have been advised that **Archer Western Construction, LLC** is submitting a Statement of Qualifications in response to the Request for Qualifications for the above mentioned project. **Travelers Casualty and Surety Company of America** is pleased to recommend **Archer Western Construction, LLC** as a professional, well-financed construction company.

Travelers Casualty and Surety Company of America is currently providing **Archer Western Construction, LLC** with bonding support of \$400 million dollars on single contracts and \$8 billion dollars for an aggregate work program. As surety for **Archer Western Construction, LLC**, **Travelers Casualty and Surety Company of America**, with a A.M. Best Financial Strength Rating of A++ and Financial Size Category XV, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction of \$15,000,000, 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. All issuance of bonds is subject to the review and approval of all contract terms, conditions and bond forms.

Should you have any questions, or need additional information, please feel free to contact me.

Yours truly,

Travelers Casualty and Surety Company of America

By: 

Patricia Collins, Attorney-in-Fact



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Patricia Collins** of **SARASOTA Florida**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 17th day of **January, 2019**.



State of Connecticut

City of Hartford ss.

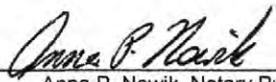
By: 
Robert L. Raney, Senior Vice President

On this the **17th** day of **January, 2019**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2021**




Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

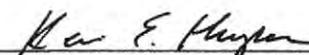
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine 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 remains in full force and effect.

Dated this **11** day of **November**, **2020**




Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which this Power of Attorney is attached.**



SCC & DPOR INFO TABLES + SUPPORTING DOCUMENTATION

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE



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
Archer Western Construction, LLC	T0437006	Foreign Limited Liability Company	Active	929 W. Adams St. Chicago, IL 60607	Class A Contractor	2705141795	07-31-2021
KCI Technologies, Inc.	F0598690	Foreign Corporation	Active	936 Ridgebrook Road Sparks, MD 21152	Business Entity	0407003113	12-31-2021
DMY Engineering Consultants, Inc.	07688955	Stock Corporation	Active	4170 Lafayette Center Dr Ste 500 Chantilly, VA, 20151-1254	Engineer	0407005631	12-31-2021
Hassan Water Resources, PLC	S2293282	Professional Limited Liability	Active	2255 Parkers Hill Drive, Maidens, VA 23102	Professional Engineering	0413000299	12-31-2021
Diversified Property Services, Inc.	F1304106	Stock Corporation	Active	20 E Timonium Road, Suite 111 Timonium, MD 21093	Appraisal Business Registration	4008001190	11-30-2022
Dulles Geotechnical and Material Testing Services, Inc	07582323	Stock Corporation	Active	14119 Sullyfield Circle, Suite H, Chantilly, VA 20151-0000	Engineering	0407006236	12-31-2021
H&B Surveying and Mapping, LLC	S2905604	Limited Liability Company	Active	614 Moorefield Park Drive Richmond, VA 23236	Business Entity	0407005432	12-31-2021
				2105 Electric Road Suite 103 Roanoke, VA 24018	Business Entity Branch Office	0411001268	02-28-2022

Entity Information

Entity Information

Entity Name: Archer Western Construction, LLC
Entity ID: T0437006
Entity Type: Limited Liability Company
Entity Status: **Active**
Formation Date: N/A
Reason for Status: Active
VA Qualification Date: 06/30/2010
Status Date: 06/30/2010
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: IL
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: N/A

Registered Agent Information

RA Type: Entity
Locality: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
Name: CORPORATION SERVICE COMPANY
Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 929 W ADAMS ST, CHICAGO, IL, 60607 - 0000, USA

Principal Information

Management Structure: N/A

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Entity Information

Entity Information	
Entity Name: KCI Technologies, Inc.	Entity ID: F0598690
Entity Type: Stock Corporation	Entity Status: Active
Formation Date: 12/19/1988	Reason for Status: Active and In Good Standing
VA Qualification Date: 12/19/1988	Status Date: 01/02/2020
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: DE	
Annual Report Due Date: 12/31/2020	
Registration Fee Due Date: 12/31/2020	Charter Fee: \$0.00

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

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

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

Current Shares	
Total Shares: 1000	

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Entity Information

Entity Information

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

Registered Agent Information

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

Principal Office Address

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

Principal Information

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

Current Shares

Total Shares: 10000

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Entity Information

Entity Information

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

Registered Agent Information

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

Principal Office Address

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

Principal Information

Management Structure: N/A

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Entity Information

Entity Information

Entity Name: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.	Entity ID: F1304106
Entity Type: Stock Corporation	Entity Status: Active
Formation Date: N/A	Reason for Status: Active and In Good Standing
VA Qualification Date: 08/05/1997	Status Date: 11/11/2019
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: MD	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: \$50.00

Registered Agent Information

RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Officer of the Corporation	
Name: BRENDAN R HANTZES	Registered Office Address: 3771 VERMACCHIA DR, CHANTILLY, VA, 20151 - 0000, USA

Principal Office Address

Address: 20 E TIMONIUM RD SUITE 111,
TIMONIUM, MD, 21093 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	PATRICIA E DABLOCK	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Vice President	Yes	BRENDAN R. HANTZES	3771 VERNACCHIA DR., CHANTILLY, VA, 20151 - 0000, USA	08/14/2017
President, Treasurer	Yes	JEANETTE DABLOCK	20 E TIMONIUM RD., STE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Secretary	No	JUNE REITER	20 E. TIMONIUM ROAD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	08/14/2017

Current Shares

Total Shares: 5000

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Entity Information

Entity Information

Entity Name: Dulles Geotechnical and Material Testing Services, Inc. Entity ID: 07582323
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: 11/26/2012 Reason for Status: Active and In Good Standing
VA Qualification Date: 11/26/2012 Status Date: 12/19/2018
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: LOUDOUN COUNTY
RA Qualification: Director of the Corporation
Name: TARIQ BIN HAMID Registered Office Address: 42727 STRALOCH TERRACE,
ASHBURN, VA, 20147 - 0000, USA

Principal Office Address

Address: 14155 SULLYFIELD CIRCLE, SUITE H,
CHANTILLY, VA, 20151 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	No	TARIQ HAMID	42727 STRALOCH TERRACE, ASHBURN, VA, 20147 - 0000, USA	10/31/2019
	Yes	TARIQ BIN HAMID	42727 STRALOCH TERRACE, ASHBURN, VA, 20147 - 0000, USA	10/31/2019

Current Shares

Total Shares: 1000

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Entity Information

Entity Information

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

Registered Agent Information

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

Principal Office Address

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

Principal Information

Management Structure: N/A

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DPOR License Lookup License Number 2705141795

License Details

Name	ARCHER WESTERN CONSTRUCTION LLC
License Number	2705141795
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	929 W ADAMS ST, CHICAGO, IL 60607
Specialties²	Commercial Building (CBC) Highway / Heavy (H/H) Residential Building (RBC)
Initial Certification Date	2011-07-12
Expiration Date	2021-07-31

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

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DPOR License Lookup License Number 0407003113

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0407005631

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0413000299

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 4008001190

License Details

Name	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number	4008001190
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
Initial Certification Date	2000-11-29
Expiration Date	2022-11-30

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DPOR License Lookup License Number 0407006236

License Details

Name	DULLES GEOTECHNICAL AND MATERIAL TESTING SERVICES, INC
License Number	0407006236
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14119 SULLYFIELD CIR STE H, CHANTILLY, VA 20151
Initial Certification Date	2013-02-15
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041751	HAMID, TARIQ BIN	Professional Engineer License	Engineering	2022-01-31

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DPOR License Lookup License Number 0407005432

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0411001268

License Details

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

Related Licenses ¹

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

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0402018578

License Details

Name	WADMAN, LAURENCE J.
License Number	0402018578
License Description	Professional Engineer License
Rank	Professional Engineer
Address	PURCELLVILLE, VA 20132
Initial Certification Date	1988-07-11
Expiration Date	2022-07-31

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

DPOR License Lookup License Number 0402045984

License Details

Name	HAMID, WAMIQ BIN
License Number	0402045984
License Description	Professional Engineer License
Rank	Professional Engineer
Address	STERLING, VA 20165
Initial Certification Date	2010-07-16
Expiration Date	2022-07-31

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

DPOR License Lookup License Number 0402044936

License Details

Name	DRUMM, STEPHEN FRANCIS
License Number	0402044936
License Description	Professional Engineer License
Rank	Professional Engineer
Address	PARKTON, MD 21120
Initial Certification Date	2008-06-13
Expiration Date	2022-06-30

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407003113	KCI TECHNOLOGIES INC	Business Entity Registration	Engineering	2021-12-31

Showing 1 to 1 of 1 entries

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KEY PERSONNEL RESUME FORMS

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Laurence Wadman, PE – Senior Project Manager
b. Project Assignment: Design-Build Project Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Archer Western Construction, LLC
d. Employment History: With this Firm <u>5</u> Years With Other Firms <u>39</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): Archer Western Construction, LLC, 2015 to Present, Senior Project Manager: As Senior Project Manager, Mr. Wadman has corporate oversight responsibilities to deliver multiple projects (or a single larger project) to the expectations of his clients and the AWC ownership. He has direct responsibility for overall project delivery including coordination and management of: design-build policies/procedures; safety processes; risk mitigation; quality management; stakeholder coordination; subcontractor solicitation, negotiation, award and contract administration; dispute avoidance and resolution; cost control for self-performed work and subcontractors; creation and maintenance of Primavera CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chairing weekly progress and coordination meetings; training staff; and execution of monthly pay applications. The Industrial Company (a wholly owned subsidiary of Kiewit effective 2009), 1996-2015, Senior Construction Manager: Responsibilities include: the development of business opportunities through existing and new client contact; the management of the estimating department in the preparation of cost proposals; contract negotiation and administration with owners, management of design professionals (design-build projects) and subcontractors; and project start-up and staffing along with establishment of management systems. He is ultimately responsible for the successful delivery of a project to the owner.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Delaware, Newark, DE / Bachelor of Science / 1977 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1988 / Professional Engineer / 0402018578
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.) South Capitol Street Corridor PH 1 (DB), (\$456M), Washington, DC Role: DBPM/Project Executive Firm: Archer Western Construction Dates: 2017-2019 <ul style="list-style-type: none">• Led a staff of over 20 supervisors and 230 self-performing craft workers• Responsible for Risk Management and Mitigation strategies• Managed public outreach and stakeholder coordination• Supervised the design, permitting, and construction on the design-build project• Coordinated with multiple stakeholders utilizing oral, written, and social media outlets to assure public and all stakeholders were informed• Provided constructability reviews on design to minimize conflicts that could affect schedule• Managed the project control and document control systems• Managed labor and procured subcontractors and materials in time to meet a demanding schedule

- Managed the application of the project specific safety, environmental, and quality control plans

This project includes the construction of the six-lane new Frederick Douglass Memorial Bridge (FDMB) with parallel alignment across the Anacostia River. A new traffic oval will be built on the west landing of the bridge to connect to South Capital and reconnect R Street and Q Street. On the east landing, a new traffic oval will connect South Capitol to Anacostia Drive and Howard Road. Construction also includes upgrades to the I-295 ramp as well as bikeway and pedestrian access to the FDMB.

Similarities to Boundary Channel Drive Project : *Design Build, interchange construction, traffic ovals in urban environment, retaining walls, multi-phase TMP/MOT, multiple utility relocations, multi-use path, stormwater management considerations, environmental considerations, innovative design and construction techniques, significant stakeholder coordination*

I-395 HOV Ramp at Seminary Rd. & NB Aux Lane (DB), (\$57M), Alexandria, VA

Role: DBPM

Firm: Archer Western Construction

Dates: 2015-2016

- Responsible for Risk Management and Mitigation strategies
- Managed public outreach and stakeholder coordination
- Supervised the design, permitting, and construction on the design-build project
- Coordinated with multiple stakeholders utilizing oral, written, and social media outlets to assure public and all stakeholders were informed
- Provided constructability reviews on design to minimize conflicts that could affect schedule
- Managed the project control and document control systems
- Managed labor and procured subcontractors and materials in time to meet a demanding schedule
- Managed the application of the project specific safety, environmental, and quality control plans

This design-build project includes constructing a new I-395 HOV Ramp to the existing Seminary Rd Bridge, replacing the superstructure of the Seminary Rd Bridge, constructing a new pedestrian bridge, widening and rehabilitating the Sanger Ave Bridge, widening the I-395NB General Purpose Lanes, widening the Seminary Rd Off-Ramp, and widening the Duke St On-Ramp.

Similarities to Boundary Channel Drive Project : *Design Build, interchange construction, retaining walls, multi-phase TMP/MOT, multiple utility relocations, multi-use path, stormwater management considerations, environmental considerations, innovative design and construction techniques, significant stakeholder coordination*

Huntington Levee and Pump Station (\$28M), Alexandria, VA

Role: Senior Project Manager

Firm: Archer Western Construction

Dates: 2016-2019

- Led a staff of 5 supervisors and 45 self-performing craft workers
- Managed labor and procured subcontractors and materials in time to meet a demanding schedule
- Managed public outreach and stakeholder coordination
- Managed the application of the project specific safety, environmental, and quality control plans
- Administered schedule to ensure milestones were met
- Managed the project control and document control systems
- Tracked quantities, cost accounting, coordinate weekly client meetings, assure work planning was completed

This project includes the construction of a levee and pump station to protect the Huntington residential neighborhood from flooding. The levee is a combination of an earthen embankment and four foot high I-wall. The purpose of a constructed levee is to minimize flooding. The project details include: Pump Station work consisting of: 4-48" axial flow pumps, 3-18" end suction pumps, 2 mechanical bar screens, 2 aluminum stop logs, 4,200 cy of concrete placement, 297 tons of reinforcing steel, structural steel, exterior architectural finishes and electrical/instrumentation for pumps. Civil Site work consisting of: 2,800 LF sheet pile I wall, 3,100 LF of storm sewer, 48" and 18" sanitary sewer relocations, 760 LF of box culvert, 53,000 cy of levee embankment, landscaping, concrete flatwork and asphalt paving.

Similarities to Boundary Channel Drive Project : *Retaining walls, multi-phase construction, utility relocations, stormwater management considerations, environmental considerations, significant stakeholder coordination with local residents*

* 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

This project includes the construction of the six-lane new Frederick Douglass Memorial Bridge (FDMB) with parallel alignment across the Anacostia River. A new traffic oval will be built on the west landing of the bridge to connect to South Capitol and reconnect R Street and Q Street. On the east landing, a new traffic oval will connect South Capitol to Anacostia Drive and Howard Road. Construction also includes upgrades to the I-295 ramp as well as bikeway and pedestrian access to the FDMB.

Similarities to Boundary Channel Drive Project: *QAM for same Contractor (AWC), working with same DBPM, Design Build, interchange construction, traffic ovals in urban environment, retaining walls, multi-phase TMP/MOT, multiple utility relocations, multi-use path, stormwater management considerations, environmental considerations, innovative design and construction techniques, significant stakeholder coordination*

VDOT Prince William Parkway Imprvmts (DB), (\$15M), Prince William County, VA

Role: QAM

Firm: DMY Engineering Consultants Inc

Dates: 2014-2015

- Provided Quality Assurance services (developed the project's QA/QC plan)
- Provided Quality Assurance inspection and testing, and project records management services during the construction phase.
- Prepared, maintained, and submitted project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages; prepared and submitted final records
- Managed the QA inspection team
- Coordinated QA with the design builder's QC inspection staff

This design-build project involved widening of approximately two miles of Prince William Parkway from a four-lane divided to a six-lane divided highway. Associated improvements included adding/extending turn lanes at a number of intersections, retaining walls, stormwater management facilities, as well as culvert extensions

Similarities to Boundary Channel Drive Project : *Design Build, roadway construction, retaining walls, multi-phase TMP/MOT, multiple utility relocations, multi-use path, stormwater management considerations, environmental considerations, innovative design and construction techniques, significant stakeholder coordination*

GMU Overpass Bridge for Rte 123 and Campus Dr (DB), (\$15M), Fairfax, VA

Role: QC Manager

Firm: DMY Engineering Consultants Inc

Dates: 2013-2016

- Provided Quality Assurance services (developed the project's QA/QC plan)
- Provided Quality Assurance inspection and testing, and project records management services during the construction phase.
- Prepared, maintained, and submitted project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages; prepared and submitted final records
- Managed the QA inspection team
- Coordinated QA with the design builder's QC inspection staff

This design-build project involved a new overpass bridge and a new signalized intersection with Braddock Road. Project features included a four-lane traffic detour of Ox Road, twin single span concrete beam bridges with architectural features and a shared use path, MSE retaining walls, utility relocation, and full signalized intersection construction.

Similarities to Boundary Channel Drive Project: *Design Build, interchange construction, retaining walls, multi-phase TMP/MOT, multiple utility relocations, multi-use path, stormwater management considerations, environmental considerations, significant stakeholder coordination*

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

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

Current Assignments:

- South Capitol Street Corridor PH 1 (DB), Washington, DC , Quality Assurance Mgr, through December 2021

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Stephen Drumm, PE – Vice President, Transportation Regional Practice Leader
b. Project Assignment:	Design Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ:	KCI Technologies, Inc.
d. Employment History: With this Firm 26 Years With Other Firms 16 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):	KCI Technologies, Inc., 1994-Present, Vice President, Transportation Regional Practice Leader: Steve has extensive experience in all aspects of highway design, including design-build projects for MD 355, MD 124; ICC B, US 50 HOV, MD 695; I-70 rest areas; and the I-90 Cleveland Innerbelt CCG2 and Dogue Creek Bridge replacement at Fort Belvoir, Va. and I-66 P3 5 retaining walls working drawings for FAM. His responsibilities included managing a multi-discipline team from KCI and various firms (including DBE), coordinating with the Contractor, Owner, and Stakeholders in the design, permitting, and construction phases of the project. He manages the design through regular team meetings, effective communications, and providing Quality Control reviews of all work. He then prepares the monthly invoice, progress reports, staff assignments, budget and schedule monitoring, and general technical oversight. This management role is continued through construction by attending partnering meeting and resolving field issues.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Lowell, Lowell, MA/BS/1978/Civil Engineering Wentworth Institute, Boston, MA/AA/1975/Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2008 / Professional Engineer / 044936
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.)	MD 355 (DB), (\$25M), Montgomery County, MD Firm: KCI Technologies Role: Design Manager Dates: 2008-2010 <ul style="list-style-type: none">• Managed the overall design of the project, coordinating with the design team in the project approach for Roadway, Drainage, Structure, and Traffic design, resolving Utilities conflicts, preparation of schedules, and approvals with MSHA, County and Local stakeholders.• Managed the KCI's ISO 2008 QA/QC process for Design, Submissions, shop drawings, and field design changes,• Managed the Traffic TMP, Signal design, Traffic control phases, Signing Lighting and Markings for the interchange. Responsible for development of design schedule, early-stage construction phasing and overall design.• Managed the developing innovation solutions to providing a drainage outfall for the underpass, designing alternative TCP phasing and coordinating timely design, approval, and relocation of a gas line with utility staff.• Met with the contractor bi-weekly during design to review progress, address review comments, and incorporate anticipated construction phasing. Prepared design changes, and followed the QC process for design revisions.• Managed the highway design for grade separated interchange, Park and Ride lot, sidewalks and shared use path bridge and retaining walls and traffic engineering for TMP, traffic control for signals and construction phasing, signing, lighting, and pavement markings. This project relocated existing Randolph Road slightly south to align with Montrose Parkway and provided a grade-separated interchange at MD 355 and Montrose Parkway and included a multi-phased MOT detour road for MD 355, a 150- foot-long single-span bridge, temporary and final signal design for local roads, intersections and interchange, and

drainage design for new outfall and three SWM facilities with multi-phased E&SC. Multiphase traffic control plans, early utility coordination and relocations, early drainage coordination and outfall design/construction. Design for shared use path, sidewalks, ADA ramps, and APS signals. Stakeholder coordination with County, adjacent business, and utility companies. Early-stage relocation design included WSSC water line and a Washington Gas line.

Similarities to Boundary Channel: *Design-build, interchange, capacity and safety improvement, multiple roadway classifications, stakeholder coordination, phase drainage design, temporary traffic control, landscaping, SWM, E&SC, utility coordination, shared use path bike/pedestrian facility, public relations*

MD 650, Intercounty Connector B (DB) (\$560M), Montgomery County, MD

Role: Design Manager

Firm: KCI Technologies

Dates: 2008-2011

- Managed highway engineers and technicians to develop the preliminary and final road alignment and worked with contractor/discipline managers to establish the schedule for early phase design, rough / final design submissions.
- Managed compliance with the ICC B Projects' QA/QC process for Phase 4 Design, Centric submission QC review with each Discipline reviewing all submissions prior to the formal QA/QC submissions, QC staff review, and Phase 5 Construction for shop drawings, field changes, and RFIs. Responded to field staff, recommended design changes, and followed the Q/C process for design changes and revisions.
- Provided design reviews for each discipline to verify plans were in accordance with the RFP, AASHTO, and current geometric design to verify no conflicts with the utilities, and drainage with the proposed roadway plans.
- Provided day-to-day staff management, over the shoulder reviews, and weekly design meetings and reports.
- Implemented Alternate Technical Concepts in the team's technical proposal and bid with a lowered profile to reduce earthwork and coordinated with all disciplines to refine design of the alignment, grade, and typical section, and drainage specifically with the crossing of stream, floodplains and wetlands.
- Coordinated with environmental staff to evaluate/reduce initial impacts for construction equipment access, and permanent impacts with the roadway embankment, bridge fill slopes, and piers to forests, streams, wetlands, floodplains and Rock Creek park property.
- Coordinated with the community and 3rd party stakeholders were held to communicate the proposed interchanges, reconnections of local roads, location for noise/ retaining walls, SWM facilities, sidewalks/bike paths, and utility relocations with the community to respond to their questions and or concerns.

This seven-mile, six-lane divided highway project included a diamond interchange at MD 182 and a single point interchange at MD 650 for this six-lane tolled highway on new alignment. There were 10 bridges that carried the Intercounty Connector (ICC) over waterways/local roads; temporary connection at MD 28; utility relocations; tolling infrastructure; drainage for culverts, storm drain, phased erosion controls, and temporary access and steam crossing bridges; traffic for TMP, signing, signal and lighting with Traffic Control Plan for each submission package; 21 noise walls/10 retaining walls; three mile 10' shared use path and SWM facilities/utilities.

Similarities to Boundary Channel: *Design manager for an interstate interchange, traffic design and analysis, multi-phased traffic control plans, traffic signing lighting and pavement marking, SWM, E/S controls, landscaping, ROW plats and procurement, utility coordination, design for bike/pedestrian facilities, and public relations support.*

MD 16 at Woods Road Roundabout (\$3.5M), Wicomico County, MD

Role: Design Manager

Firm: KCI Technologies

Dates: Dec. 2013-Jan. 2017

- Managed the design for the roundabout concept studies, coordinated the impacts with the local stakeholders, utility companies, property owners, and environmental agencies for impacts to streams forests and wetlands.
- Managed the QA/QC process for design, submissions and shop drawings, field changes, and RFIs.
- Reviewed preliminary and final plans for the roadway design, ADA compliance, for crosswalks and sidewalks.
- Managed the traffic control through the intersection while work progressed on construction of the approach lanes.

A roundabout design was utilized to improve safety by slowing and calming traffic through this intersection and reducing congestion. This four legged all-way stop intersection had high accident rates, including two fatalities, and high priority project, for Dorchester County, KCI prepared plans to replace the existing four-way stop intersection at MD 16 and Woods Road with a single lane roundabout using current MDOT SHA guidelines and a WB-67 design vehicle. Roundabout design included analyzing the Fastest Path, Combined Sight Distance Diagram, Turning Templates and the Roundabout Speed Study Sheet that were submitted to MSHA OOTS/TDSD for review. Bicycle upgrades (including a 10' shared use path) were designed to be consistent with current bicycle and pedestrian policies. Landscape design included planting for ESD features, and roadside planting. Overhead utility relocations were coordinated with construction.

Similarities to Boundary Channel: *Roundabout preliminary and final design addressing similar issues with highway alignments, ADA, crosswalks, traffic safety and capacity analyses, bicycle and pedestrian shared use path, utility coordination, right-of-way plats, drainage, SWM & ESC design, landscaping, maintenance of traffic and signing, lighting and pavement markings.*

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Matthew Phillips – Project Manager
b. Project Assignment: Construction Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Archer Western Construction, LLC
d. Employment History: With this Firm 11 Years With Other Firms 1 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): Archer Western Construction, LLC, 2019-Present, Project Manager: As a Project Manager, Mr. Phillips is responsible for project administration, including project start-up, staffing, and contract negotiation with subcontractors and suppliers. He oversees maintenance of quality control systems, schedule requirements, construction of the project, cost accountability, and the establishment of management systems. It is Mr. Phillips' duty to ensure close coordination among all project team members, ensuring owners a successful project delivery Archer Western Construction, LLC, 2017 -2019, Assistant Project Manager: As an Assistant Project Manager, Mr. Phillips supervises on-site teams and manages daily field operations. This includes management of project timelines, development of progress reports for owner meetings, and coordination/supervision of contractors. Other duties include managing bid solicitation, contract drafting, buyouts, shop drawing review and submittal review, cost estimating, plan distribution, project pay requests, and change order/purchase order drafting. The Assistant Project Manager also monitors materials and equipment installed by contractors, enforces quality control, and ensures compliance with safety standards and contract requirements. Archer Western Construction, LLC, 2015 -2017, Construction Manager: As a Construction Manager, Mr. Phillips is responsible for the completion of all phases of the project. His duties include the review of plans, scheduling of work, tracking of job costs, managing daily field operations and coordinating with the owner's engineers. The Construction Manager is also responsible for on-site safety management, subcontractor coordination and the supervision of all construction work, ensuring it is completed to the owner's satisfaction. Archer Western Construction, LLC, 2009 -2015, Project Engineer: As a Project Engineer, Mr. Phillips supports on-site teams and daily field operations. This includes support of project timelines, updating progress reports for owner meetings, and coordination/supervision of contractors. Other duties include bid solicitation, contract drafting, buyouts, shop drawing review and submittal review, cost estimating, plan distribution, project pay requests, and change order/purchase order drafting.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: North Carolina State University, Raleigh, NC / Bachelor of Science / 2010 / Construction Engineering Mgmt
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Mr. Phillips will hold a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.
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 9 Traffic Calming, (\$14M), Hillsboro, VA**Role:** Project Manager**Firm:** Archer Western Construction**Dates:** 2020-Present

- Managed labor and procured subcontractors and materials in time to meet a demanding schedule
- Administered schedule to ensure milestones were met
- Tracked quantities, cost accounting, coordinate weekly client meetings, assure work planning was completed
- Responsible for Risk Management and Mitigation strategies
- Coordinated with multiple stakeholders to assure public and all stakeholders were informed
- Managed utility coordination and relocation efforts
- Applied safety, environmental, and quality plans

The project includes converting signalized intersections into two single-lane roundabouts at the eastern and western entrances to Hillsboro to slow incoming traffic and mitigate traffic congestion, raised crosswalks, sidewalks, on-street parking, a bike/shared-use path, undergrounding of all overhead utilities, installation of a new water main and laterals and sanitary sewer main and laterals.

Similarities to Boundary Channel Drive Project: Roundabout construction, retaining walls, asphalt, drainage, utility relocations, multi-phase TMP/MOT, sidewalks, landscaping, multi-use paths, procurement coordination, schedule management, environmental considerations, stakeholder coordination

I-395 HOV Ramp at Seminary Rd. & NB Aux Lane (DB), (\$57M), Alexandria, VA**Role:** Construction Manager**Firm:** Archer Western Construction**Dates:** 2014-2016

- Managed labor and procured subcontractors and materials in time to meet a demanding schedule
- Administered schedule to ensure milestones were met
- Applied safety, environmental, and quality plans
- Provided constructability reviews on design to minimize conflicts that could affect schedule
- Managed self-perform crews, heavy equipment, and subcontractors to assure schedule was met
- Tracked quantities, cost accounting, coordinate weekly client meetings, assure work planning was completed
- Implemented Traffic Management Plan
- Managed utility coordination and relocation efforts

This design-build project includes constructing a new I-395 HOV Ramp to the existing Seminary Rd Bridge, replacing the superstructure of the Seminary Rd Bridge, constructing a new pedestrian bridge, widening and rehabilitating the Sanger Ave Bridge, widening the I-395NB General Purpose Lanes, widening the Seminary Rd Off-Ramp, and widening the Duke St On-Ramp.

Similarities to Boundary Channel Drive Project : Design Build, interchange construction, retaining walls, multi-phase TMP/MOT, multiple utility relocations, multi-use path, stormwater management considerations, environmental considerations, innovative design and construction techniques, significant stakeholder coordination

Jones Branch Connector over I-495 (\$45M), Tysons, VA**Role:** Construction Manager**Firm:** Archer Western Construction**Dates:** 2017-2019

- Managed labor and procured subcontractors and materials in time to meet a demanding schedule
- Applied safety, environmental, and quality plans
- Administered schedule to ensure milestones were met
- Managed the project control and document control systems
- Managed utility coordination and relocation efforts
- Tracked quantities, cost accounting, coordinate weekly client meetings, assure work planning was completed

This project included construction a new four-lane road and bridge from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements also were made along the access road from Jones Branch Drive to the I-495 Express Lanes, and Scotts Crossing Road.

Similarities to Boundary Channel Drive Project : Interchange construction, retaining walls, utility relocations, drainage multi-phase TMP/MOT, sidewalks, landscaping, environmental considerations, stakeholder coordination

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

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

Current Assignments:

- Route 9 Traffic Calming, Hillsboro, VA, Project Mgr, through March 2021
(The project is scheduled to be completed by March 2021)



WORK HISTORY FORMS

BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE



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	Final or Estimated Contract Value	
I-395 HOV Ramp at Seminary Rd. & NB Aux Lane Extension (DB) Alexandria, VA	Parsons	Name of Client: VDOT Project Manager: Arif Rahman, PE Phone: 703-259-1940 Email: MD.rahman@VDOT.virginia.gov	12/2015	05/2016 * Difference due to Owner added scope	\$55,448	\$57,755* * Difference due to Owner added scope	\$35,404

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



SIMILARITIES TO
BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

- Design-Build Delivery
- Interstate Highway Interchange Construction (I-395)
- Multi-use Path, Sidewalks, Landscaping
- Asphalt Paving
- Multi-stage Traffic Management Plan
- Utility Relocations & Avoidance
- Environmental Permitting and Strict Compliance Monitoring
- MOT Operations Minimizing Impacts
- Independent QA Program
- AWC Responsible for QC Program
- Public involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- DBPM Served in Same Role
- CM Served in Similar Role

ARCHER WESTERN'S ROLE:

Archer Western was the design-builder and prime contractor for the VDOT I-395 HOV Ramp at Seminary Road and NB Auxiliary Lane Extension.

PROJECT NARRATIVE AND SCOPE:

In 2013, Archer Western Construction, was awarded the contract for the design and construction of the I-396 HOV Ramp at Seminary Road and new NB Auxiliary Lane in Alexandria, Virginia. Specific elements of the project included:

- New elevated HOV ramp in median of I-395
- Replacement of the existing Seminary Road Bridge superstructure
- Multiple utility relocations
- Widening and rehabilitation of the existing Sanger Road Bridge
- Interchange/ramp improvements Seminary Road Interchange
- Drainage improvements and adequate outfall channel enhancements
- New pedestrian bridge and multi-use trail spanning I-395
- New soundwalls and MSE walls
- Public outreach

All interchange and work along I-395 was performed on a heavily traveled roadway and all lane restrictions were coordinated by Archer Western with VDOT and the City to allow for public notifications of construction activity.

LIMITING IMPACTS TO THE TRAVELING PUBLIC/AFFECTED BUSINESSES AND COMMUNITIES:

Minimizing impacts to the traveling public was a critical aspect of this congested corridor. Archer Western applied the use of a MOT "Task Team" from pursuit phase through TMP implementations. The Task Team was comprised of Designers, Construction personnel, VDOT representatives, and emergency responders (local fire and police). The MOT Task Team developed the TMP around the goals of safety, efficiency, stability, access, and communication. Key components included:

- Assigning a dedicated MOT/Incident Manager responsible for implementing the plan and acting as the single point of contact for all MOT issues
- Holding regular meetings with third party stakeholders regarding MOT phasing, upcoming traffic shifts, and construction activity
- Implementing an Incident Management Plan with communication protocols with law enforcement and emergency responders to clear accidents
- Strategically located laydown and storage areas to reduce construction traffic and minimize trucks from entering existing traffic lanes
- New auxiliary lane along I-395 was scheduled and completed prior to the start of construction of the new HOV ramp and Seminary Road bridge rehabilitation adding capacity to I-395 through the construction zone

INNOVATIVE DESIGN SOLUTIONS/CONSTRUCTION TECHNIQUES:

Archer Western utilized our experience and "lessons learned" from several interstate highway widening and interchange reconstruction projects to implement several innovative design solutions. First, the HOV ramp (bridge) designed was optimized to increase span length and reduce substructure which improved schedule and reduced the number of shifts our crews would be working in the median.

The auxiliary lane was completed and opened before the median work would begin allowing for additional capacity and providing a larger median workzone. This approach also reduced the number of traffic shifts along I-395. The revised phasing also minimized nighttime construction work, representing a safety improvement to our team's field staff and inspection staff, as well as reduced impacts to the traveling public.

RISK IDENTIFICATION AND MITIGATION:

Archer Western identified and mitigated the same three critical risks on this project that are discussed in Section 3.5 of this SOQ. Those risks and our specific mitigation strategies are described below:

- **Utilities:** AWC worked with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. Use of "call before you dig" and extensive potholing were implemented. A dedicated Utility coordinator was key to mitigating potential impacts.
- **Stakeholders:** AWC supported VDOT to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included 1-on-1 meetings with businesses, community open houses, and VDOT's website with project updates and details.
- **Drainage:** All stormwater designs and permits were completed and acquired prior to VDOT procuring the contract. Detailed Geotech studies were completed prior to pond locations being determined. AWC instituted a rigorous ES&C inspection and compliance program and constructed the project in accordance with the permit requirements.

ON-TIME COMPLETION:

Design plans were completed on-time and the new auxiliary was opened on schedule.



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	Final or Estimated Contract Value	
South Capitol Street Corridor Phase 1 (DB) Washington, DC	AECOM Technical Services, Inc.	Name of Client: DDOT Project Manager: Rick Kenney Phone: 202-671-2249 Email: richard.kenney@dc.gov	12/2021	12/2021 (Estimated)	\$ 440,786	\$456,136* * Difference due to Owner added scope	\$234,575

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



SIMILARITIES TO BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

- Design-Build Delivery
- Interstate Highway Interchange Construction
- New Traffic Ovals in Urban Setting
- Asphalt Paving
- Multi-stage Traffic Management Plan
- Utility Relocations & Avoidance
- Environmental Permitting and Strict Compliance Monitoring
- Storm Drainage and SWM Pond Facilities
- MOT Operations Minimizing Impacts
- Sidewalks/landscaping, Multi-use paths
- Independent QA Program
- AWC Responsible for QC Program
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- DBPM Served in Same Role
- QAM Served in Same Role

ARCHER WESTERN'S ROLE:

Archer Western Construction's role in the project is the Managing Member of the South Capitol Bridgebuilders JV and lead contractor. In this capacity Archer Western has overall responsibility and management of the complete scope of work including all design and engineering, utility relocations, permitting, quality control, construction, public outreach, and overall project administration and management. Archer Western is the primary point of contact with the owner and created and monitored the project schedule.

PROJECT NARRATIVE AND SCOPE:

In June 2017, South Capitol Bridgebuilders JV (with Archer Western Construction as managing member), was awarded the contract for the design and construction of a new Anacostia River crossing (Frederick Douglass Memorial Bridge) and widening and reconstruction along I-295 in Washington, DC. Specific elements of the project included:

- Designing and constructing new traffic ovals in an urban setting at each end of the river crossing
- Multiple utility relocations
- Widening of I-295 from six to 8-lanes for approximately 2.1 miles;
- Replacement of I-295 bridges over Firth Sterling Ave, Suitland Pkwy, Howard Rd, and Good Hope Rd;
- Interchange/Ramp improvements at the Howard Rd and Suitland Pkwy Interchanges;
- Stormwater management improvements;
- Drainage improvements and adequate outfall channel enhancements;
- New 3-span arch bridge over the Anacostia River
- Noise barrier analysis, design, and construction; and
- Public outreach

All interstate work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Archer Western with DDOT to allow for public notifications of construction activity.

Archer Western in partnership with DDOT developed a local area hiring program that targeted existing workforce development programs and established an "On-the-Job-Training" (OJT) program. The program is organized by job types and is structured as an apprenticeship program with the goal of graduation to journeyman status.

LIMITING IMPACTS TO THE TRAVELING PUBLIC/AFFECTED BUSINESSES AND COMMUNITIES:

Minimizing impacts to the traveling public was a critical aspect of this congested corridor. Archer Western applied the use of a MOT "Task Team" from pursuit phase through TMP implementations. The Task Team was comprised of Designers, Construction personnel, DDOT representatives, and emergency responders (local fire and police). The MOT Task Team developed the TMP around the goals of safety, efficiency, stability, access, and communication. Key components included:

- Assigning a dedicated MOT/Incident Manager responsible for implementing the plan and acting as the single point of contact for all MOT issues
- Holding regular meetings with third party stakeholders regarding MOT phasing, upcoming traffic shifts, and construction activity
- Having the MOT Manager attend meetings at the DDOT Traffic Management Center regarding changes in the traffic patterns, lane closures, and upcoming activities
- Dividing the project into three segments each with only two phases until traffic was placed in its final configuration
- Implementing an Incident Management Plan with communication protocols with law enforcement and emergency responders to clear accidents
- Strategically located laydown and storage areas to reduce construction traffic and minimize trucks from entering existing traffic lanes
- Use of additional temporary drainage inlets between phases to improve drainage and eliminate ponding, thereby keeping all travel lanes open during rain events

INNOVATIVE DESIGN SOLUTIONS/CONSTRUCTION TECHNIQUES:

Archer Western utilized our experience and "lessons learned" from several interstate highway widening and interchange reconstruction projects to implement several innovative design solutions. First, the interstate widening/reconstruction scope was extensive enough to allow an optimized roadway alignment and geometry which minimized the amount of temporary pavement, reduced earthwork quantities and eliminated two MOT phases. The revised phasing also minimized nighttime construction work, representing a safety improvement to our team's field staff and inspection staff, as well as reduced impacts to the travelling public.

Additional innovative design solutions included optimizing the river crossing span lengths (eliminating one foundation) and foundation design to limit the amount of "in water" work that needed to be performed. The team also developed designs for preassembled bridge deck elements. Use of preassembly reduced schedule, minimized traffic impacts, improved quality, and eliminated potential safety issues.

RISK IDENTIFICATION AND MITIGATION:

Archer Western identified and mitigated the same three critical risks on this project that are discussed in Section 3.5 of this SOQ. Those risks and our specific mitigation strategies are described below:

- **Utilities:** AWC worked with DDOT, the City, DC Water, and PEPCO to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. Use of "call before you dig" and extensive potholing were implemented. A dedicated Utility coordinator and task team was key to mitigating potential impacts.
- **Stakeholders:** AWC had a dedicated PIC and Public relations team to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included community open houses, 1-on-1 meetings with businesses and local politicians, and a project website with updates and details. Use of Social Media also played a key role in informing the public.
- **Drainage:** Detailed Geotech studies were completed prior to pond and BMP locations being determined. Portions of the traffic ovals were used as bio-swales. Pre-application meetings were held with the regulatory agencies prior to submitting the permit. AWC instituted a rigorous E&SC inspection and compliance program and constructed the project in accordance with the permit requirements.

ON-TIME COMPLETION:

Design plans were completed on-time and construction is currently on-track for on-time completion.

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	Final or Estimated Contract Value	
Ohio River Bridge East End Crossing (DBF) Jeffersonville, IN	Jacobs	Name of Client: Indiana Finance Authority Project Manager: Ron Heustis Phone: 317-691-6620 Email: rheustis@indot.in.gov	10/2016	12/2016 * Difference due to Owner added scope	\$ 763,000	\$792,073* * Difference due to Owner added scope	\$475,244

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



SIMILARITIES TO BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

- Design-Build Delivery
- Interstate Highway Interchange Construction
- New Roundabouts in Urban Setting
- Asphalt Paving
- Multi-stage Traffic Management Plan
- Utility Relocations & Avoidance
- Environmental Permitting and Strict Compliance Monitoring
- MOT Operations Minimizing Impacts
- Independent QA Program
- AWC Responsible for QC Program
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination

ARCHER WESTERN'S ROLE:

This project was constructed by Archer Western Affiliate *Walsh Construction II, LLC*. Walsh Companies operate in multiple regions, working in both union labor and non-union environments. Archer Western Construction is an open-shop contractor that primarily operates in the Southern, Mid-Atlantic, and Western Regions of the United States. All Walsh companies operate as a single entity with resources (people, material, equipment) and experience shared as project needs arise. For example, many of our key personnel have experience working on both Walsh Construction and Archer Western Construction projects. It is anticipated that Walsh Construction II will not have a role on this project. However, personnel and construction equipment from Walsh Construction II projects could be assigned to the Boundary Channel Drive Project.

PROJECT NARRATIVE AND SCOPE:

In March 2013, WVB East End Partners, LLC (with Archer Western Construction as managing member), was awarded the contract for the design and construction of a new Ohio River crossing and construction of a new toll road in Jeffersonville, Indiana. Specific elements of the project included:

- 6.5 miles of new 4-lane divided toll road and new Ohio River Crossing
- Designing and constructing a new interchange with roundabouts
- Multiple utility relocations
- Construction of 19 inline and overpass bridges
- Interchange/Ramp improvements at two system to system Interchanges
- Drainage improvements and adequate outfall channel enhancements
- New 3-span cable stayed bridge over the Ohio River
- New twin bore tunnel under historic estate
- Public outreach

All interchange conversion work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Archer Western with IFA and the City to allow for public notifications of construction activity.

Archer Western in partnership with IFA and the City of Jeffersonville worked to develop an interchange concept at that combined the existing East 10th interchange with Port Road. The optimal operational solution resulted in the use of roundabouts.

LIMITING IMPACTS TO THE TRAVELING PUBLIC/AFFECTED BUSINESSES AND COMMUNITIES:

Minimizing impacts to the traveling public was a critical aspect of this congested corridor. Archer Western applied the use of a MOT "Task Team" from pursuit phase through TMP implementations. The Task Team was comprised of Designers, Construction personnel, IFA representatives, and emergency responders (local fire and police). The MOT Task Team developed the TMP around the goals of safety, efficiency, stability, access, and communication. Key components included:

- Assigning a dedicated MOT/Incident Manager responsible for implementing the plan and acting as the single point of contact for all MOT issues
- Holding regular meetings with third party stakeholders regarding MOT phasing, upcoming traffic shifts, and construction activity
- Dividing the interchange reconstruction work into two segments each with only two phases until traffic was placed in its final configuration
- Implementing an Incident Management Plan with communication protocols with law enforcement and emergency responders to clear accidents
- Strategically located laydown and storage areas to reduce construction traffic and minimize trucks from entering existing traffic lanes
- Use of additional temporary drainage inlets between phases to improve drainage and eliminate ponding, thereby keeping all travel lanes open during rain events
- Holding multiple public meetings prior to the completion of the roundabouts to explain how they function and how to use them correctly

INNOVATIVE DESIGN SOLUTIONS/CONSTRUCTION TECHNIQUES:

Archer Western utilized our experience and "lessons learned" from several interstate highway widening and interchange reconstruction projects to implement several innovative design solutions. First, the mainline toll road scope was extensive enough to allow an optimized roadway alignment and geometry which minimized the amount of excavation and embankment and reduced drainage piping quantities. The reconstruction of the existing interchanges was optimized to reduce MOT phasing and keep traffic in its original location as long as possible. The revised phasing also minimized nighttime construction work, representing a safety improvement to our team's field staff and inspection staff, as well as reduced impacts to the traveling public.

The proposed diamond interchanges (with multiple traffic signals) were modified to include multiple roundabouts based on traffic operations analysis. This solution eliminated costly traffic signals, reduced long term maintenance and improved the LOS.

RISK IDENTIFICATION AND MITIGATION:

Archer Western identified and mitigated the same three critical risks on this project that are discussed in Section 3.5 of this SOQ. Those risks and our specific mitigation strategies are described below:

- **Utilities:** AWC worked with IFA and the City of Jeffersonville to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. Use of "call before you dig" and extensive potholing were implemented. A dedicated Utility coordinator and task team was key to mitigating potential impacts.
- **Stakeholders:** AWC had a dedicated PIC and Public relations team to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included community open houses, 1-on-1 meetings with businesses and local politicians, and a project website with updates and details. Use of Social Media also played a key role in informing the public.
- **Drainage:** Detailed geotechnical studies were completed prior to pond locations being determined. Pre-application meetings were held with the regulatory agencies prior to submitting the permit. AWC instituted a rigorous E&SC inspection and compliance program and constructed the project in accordance with the permit requirements.

ON-TIME COMPLETION:

Design plans were completed on-time and the new river crossing was opened 6 months ahead of original schedule.



ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
MD 355 Hoya Road to Maple/Chapman Ave. Design-Build Montgomery County, MD	Concrete General, Inc.	Name of Client.: Maryland State Highway Administration Project Manager: Jeff Folden Phone: 410-545-8824 Email: Jfolden@sha.state.md.us	06/2010	03/2015	\$25,421	\$25,421	\$3,050

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



SIMILARITIES TO
BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

- Design-Build Delivery
- Roadway Design for Interchange
- Design for Shared Use Path
- Traffic Design for Signing, Lighting, Pavement Marking
- Traffic Analysis for Interchange Design
- Maintenance of Traffic (MOT) Multi-phased
- Drainage Design – Phased with MOT
- Stakeholder Coordination
- Bike and Pedestrian Sidewalk and Shared Use Path
- Utility Coordination
- Environmental Permits
- Landscaping
- ITS
- DM Served in Same Role

KCI's ROLE: KCI was the prime designer and Steve Drumm, PE was the principal-in-charge for this project and performed the design work from the Sparks, MD office.

PROJECT NARRATIVE AND SCOPE: This grade-separated interchange on Rockville Pike (MD 355) connects Randolph Road with Montrose Parkway for improving capacity along the corridor with the newly relocated Montrose/Randolph Parkway. The project improved safety and traffic flow at the busy Rockville intersection and addressed the county's transportation needs for a high-volume interchange. Design and Construction documents included:

- Highway included, revised alignments for MD 355, Randolph Road, and Old Georgetown Road, Hoya, Montrose, and Towne Road. New interchange ramps, revised intersections and connections to parking lots interchange exit and entrance ramps, new curb and gutter, sidewalks, shoulder grading for signing and lighting, turn lanes, splitter islands, and raided medians, signalized intersections, and local improvements to the business entrances and parking facilities.
- Drainage included new and temporary storm drains for the phased construction and ultimate final drainage for the roadway and parking lots systems. Extensive utility coordination was required for both Montrose Parkway / Randolph Road and MD 355 to provide the updated drainage pipes, inlets and outfalls. Multiple test pits were required to design the system to minimize utility relocations. SWM facilities were provided for the newly widened roadway, and Park and Ride lot, and were coordinated with multi-phased E&SC for the grade separation excavation, roadway widening, intersection reconfiguration, and phased traffic control plans. The SWM facilities also served as temporary sediment basins for the site grading.
- Traffic included Temporary and permanent signals, new interconnection conduits APS design for pedestrian crossings, lighting, signing, and pavement markings for MD 355, Montrose Parkway, Hoya, and Old Georgetown Road., and the Park and Ride lot. Safety enhancements for updated ADA ramps, new interchange signing, thermoplastic pavement markings, and safety grading. KCI prepared the TMP for the project, multi-phased traffic control plan for grade separating Montrose Road under MD 335, capacity analysis for the temporary and final interchange / intersections, and local roadway reconfiguration exit and entrance design.
- Geotechnical included, structural foundations for the bridge and retaining walls. pavement design, earthwork, slope stabilization and BMP facilities.
- Design work also included a 10' asphalt paved pedestrian and bike path along Montrose and Randolph Parkways, with a connection to MD 355 through the interchange ramps.

INNOVATIVE DESIGN SOLUTIONS/CONSTRUCTION TECHNIQUES:

Schedule – Grade separating MD 355 and Montrose Parkway by 25' required relocation of the existing drainage systems for both roadways before major construction could start. The DB team worked together to carefully evaluate the proposed phasing of work to develop an effective traffic control, temporary drainage, and utility relocation plans to shift traffic outside of the work zone and build a new MD 355 Bridge.

Safety and Mobility – Safety enhancements were provided for both pedestrians and vehicles and provided connectivity to local shopping centers, apartments, schools and the park-and-ride lot with sidewalks and a 10-foot shared use path. Because of congestion and development around the existing interchange, maintaining traffic was a vital piece of the sequence of construction strategy. Special attention was given to accommodate a high volume of trucks and address traffic operational issues in the project area. through careful planning and a complex, six-phase maintenance of traffic plan, all lanes of traffic were maintained at all times. This project improved capacity and safety and eliminated a major congested intersection.

Traffic Management - Multi-phase traffic management plan for the sequence of construction, accommodation for the high volume of trucks and six-phase maintenance of traffic plan with all lanes of traffic were maintained at all times.

Maintenance – All sidewalks in the area were brought up to current ADA standards, low maintenance landscaping was specified for the planting plans in SWM facilities, and standard signal equipment were used for the project to minimize maintenance.

RISK IDENTIFICATION AND MITIGATION: KCI identified and mitigated the same three critical risks on this project that are discussed in section 3.5 of this SOQ. those risks and our specific mitigation strategies are described below:

- **Utilities:** The project required extensive coordination for water, gas, power and telecommunications lines that included both avoidance and relocations. critical utilities were an early phase gas line relocation for the MD 355 exit ramp, relocation of a WSSC water line under MD 355 in the proposed alignment of the grade separation, avoidance of a Verizon communications vault at the intersection of Montrose parkway and Hoya street, and adjacent coordination for relocation of utility poles. the gas line relocations were critical to the schedule to accommodate the traffic control phasing and bridge construction, the water line relocation was performed in the later phases along the lowered Montrose parkway, and the utility pole adjustment were minimized. the Verizon vault was a challenge as the conduits leading in and out were not as shown on the plans and required field adjustments for the water line relocation. KCI's design knowledge and experience in both Verizon and WSSC enabled the water line adjustments to be quickly design and approved with minimal delays to the contractor.
- **Stakeholders:** Extensive Stakeholder coordination was required with Montgomery County for the Montrose / Randolph Road designs, Park and Ride lot, Montessori Schools for the access changes and the Shared use Path, WMATA for changes to the bus stops and routes, on MD 355 and the new park and ride lot, adjacent business for impacts to their parking lot and residential building for changes to the access on Old Georgetown Rd. Utilities stake holders included WSSC for water and sewer, Verizon, Washington Gas, Potomac Edison, relocations, MDSHA and the County for signal changes and reconstruction if the ITS interconnect systems.
- **Drainage:** Coordination and design was a key element in the project as lowering Montrose Parkway under MD 355 in excess of 25' required the construction of a new storm drain outfall for the interchange. This outfall was constructed down Old Georgetown Road and required extensive utility coordination and advance construction work as the plans were being completed. KCI designed the outfall and obtained approvals with advance traffic, control drainage, and utilities relocation plans as they all had to remain in service as the new interchange was built. KCI updated the storm drainage for MD 355, Montrose / Randolph Roads, new Park and Ride Lots, shared use path, and the revised street connections for Old Georgetown and Hoya Rds.

ON-TIME COMPLETION: The Project was completed ahead of schedule, with key milestones for reopening MD 355 with the new bridge and extension of Montrose Parkway to Randolph Road without signals. Construction for the Park and Ride and Bus stop, final landscaping, and signing a pavement marking followed in accordance with the schedule for an on-time completion.

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)	
MD 650, Intercounty Connector B (DB) Montgomery County, MD	Kiewit/Wagman/Corman JV	Name of Client.: Maryland State Highway Administration Project Manager: Mark Coblentz Phone: 301-586-9267 Email: mcoblentz@sha.state.md.us	03/2008	06/2012	\$463,900	\$484,100* *Difference due to Owner added scope	\$4,600

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



SIMILARITIES TO
BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

- Design-Build Delivery
- Roadway Design for Interchange
- Traffic Design for Signing, Lighting, Pavement Marking
- Traffic Analysis for Interchange Design
- Maintenance of Traffic Control (MOT) – Multi-phased
- Drainage Design – Phased with MOT
- Stakeholder Coordination
- Bike and Pedestrian Sidewalk and Shared Use Path
- Utility Coordination
- Environmental Permits
- Landscaping
- ITS
- DM Served in Similar Role

KCI'S ROLE:

KCI was a subconsultant for the project and Steve Drumm, PE served as the Lead Highway Designer responsible for coordinating the design with the utility relocations, temporary traffic, drainage and erosions control plans and studies, and sealing the plans. KCI provided design services from a co-located project office in Beltsville, MD.

PROJECT NARRATIVE AND SCOPE: The Intercounty Connector (ICC) is an 18-mile east-west highway corridor connecting Prince George's and Montgomery Counties, north of Washington, DC. While this was a "mega project," much of the work required relocation and reconstruction of local and state roads. The MD 650 is a good example of a \$35M urban interchange reconstruction project through a congested area. KCI provided the final design for the Single Point Urban Interchange at MD 650 and MD 200, which was designed to accommodate the traffic volumes in a limited space to minimize impacts to the adjacent residential and business community. KCI prepared roadway, traffic, drainage, and structures plans for two types of classifications, arterial and major collector facilities. The MD 650 single point interchange required a high-capacity interchange within a small footprint to avoid impacts to adjacent properties. KCI managed the design of the interchange which included.

- Geometric alignments of the ramp, turning movements, sight distance, storage lengths
Signal design for queue lengths, lane configurations, lighting, timing and pole placement.
- Traffic control design required close coordination with the permitting agencies to set the temporary geometric alignments to avoid environmentally sensitive areas.
- Stakeholder input for the existing Cape May Road intersection with MD 650, which did not provide adequate intersection spacing for a road closure with traffic diverted to the Bonifant Road and Good Hope Intersection 1000' to the north.
- Design for a 10' asphalt paved pedestrian and bike path along the ICC for future connection to the counties' trail system.
- Extensive coordination for water, gas, power and telecommunications facilities for their relocations with the new interchange.

LIMITING IMPACTS TO THE TRAVELING PUBLIC/AFFECTED BUSINESSES AND COMMUNITIES:

MD 650 is a six-lane divided highway with the ICC crossing under the interchange and was widened to accommodate the double left turn movements within the median and existing ROW and replacement of sidewalk on both sides of the roadway. Design for the roadway, bridge, and traffic control required close coordination to set the geometric alignments for the roadway and intersections.

MD 650 bridge was constructed in stages maintaining the through movements of MD 650. This approach required extensive coordination with structures geotechnical, utility, drainage, roadway, and traffic design for phasing of the bridge construction. See key issue with utility risk.

INNOVATIVE DESIGN SOLUTIONS/CONSTRUCTION TECHNIQUES:

Schedule – Key issues addressed were coordinating and relocating both overhead and underground utilities. These needed to be addressed for early earthwork on the east side to accommodate utility relocations, drainage, and erosion controls for the earthwork as the interchange fell within a special watershed protection area. KCI's design and coordination efforts with Verizon and Potomac Edison helped to minimize schedule impacts for the first phase of the MD 650 bridge construction.

Safety and Mobility – A multi-phased traffic control plan was required to construct the MD 650 bridge over MD 200 while maintaining traffic. Traffic was maintained by shifting the existing traffic from the existing northbound lanes. The roadway, drainage, and traffic plans were all coordinated with the traffic shifts along the existing alignment.

Pedestrian access plan was developed to maintain a safe and continuous route through all phases of construction. Sidewalks were maintained on the west side on MD 650 along with the four lanes of

traffic. Sidewalk detours signs were placed in advance of the east side sidewalks closure to direct pedestrians to the west side sidewalk. Crosswalks were repainted and signals checked for the pedestrian phases to ensure safe operations with the sidewalk closures. Once the traffic shifted to the new bridge, the pedestrian detour was reestablished with updated ADA ramps.

Environment – KCI's knowledge of environmental constraints and communication to the entire construction force was vital to maintain the project's environmental commitments. Permit conditions and project commitments included training for design and construction team, establishment of an environmental commitment database to ensure all compliance and commitments were adhered to during construction.

Maintenance – The single point interchange design provides for a high-capacity interchange within a limited space reducing overall maintenance with its compact size. Concrete pavement was placed in the splitter island to reduce maintenance with grass or landscaping.

RISK IDENTIFICATION AND MITIGATION: KCI identified and mitigated the same three critical risks on this project that are discussed in Section 3.5 of this SOQ. Those risks and our specific mitigation strategies are described below:

- **Utilities:** Early phase relocations for construction start and traffic control included a major Verizon telecommunications line and temporary relocation of utility pole lines along SB MD 650 for phase one traffic shift. The Verizon line was in an underground conduit paralleling MD 650 and the splicing time for the relocation of the line outside of the construction limits would not fit within the tight schedule. KCI's utility staff developed a concept that allowed for the relocation of the aerial copper and fiber facilities to be moved in a combination of transfer and new cable work, which allowed for the reduction of complete replacement of cables and the creation of new splice points in the facilities.
- **Stakeholders:** Stakeholder input for the existing Cape May Road intersection with MD 650 did not provide adequate intersection spacing. Working with the community and residents on the roadway, they agreed to a road closure with traffic diverted to the Bonifant Road and Good Hope Intersection 1000' to the north. Utility stakeholder input was extensive as the contractor was responsible for relocating all the utilities in advance of construction. Partnering played a critical role towards success. ICC-B required extensive geotechnical investigations, design, design reviews, community outreach, stakeholder/third-party coordination, working in/around urban neighborhoods, phased maintenance of traffic, and a stringent environmental compliance program.
- **Drainage:** Early drainage for the ICC was a key element in the design for the interchange. The grade separation of the ICC and MD 650 required an outfall be designed for the east side of the alignment with special erosion and sediment controls required for the excavation leaving the site. The drainage design was phased as the interchange was built from existing to final configurations for the roadway storm drain outfalls, SWM and Erosion Controls.

ON-TIME COMPLETION:

ICC B was completed and open to traffic on the scheduled opening date of 11/11/2011. This was the second segments of the interchange and allowed the ICC to open ten miles of this new six-lane facility.

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)	
46th Avenue and Murphy Road Roundabout and Streetscape Nashville, TN	R.T. Goodwin Contractors	Name of Client.: Metro Nashville Public Works Project Manager: Chip Knauf Phone: 615-880-2443 Email: chip.knauf@nashville.gov	3/2014	11/2014	\$2,500	\$2,000	\$243

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



SIMILARITIES TO
BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

- Roundabout
- Intersection Improvements
- Pedestrian Accommodations
- Streetscape Improvements
- Third-party Coordination
- Traffic Control
- Urban Design
- Bike/Ped Facilities
- Permitting
- Utility Coordination

KCI'S ROLE:

KCI was the prime designer and work was performed from their Nashville, TN office.

PROJECT NARRATIVE AND SCOPE:

KCI provided bike /ped and roadway design services for the transformation of the intersection of 46th Avenue and Murphy Road from a confusing, skewed signalized intersection to a single-lane modern roundabout. The project goal was to improve pedestrian access throughout the thriving and active Sylvan Park neighborhood commercial district while improving traffic flow and maintaining access to local businesses. To accomplish these goals, the KCI team designed roadway, sidewalk, streetscape, and traffic control improvements to embrace many design aspects consistent with principles found in NACTO and ITE Urban Street publications. Construction of the new facility, which includes an improved typical section with parallel parking, curb, gutter, lighting, sidewalks, and landscaping, was completed on time and under budget.

LIMITING IMPACTS TO THE TRAVELING PUBLIC/AFFECTED BUSINESSES AND COMMUNITIES:

KCI transformed the intersection of 46th Avenue and Murphy Road from a complex and confusing skewed intersection controlled by a traffic signal to a single lane modern roundabout with enhanced streetscape. Since this award-winning project was completed, there has been significant new development in the area, and the project has been recognized for its aesthetic improvements as well as for making the area much more pedestrian friendly.

Traffic control was very sensitive for this project because there were a lot of businesses with driveways in the project limits. KCI met with the businesses during the design and construction in order to make sure they could remain open and not be negatively impacted. The traffic control for the roundabout itself was also sensitive because it was replacing an existing signal and we needed to keep all legs of the intersection open during construction. The roundabout was constructed pieces at a time and then finished by building the splitter islands and central island at the very end in order to make the switch from signal to roundabout very smooth.

INNOVATIVE DESIGN SOLUTIONS/CONSTRUCTION TECHNIQUES:

Maintaining access and parking for the local businesses both during and after construction was critical for this project. This required extensive coordination with businesses during the pre-construction and construction phases. Both sidewalks and driveway accesses were maintained to the greatest extent possible throughout construction, and alternatives were provided when not feasible. During construction, on-street parking was maintained where feasible, and overflow parking was made available at McCabe Park. The resulting design consolidated driveways, provided on-street parking as well as additional public parking at McCabe Park, widened sidewalks, provided pedestrian refuges, and provided new pedestrian crosswalks that now seamlessly connect the community core to surrounding residential uses and community amenities.

RISK IDENTIFICATION AND MITIGATION:

KCI identified and mitigated the same three critical risks on this project that are discussed in Section 3.5 of this SOQ. Those risks and our specific mitigation strategies are described below:

- **Utilities:** KCI coordinated continually with the local power company during the design and construction of this project as it required some utility poles to be moved in order for the roundabout to work; KCI also added new street lighting and removed old street lighting. KCI also had to coordinate with the local cable and telephone company to move their lines, as well, in order for the roundabout to be implemented. One of the key coordination activities was with the Metro Nashville water and sewer utility. They needed to upgrade the lines within our project limits so once they knew that we were doing a project here, they fast-tracked their project and were able to insert it into KCI's plans and were also able to construct their portion during construction.
- **Stakeholders:** The project also involved coordination with proposed parking and greenway improvements within the adjacent McCabe Park. KCI worked directly with the neighborhood and business owners to design a complete street that balanced the need for access while also improving mobility and aesthetics. The project goal was to improve pedestrian access throughout the thriving and active Sylvan Park neighborhood commercial district while improving traffic flow and safety and provide efficient access to local businesses. This project was coordinated with three other Metro projects in the area in order to not only reduce the amount of disturbance to the neighborhood caused by construction, but also to reduce costs.
- **Drainage:** The improvements required an upgrade to all the existing drainage facilities within the project limits. KCI designed new pipes and new inlets along the corridor and special drainage analysis was needed within the circle of the roundabout since the pitch of the circulating roadway changed through the roundabout, one inlet was needed inside the circulating roadway.

ON-TIME COMPLETION:

This project was completed on-time and under budget by \$500,000.