Submitted to: VDOT Virginia Department of Transportation

STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

ROUTE 29 WIDENING PHASE II

FROM: 0.208 MILES WEST OF UNION MILL ROAD

TO: 0.460 MILES EAST OF BUCKLEY'S GATE DRIVE

FAIRFAX COUNTY, VIRGINIA

State Project No.: 0029-029-350, P101, R201, C501, D612

Federal Project No.: NHPP-5A01(917)

Contract ID Number: C00110329DB113

Submitted by: ALLAN MYERS + WRA

SECTION 3.2

LETTER OF SUBMITTAL

ALLAN MYERS + WRA

ALLAN MYERS

September 2, 2021

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

Letter of Submittal/Statement of Qualifications:
Route 29 Widening Phase II
Fairfax County, Virginia
Contract ID Number: C00110329DB113

Dear Sudha Mudgade:

The Team of Allan Myers (Myers) and Whitman Requardt & Associates, LLP (WRA), herein referred to as the Myers/WRA Team, brings together resources with proven VDOT design-build capabilities to design and construct the Route 29 Widening Phase II Project (Project). Our Team has successfully designed and constructed numerous roadway widening projects with extensive utility conflicts, including the Walney Rd Widening DB project in Fairfax County. WRA has designed transportation projects for the NOVA District for over 20 years and performed transportation design directly to Fairfax County for over 16 years on a wide range of projects including roadway widening and Shared Use Path facilities. Myers has constructed more than 40 roadway widening projects over the past 10 years, including the Lynnhaven Pkwy, Laskin Blvd, and Route 60 Widening projects for VDOT. Our Team looks forward to partnering with VDOT NOVA District to deliver another successful design-build project to the Commonwealth.

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

3.2.2 Director of Design-Build, Thomas Heil will serve as the Point of Contact for Allan Myers.

Thomas Heil, P.E., DBIA, Director of Design-Build (571) 485-0387 (Telephone)
12500 Fair Lakes Circle, Suite 150 (703) 272-7230 (Fax)
Fairfax, VA 22033 tom.heil@allanmyers.com

3.2.3 Executive Vice President of Operations, Aaron Myers is the Principal Officer for Allan Myers:

Aaron Myers, Executive Vice President of Operations (804) 290-8500 (Telephone)
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)
Glen Allen, VA 23059 aaron.myers@allanmyers.com

3.2.4 Allan Myers VA, Inc., is a registered corporation in the Commonwealth of Virginia and will take full financial responsibility for the Project.

3.2.5 Allan Myers VA, Inc. will serve as the Lead Contractor and Whitman, Requardt & Associates, LLP will serve as the Lead Designer for the Project.

3.2.6 All affiliated and subsidiary companies are identified on the attachment in Appendix 3.2.6.

3.2.7 Executed Certification Regarding Debarment Forms are included in Appendix 3.2.7 for all team members.

3.2.8 Allan Myers VA, Inc. is active, in good standing, and prequalified to bid on the Project. Allan Myers' prequalification number is G303 and evidence of prequalification is included as in Appendix 3.2.8.

3.2.9 Myers has the capability to obtain a performance and payment bond for the $72M estimated contract value of the Project as exhibited by the surety letter in Appendix 3.2.9.

3.2.10 Attachment 3.2.10 SCC and DPOR Information and full-size copies of individual licenses for all business entities and Key Personnel are included in Appendix 3.2.10.

3.2.11 Myers will achieve the 9% DBE participation goal for the Project.

Respectfully,

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

SECTION 3.3

TEAM STRUCTURE

ALLAN MYERS + WRA

3.3 TEAM STRUCTURE

The Myers/WRA Team is an experienced Design-Build (DB) team that has successfully managed roadway widening projects with extensive utility conflicts for VDOT NOVA district including the Walney Rd Widening DB. Our firms have been working together on transportation projects since 2009 and bring the specific expertise and capabilities needed to deliver a high-quality project, ahead of schedule, and within budget. Myers has extensive urban project experience including 30 projects in Fairfax County in the past 10 years and is currently constructing the I-66 Outside the Beltway P3 project. WRA has designed transportation projects for the NOVA District for over 20 years and performed transportation design directly to Fairfax County for over 16 years on a wide range of projects including roadway widening and Shared Use Path facilities. Major projects in Fairfax County include Fairfax County Pkwy widening from just north of Rte 29 to Rugby Rd and Fair Lakes interchange, Rolling Rd widening from Viola St to Old Keene Mill Rd, Fairfax County Pkwy widening from just north of Rte 29 to Rte 123 and Popes Head Rd Interchange, and preliminary plans for Rte 29 Bridge Replacement and Widening over Little Rocky Run that widened Rte 29 to six lanes to Union Mills Rd. The Myers/WRA Team is supported by the following firms:

- ***Quinn Consulting Services (Quinn)*** will oversee the Quality Assurance program for the Project. Quinn was selected based on the QAM's for the Myers due Team due to John Vicinski's extensive experience performing QAM functions on over a dozen VDOT projects, many of those in Northern Virginia.
- ***Bowman Consulting Group, Ltd. (Bowman)*** Bowman will provide right-of-way acquisition services. Bowman has experience in Northern Virginia, having provided right-of-way services in support of improvements to over 60 miles of the I-66 corridor in Fairfax and Prince William Counties. Bowman has eight offices in Virginia with five of those in the Northern Virginia area, including their Headquarters in Reston.
- ***Land Planning & Design Associates, Inc. (LPDA)*** – LPDA has routinely teamed with WRA on VDOT major projects and term contracts providing landscape design services across the state. LPDA serves Virginia and the Mid-Atlantic region with offices in Charlottesville and Sterling, Virginia. LPDA is a certified SWaM and MICRO business.
- ***H&B Surveying and Mapping, LLC (H&B)*** – H&B is a Virginia-Certified DBE/SWaM specializing in surveying and right-of-way plan sheets for VDOT and Virginia localities with offices in Richmond and Roanoke. Since 2009, H&B has teamed with WRA to provide survey on over 130 local and state transportation projects and six DB projects.

3.3.1 KEY PERSONNEL

The key personnel dedicated to the Project were selected based on their similar roadway widening experience, recent experience working together in Fairfax County, and availability to be fully engaged in the Project design and construction. An overview of their qualifications is provided in *Figure 3.1* and expanded upon in their individual resumes within the appendix.

Figure 3.1: Personnel Experience Overview

Key Personnel	Years	Relevant Experience	Project Highlights
DB Project Manager (DBPM), Eric Eastin	28	• 18 years DB experience • 20+ roadway widening projects • Local Fairfax County experience	• I-66 FAM Self-Perform P3 • US 113 Phase 3 Widen DB • US 113 Phase 4 Widen DB
QA Manager (QAM), John Vicinski, PE	38	• QAM on 17 VDOT DB projects • QMP development/implementation • Joint DB experience with Myers	• I-64 Segment II DB • Rte 29 Little Rocky Run DB • Rte 50 Widening DB
Design Manager (DM), John Maddox, PE	36	• 12 years VDOT DB experience • 20 VDOT roadway widening projects • Joint DB experience with Myers	• Fall Hill Rd Widening DB • Rte 1/ Rte 123 Widening • Walney Rd Widening DB
Construction Manager (CM), Laurie Bryan, PE	14	• 5 years DB experience • CM for multiple roadway widenings • QC oversight experience	• I-66 FAM Self-Perform P3 • US 113 Phase 3 Widen DB • US 113 Phase 4 Widen DB

3.3.2 ORGANIZATIONAL STRUCTURE

The Myers/WRA Team's organizational structure supports schedule-conscious, cost-effective Project delivery. Our Team brings comprehensive risk management capabilities and expertise to successfully manage the Project risks including utility coordination, maintenance of traffic, and culvert constructability. Design and construction staff will work together to incorporate safety and minimization of environmental impacts into the Project approach. The key and value-added personnel discussed in the following narrative bring the expertise to mitigate the potential Project risks and ensure successful delivery.

Design-Build Project Manager Eric Eastin will report to VDOT and be responsible for overall Project performance. He will work closely with DM John Maddox; CM Laurie Bryan; and QAM John Vicinski to develop and implement an expedited approach to design and construction throughout the proposal, design, and construction phases. Eric will ensure all contractual obligations/requirements are met and will proactively avoid/resolve disputes. He will coordinate with PR Manager Shannon Moody and VDOT for community and stakeholder outreach; with Utility Manager Scott Styfco to proactively manage utility coordination efforts; and with Safety Manager Josh Brown to prioritize public safety during construction.

Quality Assurance Manager John Vicinski, PE will report to DBPM Eric Eastin, with oversight by VDOT. John will manage QA inspection/testing, including the Materials Notebook, to ensure all work and materials meet contract requirements. He will operate independently of both QC and the Myers' production forces and will oversee the Non-Conformance Reporting and recovery processes. John will prepare and implement the Project QA/QC Plan, updating it as necessary. He will communicate frequently with VDOT, participate in weekly coordination meetings, and confirm construction QC is functioning properly. John also will ensure the design QA/QC process is followed prior to submittals.

Design Manager John Maddox, PE will report to DBPM Eric Eastin, and will manage a multidisciplinary team to meet design schedule milestones and ensure conformance with all contractual/technical requirements. Supported by Design QA/QC Manager Regina Herr, PE, he will oversee adherence to the VDOT approved Design QA/QC Plan. John will coordinate with CM Laurie Bryan to develop an efficient, constructible design and Utility Manager Scott Styfco to incorporate impact avoidance measures into the design. He will engage in weekly design review meetings and periodic constructability reviews. During construction, John will validate design assumptions, approve shop drawings, and prepare as-builts.

Design QA/QC Manager, Regina Herr, PE has 29 years of experience in the design of transportation projects. She has served as the Project Manager for three consecutive Fairfax County Department of Transportation (FCDOT) On-call Contracts. Regina is the Deputy Project Manager for the 5.5-mile Fairfax County Pkwy Widening and Popes Head Rd Interchange project. She served as the QC lead for the Walney Rd Widening DB project in Fairfax County and has managed numerous roadway projects for VDOT Northern Virginia District and FCDOT including the Poplar Tree Rd Widening project. Regina's knowledge of VDOT's design criteria and experience with the NOVA District and Fairfax County will ensure quality design submissions for accelerated delivery of the Rte 29 Widening project.

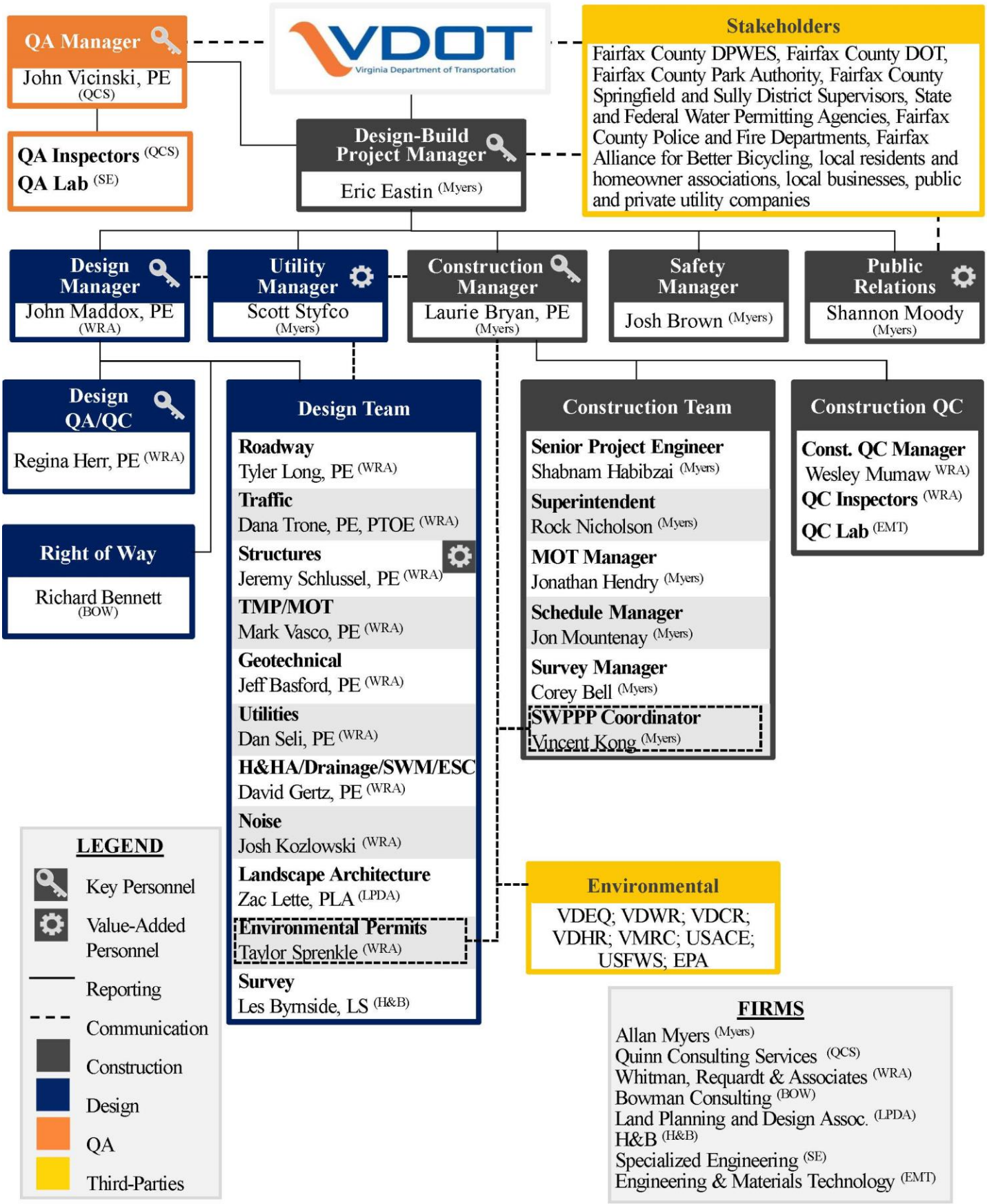
Structural Lead, Jeremy Schlussel, PE has 25 years of complex bridge structures and culverts design throughout Virginia. Recent similar projects include Rte 250 over Little Ivy Creek (Albemarle County) where an existing three-sided structure built in the 1930's was replaced using Accelerated Bridge Construction detailing to install a new quad 10 ft x 12 ft box culvert in 13 days during a roadway closure. Similarly, Rte. 655 over Sulphur Spring Run (Frederick County) the existing roadway was widened, and the roadway was raised about 6 ft and replacement of the existing box culvert. Jeremy led the efforts to develop a design using a three-sided structure to improve constructability and maintenance of traffic.

Construction Manager Laurie Bryan, PE will report to DBPM Eric Eastin and will be on site full time throughout construction. Laurie and Eric have been working together to deliver DB projects for the past eight years, including two roadway widening DB projects. Laurie will oversee all construction operations, including maintenance of traffic, utilities, and roadway construction. During the design phase, she will work closely with DBPM Eric Eastin and DM John Maddox to evaluate innovative construction approaches and ensure the sequence of work is consistent with construction means/methods. She will coordinate with Utility Manager Scott Styfco to incorporate utility relocations into the construction schedule and mitigate any potential utility delays. With support from QC Manager Wesley Mumaw, Laurie will manage QC efforts to ensure the work and materials comply with the contract. Laurie will make certain that construction performance supports green-green-green status as evaluated by VDOT for cost, schedule, and environmental management.

Public Relations Manager Shannon Moody will work closely with VDOT and DBPM Eric Eastin to develop and implement a comprehensive public outreach effort. She will serve as an internal sounding board for the Myers/WRA Team, sharing her understanding of Project success from a PR perspective to build trust and maintain community support. She has led public outreach on multiple DB projects, including the Walney Rd and Rolling Rd DB projects in Fairfax County.

Utility Manager Scott Styfco will investigate potential utility conflicts and avoidance strategies and coordinating with utility owners to expedite relocation efforts without impacting any interim project milestones or project completion. He has been responsible for design and construction utility impact avoidance and mitigation on several DB projects including I-66 P3 and I-64 Segment II Widening. Scott will work closely with Utility Designer Dan Seli, PE to ensure design related utility relocation activities are appropriated captured. Dan has provided utility design services for VDOT NOVA district since 1996.

3.3 TEAM STRUCTURE



SECTION 3.4

EXPERIENCE OF TEAM

Myers and WRA have worked together extensively over the past 10 years on a variety of transportation improvement projects and has experience as a DB entity including the $12M Walney Rd Widening and Bridge Replacement and the $48M Central Ave Streetscape and Harbor Point Connector Bridge projects. Additionally, over the past 10 years, the Myers/WRA Team has worked together on several conventional design-bid-build transportation infrastructure projects throughout the region, including the $17M Broening Highway Bridge Replacement Project.

Our Team's relevant qualifications to support successful delivery of the Project include:

- Collective experience on 37 VDOT DB projects for a value of $1.8B;
- Extensive urban residential corridor projects, including 29 projects in Fairfax County over the past 10 years;
- Exemplary public outreach experience in Fairfax County and close working relationships with Fairfax County DOT, Fairfax County DPWES, and Fairfax County Park Authority;
- Established relationships with the utility companies and individuals who will be involved with this Project; and
- Dedicated local construction staff of 190+ employees who reside in NOVA.

RELEVANT EXPERIENCE OF THE MYERS/WRA TEAM

Allan Myers is the largest heavy civil construction and materials supplier in the Mid-Atlantic. Ranked #1 by *Engineering News Record* for Transportation in the region, Myers employs more than 2300 construction professionals and has constructed more than 25 DB projects. Our integrated DB teams implement innovative design and construction techniques to limit construction impacts for the traveling public, local communities, utility owners, and environmental resources. Myers regional construction operations are centered around the major metropolitan areas in Northern Virginia; Washington, DC; Richmond; Baltimore; and Philadelphia – providing our experienced teams with extensive urban corridor construction expertise. Our experience includes 41 roadway widening projects valued at over $2B over the past 10 years, including the Lynnhaven Pkwy, Laskin Blvd, and Rte 60 Widening projects for VDOT.

WRA has designed transportation projects for the NOVA District for over 20 years. Major projects in Fairfax County include Fairfax County Pkwy widening from just north of Rte 29 to Rugby Rd and Fair Lakes interchange, Rolling Rd widening from Viola St to Old Keene Mill Rd, Fairfax County Pkwy widening from just north of Rte 29 to Rte 123 and Popes Head Rd Interchange and Rte 29 Bridge Replacement and Widening RFP plans that widened Rte 29 to six lanes to Union Mill Rd. WRA also has performed transportation design directly to Fairfax County for over 16 years on a wide range of projects including roadway widening and Shared Use Path facilities.

In addition to the Work History forms provided in the Appendix, our Team brings extensive similar roadway widening experience, including the projects highlighted in Figure 4.1.

Figure 4.1: Additional Relevant Project Experience

Project ($M)	Firms	Roadway Recon/Widening	Improved Bike/ Ped Facilities	Intersection Improvements	Large Culverts	Access Improvements	Urban Residential Corridor	Extensive Utility Conflicts	Proactive Public Outreach
Laskin Rd Widening ($81M)	Myers	✓	✓	✓	✓	✓	✓	✓	✓
Central Ave Improvements DB ($52M)	Myers	✓	✓	✓	✓	✓	✓	✓	✓
Lafayette St Widening ($14M)	Myers	✓	✓	✓	✓	✓	✓	✓	✓
Rte 1 Widening ($96M)	Myers	✓	✓	✓		✓	✓	✓	✓
Rolling Rd Widening ($38M)	WRA	✓	✓	✓		✓	✓	✓	✓
Fairfax Co Pkwy Widening/Popes Head Rd Interchange ($263M)	WRA	✓	✓	✓	✓	✓	✓	✓	✓
Atkinson Blvd Widening/Ext. ($54M)	WRA	✓	✓	✓	✓	✓		✓	✓

PREVIOUS EXPERIENCE WITH PROJECT SELECTION PARAMETERS

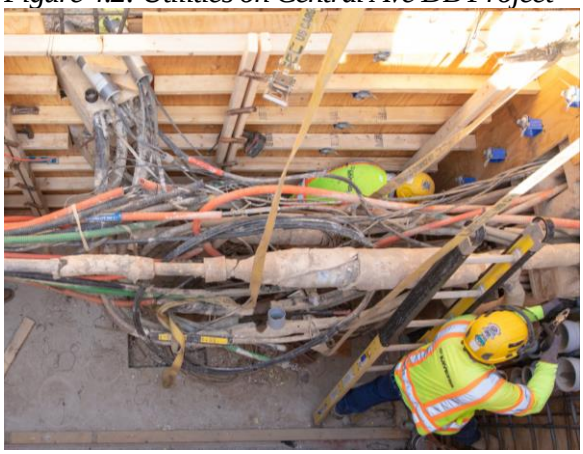
Delivering Projects in Developed Urban and Heavily Residential Corridors: The Myers/WRA Team has delivered heavy civil construction projects in urban settings across the region, including in Fairfax County, VA; Washington, DC; Baltimore, MD; Richmond, VA; Norfolk, VA; and Wilmington, DE. On the ***$81M Rte 58 (Laskin Rd)*** widening project in Virginia Beach, Myers is reconstructing and widening two miles of the roadway from two to three lanes in each direction while maintaining traffic and access to residents and business along the corridor.

WRA has been providing design services for VDOT NOVA District and Fairfax County continuously for over 16 years and fully understands the unique complexities of delivering projects in tight heavily developed transportation corridors. WRA is currently leading the design efforts for the ***Widening of Rolling Rd from north of Viola St to Old Keene Mill Rd***. The heavily residential project area has driveways tying directly to the roadway, on street parking, and very large organized HOA's. This segment of Rolling Rd was the only segments that had not been widened to four lanes, with local residents and HOA's stopping VDOT's earlier attempts to widen the road three times over the last 25 years. WRA assisted VDOT in meetings with the local officials to first establish a common goal for the project and then WRA presented the project to the presidents of the HOA's in a group setting and listened to their concerns. WRA then developed alternative designs to address the community's concerns and held 14 HOA meetings (some with over 200 attendees) to facilitate the project moving forward. The first phase of the project is currently under construction and the second phase is almost through right-of-way acquisition on 156 residential properties. DM John Maddox was the Design Manager for the project and led each of the meetings and was a driving force in the success of this project.

Limiting Impacts to the Traveling Public and Affected Communities and Businesses: The Myers/WRA Team has extensive experience limiting construction impacts for the traveling public, affected communities, and businesses for urban roadway widening projects by providing daily coordination of pedestrian traffic and scheduling work operations to minimize disruptions for local residents.

The ***$53M Central Avenue Streetscape project*** in downtown Baltimore requires a high-level of communication with local business owners and residents due to its location in a congested urban area. The project includes construction of a 300-ft-long three-span bridge connecting residential and commercial properties on either side of the harbor and nine blocks of urban streetscape and pedestrian movements and requires extensive utility coordination and relocation efforts.

Figure 4.2: Utilities on Central Ave DB Project



To successfully complete the design and construction, a TMP was developed by Myers' designer and reviewed by WRA. The TMP included extensive coordination with the local and traveling public, business owners and operators, and commercial developers. One-on-one meetings were held to coordinate access for adjacent businesses, and Myers relocated utility manholes away from store fronts to maintain pedestrian movements throughout the duration of construction. A project website is updated regularly with project activities and impacts, door-to-door visits are made to discuss impacts with affected residents/businesses, and signage informs travelers that businesses remain open through construction.

Providing a High Level of Customer Service through Timely Resolution of Citizen Issues and Concerns: The Myers/WRA Team has a track record of responding to community and stakeholder concerns with meaningful, creative solutions. Our approach to communication is to maximize public awareness of project activities/progress; create a project partnership with key stakeholders; proactively anticipate and address community concerns; and build strong relationships with stakeholders and the community over the life of the project. Communication methods typically include stakeholder meetings, emails, social media posts, signage, website updates, and public meetings.

Temple Ave Community Testimonial

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

The ***I-95 Temple Avenue DB project*** won an Award of Merit from the Public Relations Society of America for its successful public outreach and education efforts. The City of Colonial Heights has a small town feel and residential community

comprised primarily of older citizens that have lived there for decades. In partnership with VDOT, PR Manager Shannon Moody developed a public outreach program which started prior to construction introducing the roundabout to seniors, church groups, first responders, city employees, elected officials, and the chamber of commerce. Outreach continued throughout construction with presentations, weekly email updates, and articles in the quarterly newsletter delivered to every city address. Toward the end of construction, education sessions with stakeholder groups (including the local high school) provided roundabout driving tips and allowed individuals to walk their travel routes on a 30-foot by 24-foot roundabout floor mat.

WRA efforts on the Fairfax County Pkwy widening and Fair Lakes interchange in many ways is similar to the Project. The project is located in the middle of the Fair Lakes Community. The original developer had constructed a trail system through the community partly on right-of-way and partly on private property. Our DM John Maddox led the discussion with the business and HOAs to develop a design that achieved a win-win for the project. VDOT and WRA added retaining walls in areas to reduce the right-of-way impacts and allow the existing trail system to remain as a privately maintained trail while providing a new SUP along the east side of the parkway. The right-of-way and easements were then donated for the project and the community allowed the project to utilize the existing regional stormwater management facility, eliminating a significant cost to VDOT. The project also had an extensive length of sound barriers that was coordinated with the residents.

Finishing Contracts On-Time or Earlier than the Original Contract Fixed Completion Date: One of the primary benefits of DB project delivery is the ability to expedite the project delivery schedule and proactively address issues that could impact the Project completion date. Myers consistently provides on time or early completion of DB projects per the original project schedule, despite encountering various challenges during design and construction. This history of on-time or early completion is a result of a dedicated workforce of 2,300 employees, a proactive approach to schedule management, innovative design and construction solutions, and the ability to identify/mitigate potential issues before they arise. Evidence of the success of our comprehensive planning and scheduling processes on DB projects is provided in *Figure 4.3*.

Figure 4.3: Relevant Projects Completed On or Ahead of the Original Completion Schedule

Project	Contract Value	Delivery Method	Original Completion	Actual Completion
Walney Rd Widening DB	$12.1M	DB	12/2015	12/2015
Temple Ave Interchange DB	$14.9M	DB	11/2017	11/2017
Rte 29 NBL Bridge over Tye River	$6.8M	DB	09/2012	04/2012
Richmond Airport Connector Rd	$39.4M	DB	05/2011	03/2011
MD 404 Widening	$105.6M	DB	07/2017	07/2017

Meeting or Exceeding DBE Commitments: The Myers/WRA Team will meet or exceed the 9% DBE goal for both the design and construction of the Project. Our proven approach to enhance DBE participation includes conducting DBE outreach meetings; providing notifications in the local newspapers and social media platforms; breaking scopes of work into smaller, economically feasible quantities of work to encourage DBE participation; and following-up on solicitations to DBE firms who have not responded. Successful implementation of our DBE program is demonstrated by meeting or exceeding our DBE commitments on previous VDOT projects in NOVA including:

- Rolling Rd/Franconia-Springfield Interchange Improvements DB – 14%
- Walney Rd Widening & Bridge Replacement DB – 11%

3.4.1 WORK HISTORY FORMS

The following roadway widening projects are highlighted on the Work History Forms in Appendix 3.4.1. Each of the projects selected by our Team demonstrate relevant roadway widening experience in an urban project corridor and relevant experience with respect to scope, complexity, and the relevant parameters identified by VDOT for the Project.

- Rte 60 and German School Rd Widening, *Richmond, Virginia*
- Walney Rd Widening and Bridge Replacement DB, *Fairfax County, Virginia*
- Lynnhaven Pkwy Widening, *Virginia Beach, Virginia*
- Fall Hill Ave Widening and Mary Washington Blvd Extension DB, *Fredericksburg, Virginia*
- Fairfax County Pkwy Interchange at Fair Lakes Pkwy, *Fairfax County, Virginia*
- Rte 1 Widening and Interchange at Rte 123 and Rte 1, *Prince William County, Virginia*

SECTION 3.5

PROJECT RISKS

ALLAN MYERS + WRA

RISK #1 – UTILITY COORDINATION

WHY THE RISK IS CRITICAL: Preliminary investigations indicate there may be as many as 14 different utility owners with facilities in the Project area. Among them are several major facilities, including electrical transmission lines and four petroleum pipelines. Longitudinal facilities spanning nearly the entire Project length include a 24-in water line (Fairfax Water), a 6-in to 8-in gas line (Washington Gas), overhead electrical distribution lines (Dominion Energy and Verizon) with attached communications facilities and street lighting, overhead telephone lines (Verizon) with attached communications facilities, and two major underground communications duct banks (Verizon and Fiberlight) occupied by multiple tenants. Other smaller or localized facilities exist in various portions of the Project, including sanitary sewer (FCDPWES). As the existing utility facilities are located on both sides of the alignment, little construction can be completed prior to relocations.

In Myers' experience, utility relocations present an enormous risk to every project schedule and cost. Utility companies do not have strong statutory or contractual requirements to prosecute their relocations within the contractor's schedule. On top of that, they are overloaded due to the volume of roadwork underway in the greater Washington D.C. area, another factor that amplifies the Project risk from utility relocations.

Major Facilities: By nature, significant facilities take longer to relocate than conventional facilities. Although unlikely, should Dominion's power transmission line be impacted, it could take well over a year after approval of the P&E to complete relocation work due to lead times needed to procure materials and re-route circuits. Relocation is not anticipated for Colonial Pipeline's three mains and Plantation Pipeline's main, but should relocation become necessary, it would also take significant time to complete. Major facilities parallel to the roadway will likely require relocation for most or all of the length of the proposed construction, including several locations along the Project. The 24-in water line pipe has long lead times. The fiber-optic facilities are mostly "dark" – carrying sensitive traffic – and each contains several large cables for which it will be difficult to obtain outages for cutovers and time consuming to splice.

Co-located Facilities: Both major pole lines (Verizon and Dominion) and major duct banks (Verizon and Fiberlight) are also occupied by other communications companies. As such, the relocation process not only includes construction of the facility and relocation of the facility owner; it also includes relocation of the tenants. On overhead and duct bank facilities, it is typical for one utility to complete its relocation prior to allowing the next to proceed. Sequential (*aka* "linear") relocations can be expected to take significant amounts of time to complete.

Linear Facilities / Right-of-Way Acquisition: Six major parallel facilities run the length of the Project and will likely require relocation. Both overhead pole lines (Dominion and Verizon) will require acquisition of all easements and right-of way (ROW) on their designated side of the roadway before each relocation can significantly progress. While portions of the four underground facilities are likely to be placed in proposed ROW, most of the ROW will need to be acquired before that work can begin. As these corridors are on both sides of the Project and the existing facilities directly conflict with the proposed work, limited construction could occur prior to complete acquisition of the ROW.

Multiple Corridors Required in Limited Right-of-Way (ROW): The proposed ROW and easements do not expand far beyond the limits of the proposed roadway and adjacent SUP. While the SUP are logical utility corridors, the four major parallel underground facilities likely to be relocated (in addition to several other minor facilities) will consume significant space that will also be needed to accommodate drainage, temporary widening for MOT, signage, traffic signals, etc.

Rock: The area of the Project is known to have extremely hard rock that makes directional drilling and trenching extremely time consuming and expensive.

POTENTIAL IMPACTS: ***Schedule:*** Delays during the utility design stage would impact ROW acquisition and environmental permitting, delaying the start of relocations. They could also require changes to the Project design, increasing the overall duration of design for the Project. Due to the magnitude and linear nature of the utilities on the Project, utility relocations need to be completed prior to the commencement of most major construction activities. As such, delays in utility relocations could significantly delay the Project delivery date.

Cost: With the need to purchase easements in an expensive area to create utility corridors, the need to design relocations and construction around utilities in a way that allows for constructability, the risk of rock, and the potential need to accelerate Project construction to recover the schedule from utility delays, there is the potential for cost over-runs to occur.

Design: Conflict analysis will need to be performed to identify utility conflicts with the current design. Potential major

impacts from utilities will need to be evaluated to see if changes in the current design can mitigate or eliminate the conflicts. Planned utility relocation paths will need to be checked for additional conflicts as the project advances to final design. MOT design for traffic shifts may be affected by the utility relocation schedule. All will require additional design time.

Figure 5.1: Project-Wide Utilities

Facility Owner	Description (size of utility, length, etc)
Washington Gas	6"/8" gas lines with branches traverse the Project under Rte 29. Relocations may be needed for grade changes or conflicts with drainage work.
Fairfax Water	24" water main with branches traverses the Project, primarily under the SB lanes. A 12" water line runs in the pavement at the south end of the Project. Relocations may be needed for grade changes or conflicts with drainage work.
Fairfax County Sanitary Sewer	Multiple Sanitary Sewer lines cross Rte 29 throughout the Project. Relocations and/or adjustments to manholes may be required.
Verizon	A phone ductbank with branches traverse the Project, primarily in the NB lanes. Relocations and manhole frame adjustments may be required. A series of Verizon aerial cables run along the SB shoulder of the Project. These will need to be relocated to the newly acquired easement to the northern side of the project.
Dominion Energy - Distribution	A series of aerial 3-phase circuits run along a pole line along the NB shoulder of the project. Some sections have one circuit, and some have two circuits. Multiple circuits branch off from these lines. These lines will need to be relocated to the new Dominion Easement being acquired off the southern side of the Project.
Dominion Energy - Transmission	Transmission Lines cross over Rte 29 along the Colonial Pipeline Easement. This should not conflict with the proposed work, but this will need to be verified
Colonial Pipeline	Three large gas transmission pipelines cross through the Project, two 36" lines and a 32" line. Pipeline casings extension to go under the widened roadway section.
Plantation Pipeline	This should be sufficiently deep enough to avoid relocation, but casings may need to be extended. Our design will work to avoid any relocation for this line.
Verizon Business/MCI	Buried fiber lines along SB shoulder at southern end of the Project that may require relocation. Possible aerial lines along Verizon pole line also.
Cox Communications	Aerial lines run along Dominion Energy pole line that will require relocations. Several service lines will also require relocations
Comcast	Buried fiber lines along SB shoulder may require relocation.
AT&T & FiberLight	Possible ductbank shared by both companies. Fiber Optic lines run along NB Shoulder throughout the Project that may require relocations.
Zayo Bandwidth Central	FO lines probably running throughout Project in Verizon ductbank. These lines go out into their own ducts near Stringfellow Road. These lines may require relocations.
Summit IG	Aerial Lines run along Dominion Energy poles along the NB shoulder that will require relocations. There are also some buried offshoots that may require relocations

Utility Coordination – There is a schedule risk for utility coordination due to the large number of utility owners to have their facilities be in conflict with the proposed construction. Following VDOT's UFI coordination process to date, there will be a need for individual utility coordination meetings with each utility owner to review their relocation strategies. Further, the relocation paths of the different utilities will need to be compared to ensure that they do not conflict. Relocation plan and estimate submittals from all affected utilities will need to be reviewed to ensure that they contain all required elements.

Construction – Planned construction activities will need to be adjusted to conform to the situations with existing utilities. MOT for Project construction will need to be coordinated with MOT for utility relocations. Some placement areas for construction equipment may need to be changed to avoid proximity to power lines. Work in some areas may need to be rescheduled to follow utility relocation completions. Previously unidentified utilities may be discovered during construction that would need to be analyzed and addressed for relocations that could delay Project work.

MYERS/WRA TEAM MITIGATION STRATEGIES: As the identified risks impact the duration to complete utility relocations and thus the overall Project schedule, our mitigation measures will focus on minimizing the scope of necessary relocations and minimizing the duration required to complete each relocation.

The Right Utility Coordination Personnel: Allan Myers has significant experience in designing, constructing, and

coordinating relocations with the utility companies in the NOVA area. In addition to the Walney Rd Widening Project, Myers is a joint venture partner of FAM Construction LLC's I-66 Outside the Beltway P3 project where over 300 separate utility relocations took place. Following on this success, Myers's assigned Utility Manager for the Project will be Scott Styfco, who has served as Deputy Manager of FAM's Utility Department since October 2017. Scott's duties include extensive coordination with 54 utility owners of all types of utility facilities. He is charged with leading all conflict identification and relocation design efforts, leading all coordination with communications owners, and providing management level oversite and coordination with all utility owners. Through this process, Scott has forged relationships with all of the utility owners and most of the owner's representatives involved in this Project.

Avoidance and Minimization: Our strategy is to avoid relocations and minimize the impact to utilities. Scott will coordinate closely with the design team to investigate potential changes to the roadway profile and to closely coordinate the design of underground elements such as drainage to minimize or eliminate impacts to existing utilities. He will also coordinate with the utility owners to consider protect-in-place and lift-and-lay alternatives to relocation where practicable.

Major facilities: For the most significant facilities, Scott will work closely with the roadway design team and the utility companies to adjust the proposed roadway design and profile to minimize or eliminate any impact to these facilities. At both the Colonial and Plantation pipelines, it is likely that the facilities can remain in place with the addition of protective measures, such as casing extensions. However, the design of the drainage crossing the pipelines will need to be closely coordinated with the utility owners to ensure adequate separation. Although relocations appear necessary on the 24" waterline, 6-8" Washington Gas line and the Verizon and Fiberlight duct banks, the utility team will implement the avoidance and minimization measures described above to reduce the time required for relocations as much as possible.

Multiple Corridors required in limited Right-of-way and Linear facilities / ROW acquisition: With several longitudinal relocations and extensive ROW or easement acquisitions needed in order to provide full utility corridors, the DB team will carefully examine potential utility alignments that utilize existing ROW and ROW purchased by VDOT to the extent possible, minimizing any delay to the start of relocations due to the acquisition process. Through coordination with the multiple owners, the utility team will develop horizontal alignments for each of the utility owners to ensure adequate separation is maintained and necessary access is available during and after construction. Efforts will be made to combine pathways and to facilitate joint trenches to minimize the number of pathways needed, thus minimizing the space required.

Co-located facilities: In the past, it has been extremely difficult and inefficient to compel owners of duct banks to take responsibility for their tenants. To combat this issue on the I-66 P3 project, Utility Manager Scott Styfco coordinated with each of the tenants as if they were a separate relocation, keeping them advised of availability for cabling and coordinating the access and timing of the tenant's work with the duct bank owner. By coordinating with the duct owners to perform make ready work for their tenants at the same time they performed their own work, we were able to reduce the Project schedule.

Overhead Facilities: In areas where overhead construction may constrict subsequent construction, consideration will be given to converting overhead facilities to underground. One area where this technique may be beneficial is adjacent to Soundwall D, where the proposed wall is adjacent to proposed and existing overhead three phase power lines. Consideration will also be given to the potential to isolate these lines during construction of the wall and the utilization of taller poles than may otherwise be necessary coupled with using shorter soundwall panels.

Rock: The Project area is known to have pockets of extremely hard rock occurring at inconsistent top of rock profiles. This makes excavation and directional drilling for underground relocations very difficult, time consuming, and costly. Underground utility corridors will be developed utilizing available soil borings to avoid these pockets, and fill areas will be utilized for utility corridors as practicable. Overhead conversions will be considered when agreeable to the utility owners.

ROLE OF VDOT AND OTHER AGENCIES: VDOT will be asked to attend another UFI meetings and regularly scheduled coordination meetings with utility companies and review/approve all relocation plan and estimates. They will be consulted for interpretations of standards and approval of exceptions in unusual situations or when required by the Utility Manual. In the event that the Myers/WRA Team is unable to resolve issues such as prior rights or cost determination, or should disputes arise regarding whether a utility design constitutes a betterment, VDOT will be asked to assume an advisory role and to attend resolution meetings between the Myers/WRA Team and the utility company. Should utility companies become non-responsive or fall behind design or construction schedules, VDOT may be asked to contact upper levels of management for the utility company to prompt them to recover.

RISK #2 – DOUBLE BOX CULVERT CONSTRUCTABILITY

WHY THE RISK IS CRITICAL: Over 33,000 vehicles per day travel the Rte 29 corridor and encounter significant congestion. Rte 29 is a key parallel route to the I-66, Fair Lakes Pkwy, and Braddock Rd corridors, providing an alternative route during incidents in the area. Maintaining the existing four travel lanes during each phase of construction is critical to Project's success. Construction of the proposed box culvert carrying Willow Spring Branch under Rte 29 is complex due to the location of the existing Rte 29 bridge over the stream located approximately 70 ft to the south, the high skew of the proposed box culvert crossing, conflicts with existing utilities (overhead power, gas, sanitary sewer, and fiber duct bank) and the approx. 5 ft grade change at the existing bridge. Each phase of construction will need to maintain vehicle and shared use path (SUP) traffic over both the existing bridge and proposed box culvert while facilitating continuous flow of Willow Spring Branch. This section of Rte 29 is located within Willow Pond Park, a 4(f) environmental resource with prescribed mitigation commitments between VDOT and Fairfax County Park Authority (FCPA). The Project schedule will be impacted by phased construction of the box culvert due to the required utility relocations, detour pavement construction, construction within the proposed aerial power and communications easements, environmental permitting, ROW acquisition, and the number of traffic shifts.

POTENTIAL IMPACTS: The proposed location of the box culvert has the potential to impact the Project's success in several ways due to the sensitive environmental resources in the vicinity of the crossing, utilities, and the requirements to maintain stream flow and traffic on Rte 29.

Project Schedule – Construction of the box culvert will be on the critical path of the Project schedule. Based on our review, the RFQ design will need to be reevaluated to ensure constructability of the box culvert crossing. Any design changes or temporary detours will impact the proposed ROW and utility easement acquisition, which could delay the utility relocations necessary to begin construction of the proposed box. It appears the Dominion Power relocation will need to be phased to match the box culvert construction, since the proposed relocated aerial powerlines remain over the proposed box culvert. Each phase of box culvert construction will require a major shift in traffic. Any redesign that impacts Willow Pond Park will need to be closely coordinated with FCPA in accordance with 4(f) environmental commitments.

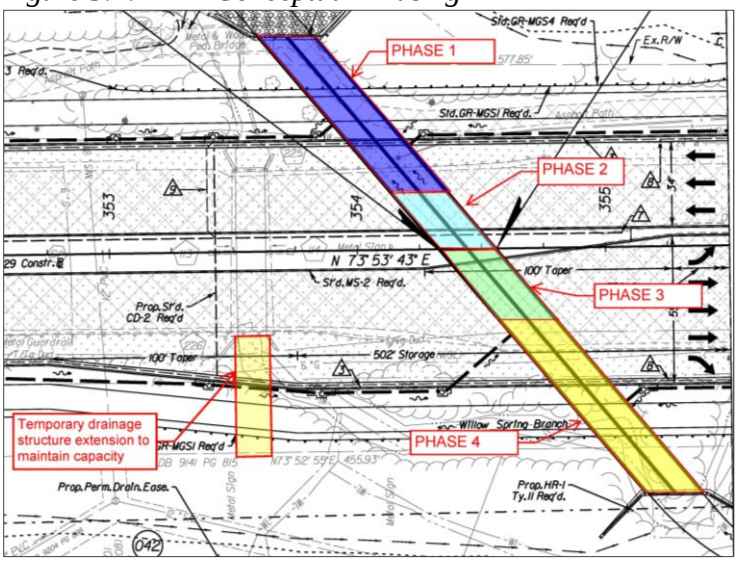
Environmental Permits – The design will need to carefully consider efforts to minimize impacts to the existing stream, as the current RFQ plans relocate over 450 ft of Willow Spring Branch. The permitting agency's review and approval could impact the proposed design and Project schedule. Additionally, mitigation costs for the stream impacts will be significant.

Utility Relocations – The existing 6-in gas line and underground duct bank are located just south of the existing bridge and run under the proposed box culvert. The overhead utilities are located along both sides of Rte 29 and the RFQ plans show permanent utility easements to relocate the overhead utilities on both sides of the proposed culvert. The utility easement on the south side is located over the proposed box culvert, requiring phased utility relocations to match culvert construction. The proposed utility easements on the north side are located over the rip-rap outfall and may also require phased relocations.

Project Cost – The RFQ plans require significant construction to detour traffic around the proposed box culvert and existing bridge, including construction of a major temporary drainage structure. Coordination and timing of existing utility relocations could impact productivity and utility relocation costs. Each additional phase of construction will require additional MOT efforts, temporary drainage, and shoring. The length of stream relocation will involve extensive environmental protection and high mitigation cost.

Traffic Impacts – The current culvert design will require a four-phase sequence to allow for MOT and maintain two lanes in each direction during construction. After removing and temporarily paving the existing median, the width of the existing stream crossing controls the amount of available space for temporary traffic shifts. With this

Figure 5.2: RFP Conceptual Phasing



limiting factor, the MOT will require a split configuration of lanes around the work area during the middle Phases 2 and 3 of construction, leading to a four-phase construction scenario as shown in *Figure 5.2*.

MYERS/WRA TEAM MITIGATION STRATEGIES: Through our analysis of this sequence of construction, we developed several strategies to mitigate the length and complexity of construction. Our goal is to reduce the number of phases, which will accelerate construction and mitigate traffic impacts. We examined constructing the culvert in the proposed RFQ location with widening to the south in Phase 1. This would allow two lanes of traffic in each direction along Rte 29 throughout construction. In this scenario, Phase 1 work provides a temporary drainage structure south of the existing Rte 29 bridge to maintain the flow of Willow Spring Branch during construction of the first phase of the box culvert and temporary detour roadway as shown in *Figure 5.2*.

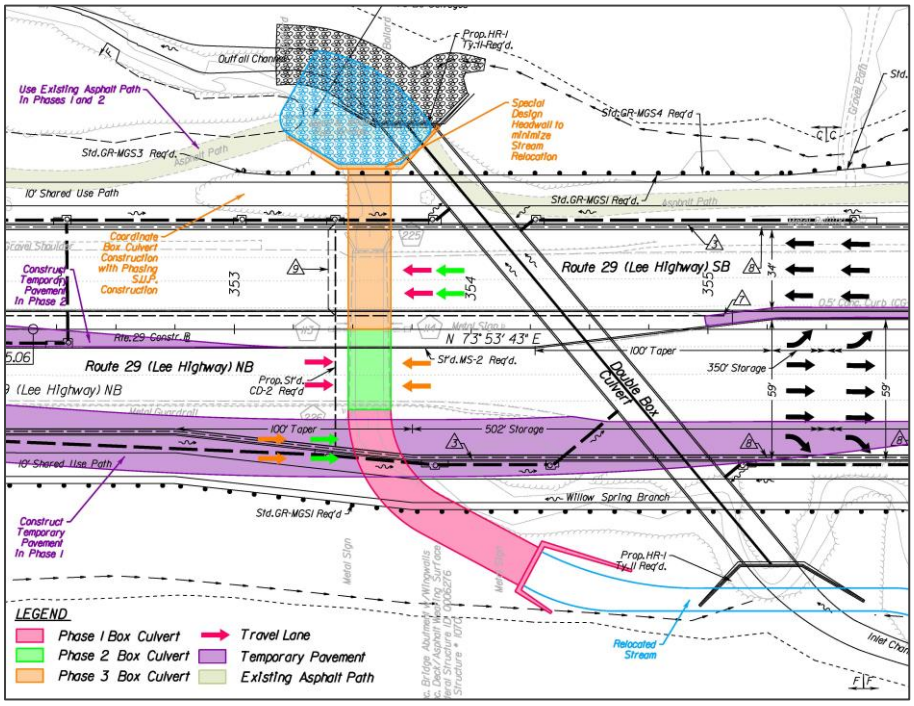
Hydraulic opening of the temporary drainage structure will need to maintain the hydraulic capacity of the existing bridge opening to avoid increased flooding of Rte 29. We would consider alternative approaches to the RFQ box culvert location to mitigate cost, schedule, and environmental impacts due to temporary drainage structures and temporary stream relocation. Alternatives could include constructing a box culvert at the location of the existing bridge or replacement of the bridge with a three-sided structure to allow the existing stream to largely remain in the current location.

Our proposed alternative makes two changes to the current design. The first is to reduce the proposed skew of the culvert by relocating it into the same footprint as the existing bridge, allowing for a straight crossing under Rte 29. The second is utilizing a three-sided, single-opening precast section in lieu of the proposed double four-sided box section. This approach will reduce the complexity of MOT phasing, new construction, bridge removal, and maintenance of stream flows during construction, and provide a permanent natural stream bottom. WRA successfully designed the Rte 655 culvert replacement with a similar approach using a three-sided structure (see *Figure 5.3*). Rte 655 is very similar to the bridge crossing on Rte 29 at Willow Spring Branch in the complexity of hydraulic analysis, the increase in elevation of the roadway, and the challenges with MOT as the bridge crossing on Rte 29 at Willow Branch Creek .

Figure 5.3: Rte 655 over Sulphur Spring Run Culvert Replacement

Our approach allows for construction of the culvert crossing under Rte 29 while maintaining two lanes of traffic in each direction throughout construction (see *Figure 5.4*). By moving the culvert into the same footprint as the existing crossing, we can start widening work early in the schedule. ***Phase 1 (red)*** construction will start from the south and work north. The initial section of culvert will be constructed up to the outside of Rte 29 northbound (NB) lanes along with backfill and temporary paving for future use as temporary Rte 29 NB. In ***Phase 2 (green)***, NB traffic will shift to the south to use the temporary lanes. This opens the existing NB lanes and the median section for completing construction of the culvert and backfill. Once this phase is complete, we will temporarily pave and move the

Figure 5.4: Proposed Culvert Design Optimization



southbound (SB) traffic onto the future NB lanes, allowing for construction under the existing SB lanes in ***Phase 3 (orange)***. Phase 3 will also require temporary relocation of the existing trail over a portion of the proposed box culvert until the box is completed and the new SUP constructed. At the end of Phase 3, we will place both the NB and SB lanes into final configuration with three lanes in each direction and complete the final stretch of SUP along Rte 29 NB.

Maintenance of stream flow from Willow Spring Branch is a key matter during this construction process. While removing the existing structure and constructing a new one, the creek must continuously flow through the construction zone without interruption and in an environmentally sound manner. The use of a three-sided, single opening precast structure provides advantages during construction as well as a more efficient and manageable final product. To manage the water flow of Willow Spring Branch we will flume the creek through our construction area, connecting it back to the existing stream bed at the end of each phase. With no concrete bottom, we can build a flume system that can channel the creek along the existing creek bed. Since the new and existing structures occupy the same footprint, the creek can return to its original flow at the end of each phase. Once the culvert is complete under Rte 29, we will remove the flume and allow the stream to resume flowing along its original, natural creek bed.

ROLE OF VDOT AND OTHER AGENCIES: We will require VDOT's review, feedback, and approval of the design and construction submission packages and coordination with federal and state permitting agencies. Per the RFQ, VDOT is taking responsibility for the acquisition of the Fairfax County Park Authority and the Fairfax County Board of Supervisors property. Construction of the new culvert and relocation of the SUP will impact these parcels and timely acquisition will be key to the Project schedule. Outside of the ROW acquisition, VDOT's role will include assisting in coordination with the Park Authority and local community stakeholders regarding impacts and progress during construction.

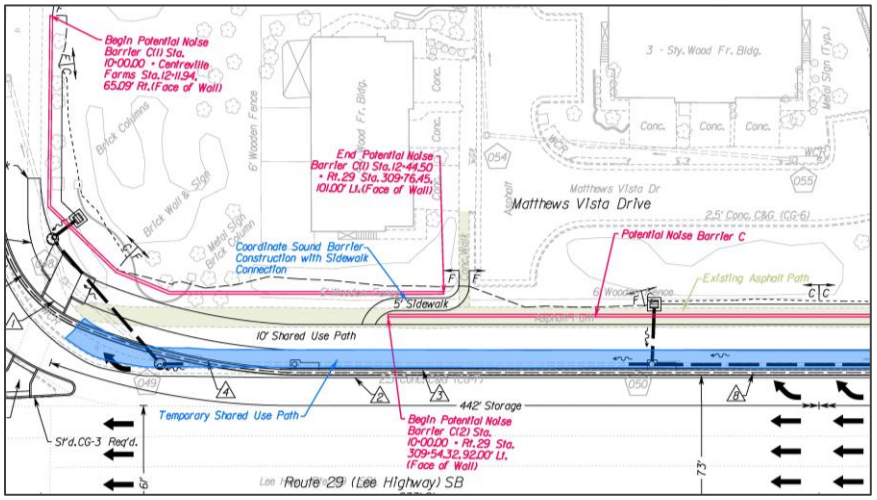
RISK #3 – SAFE OPERATION OF SHARED USE PATH DURING CONSTRUCTION

WHY THE RISK IS CRITICAL: The existing roadway and trails in this section of Rte 29 traverse an area of significant grade changes, multiple residential and business locations, and the borders of Willow Pond Park. A key goal for the Project is efficient and safe maintenance of traffic (MOT), pedestrians, and bicyclists during construction.

The RFQ plans show an existing trail along nearly the entire north side of Rte 29 (except for about 1,000 ft). The trail provides access to Willow Pond Park and residential communities and is a critical link in the County trail system. Maintenance of the trail during construction will be important to Fairfax County Park Authority (FCPA), a key Project stakeholder. Portions of the trail system are located outside the existing and proposed ROW and are largely within the construction limits of the proposed improvements, meaning the trails is impacted during all phases of construction. Along the south side of existing Rte 29, existing trails and sidewalks pose much less risk to the Project.

Phasing of construction impacting existing pedestrian and bike facilities could drive phasing of the entire Rte 29 widening and reconstruction project. The current RFQ design appears to result in constructing the SB proposed lanes first because Rte 29 is being shifted to the north through a significant portion of the Project. It also appears that no temporary construction easements are anticipated to temporarily shift the existing trail outside the proposed construction limits or permanent slope easements. Additionally, VDOT is proceeding with ROW acquisition through Willow Pond Park, which will result in phasing construction of the proposed SUP within the construction limits and potentially impact the safety of SUP users. Construction of a temporary trail will impact the Project cost and schedule.

Figure 5.5: SUP Conflict with Sound Barriers



A key area of the Project is the section along Rte 29 in front of the residential area on Matthews Vista Dr, where the design proposes sound barriers. These barriers, starting with the section along the SB lanes of Rte 29, overlap with the existing SUP and there is limited space to manage a temporary path during construction. Another challenge is the section between stations 332+00 and 353+00 where the existing SUP conflicts with the footprint for widening Rte 29. Additionally, the bifurcation between SB and NB travel lanes is significant and the construction sequence must account for the complexity of elevation differences. Near the intersection of Meadow Estates Dr and Rte 29 the trail connection is missing, requiring users to navigate the stripped off outside shoulder of Rte 29. Also, from Willowmeade Dr to the southern Project limits, the SUP consists of either the paved shoulder of Rte 29 or a raised asphalt curb sidewalk with no space or barrier between users and the roadway. Within the missing portion of the trail on the NB side of Rte 29, users are forced onto the existing roadway. Other sections leave little to no space for traffic, further impacting safety and traffic considerations along the SB lanes.

POTENTIAL IMPACTS:

Safety – Poorly designed and maintained MOT along Rte 29 will create a safety concern for motorists, pedestrians, and bicyclists along the existing trail and proposed SUP. The existing bifurcation of the roadway and the significant vertical curves create a visual barrier for motorists. Established traffic patterns will have to shift during construction, which could create confusion and the potential for accidents. Additionally, construction equipment in work zones near the roadway and existing trail will add another element of visual complexity that could confuse motorists.

Temporary SUP – The existing trail will be shifted temporarily during Phase 1 construction to maintain usability. This phase will require regular communication with area residents/trail users and close coordination with FCPA. Sound barrier construction could require temporary closure of the trail section along Rte 29.

Schedule – Another potential impact is extending the schedule to complete the Project. This would negatively impact relations with local residents and businesses, for whom it would extend the stress created by traffic congestion, noise, and interrupted access to their properties. A schedule extension could become necessary if the ability to perform the work in an efficient and timely manner is hampered by the demands of maintaining motorist, pedestrian, and bicycle traffic.

Public Impacts – Safely maintaining existing access to trails, driveways, and commercial entrances through every phase of construction is important to obtaining and maintaining public support for the Project. The duration of construction directly impacts the public's perception of project success. Fairfax County staff and elected officials will be greatly involved in highlighting the concerns of the local community, which could impact design and construction of the Project.

MYERS/WRA TEAM MITIGATION STRATEGIES: Based on our Team's experience with mitigation strategies for maintaining existing pedestrian and bicycle facilities during construction in Fairfax County, we must first determine the expectations of the users, community, county staff and supervisors, VDOT, FCPA, and the Fairfax Alliance for Better Bicycling. We must also understand that in each phase of the Project, unique concerns can arise, such as access to bus stops.

Our Team has begun a preliminary evaluation to determine potential mitigation strategies we could implement for the Project. We will develop a sequence of construction to safely accommodate motorists while maintaining user access to existing SUPs and sidewalks. The sequencing will minimize the number of traffic/SUP shifts, user confusion, and conflict points between roadway and SUP users. It will also reduce roadway congestion. This mitigation will provide local residents and businesses with safe, well-defined travel patterns.

VDOT has already started the first and most critical mitigation strategy: outreach and communication with stakeholders. Our Team will take responsibility for stakeholder engagement as part of our scope. During the design phase, we will communicate about the proposed facilities and ROW impacts. On similar projects in Fairfax County, we have found that managing user expectations about impacts to existing trails and sidewalks during construction is critical to success. With that in mind, we will communicate with stakeholders continuously regarding potential impacts, schedule, and safety concerns. Public Relations Manager Shannon Moody has extensive experience in assisting with the planning and execution of a communications plan. The Walney Rd Widening DB project was in the center of a highly congested area with multiple business parks, neighborhoods, and trail connection to the FCPA Stream Valley Park trail system. Our Team built relationships with residents and business park contacts to keep them updated on construction and impacts. Design of the connection to the stream valley trail system required close coordination with FCPA. The Construction Manager maintained

an open dialogue with stakeholders during design and construction. In addition, the public was kept up to date through social media posts using VDOT's established social media accounts and project webpage.

To mitigate risk in the design phase of the Project, our Team will mount an aggressive communications campaign from day one with key stakeholders, since these commitments will drive the design and sequence of construction for the entire Project. We will first schedule a workshop-type meeting with VDOT, County, and FCPA to gain a clear understanding of the history of their discussions with the community and determine how best to engage the community in the first 90 days. Design Manager John Maddox has extensive experience in Fairfax County, successfully guiding design workshops and community engagement on similar projects, including the Fairfax County Pkwy widening and Fair Lakes Pkwy interchange, Rolling Rd Widening, Fairfax County Pkwy widening from Rte 29 to Rte 123, and the Popes Head Rd interchange.

Another mitigation strategy is a focus on safety-first design of pedestrian and bicycle facilities through every phase of construction. A detailed design that has received significant input from the construction team ensures constructability and will result in a safer Project and accelerate construction. Key elements of the design will include achieving the required sight distance at all pedestrian intersection crossings; maintaining ADA compliance during construction; reducing conflict points between SUP users, vehicle traffic, and construction activities; maintaining widths and clearance of obstruction; and maintaining appropriate lighting at SUP crossings.

We will first consider relocating the existing trail to the outside of the construction limits of the proposed SB widening and SUP. This would accelerate construction, reduce construction cost, and improve safety for users of existing trails. However, the current RFQ plans do not have the temporary construction easements required to facilitate this alternative. We would need VDOT to revise the ROW to include temporary easements to be acquired from the FCPA property. We understand this may not be feasible because VDOT is moving forward with ROW acquisition based on the RFQ plans.

If additional easements are unavailable, we will construct the proposed SUP in multiple phases. In Phase 1, NB and SB traffic will remain in their current configuration. We will construct as much SB widening as possible along the outside of the SB lanes while maintaining the existing trail. The trail will then be temporarily shifted to the inside along the existing SB travel lanes and the new SUP constructed along the outside in the final configuration. This approach will allow continuous use of the trail during construction in areas where future facilities and existing SUP conflict. Developing this space early in the Project will create the conditions for a more streamlined traffic plan and complete the permanent SUP along the SB lanes. After Phase 1, this SUP will be in its permanent location and can remain open for the remainder of construction due to close coordination with construction phasing of the proposed box culvert.

One pinch point that creates a special condition exists from the western end of the Project to approximately the intersection with Stringfellow Rd. Here there is an existing trail on the north side of Rte 29 and a nearly completed SUP and sidewalk on the south side. Our mitigation would first evaluate detouring pedestrian and bicycle traffic to the south side by temporarily completing a 500-ft missing section approaching Stringfellow Rd and closing existing facilities on the north side to allow for widening and reconstruction of the roadway, sound barriers, and proposed north side SUP. If this approach is not viable in the views of stakeholders, then a phased construction approach would be necessary for the Rte 29 SB SUP.

With the SB widening section complete and temporarily paved by the end of Phase 1, we will move traffic onto this section in Phase 2. The new SUP connecting the entire length of the Project will be in place along the SB lanes. We will shift existing NB lanes onto the old SB lanes, opening the existing NB lanes for construction. Phase 2 will construct the NB lanes to the final permanent elevation as well as the future SUP that runs along the NB lanes. At the end of Phase 2, we will shift the NB traffic onto the new section. At this point, Rte 29 will be two lanes in each direction. Phase 3 will complete construction in the center area between NB and SB to add the third lane in each direction and the medians.

ROLE OF VDOT AND OTHER AGENCIES: We will require VDOT's review, feedback, and approval of the design and construction submission packages. Per the RFQ, VDOT is taking responsibility for the acquisition of 20 parcels, including the Fairfax County Park Authority and Fairfax County Board of Supervisors property. The SUP directly impacts these parcels and timely acquisition will be required. VDOT will have a key role in coordination efforts with the Park Authority and Board of Supervisors for phasing the SUP during construction. In addition, while the Myers/WRA Team will take the lead in public communications and customer service, VDOT has a stake in being a part of these activities to help ensure all matters are handled appropriately. We will work closely with VDOT to ensure the Department is kept up to date on all matters, especially as they relate to public outreach and communication.

ATTACHMENT 3.1.2

SOQ CHECKLIST

ALLAN MYERS + WRA

ATTACHMENT 3.1.2

Project: 0029-029-350

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

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	Page 4
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 2-3
Experience of Offeror's Team				Pages 5-7
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 8-15

ATTACHMENT 2.1.0

FORM C-78-RFQ

ALLAN MYERS + WRA

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00110329DB113

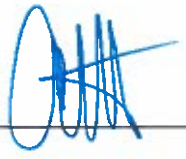
PROJECT NO.: 0029-029-350

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 – July 27, 2021
   (Date)
2. Cover letter of _____
   (Date)
3. Cover letter of _____
   (Date)



SIGNATURE

September 2, 2021
DATE

Aaron T. Myers
PRINTED NAME

Executive Vice President - Operations
TITLE

APPENDIX 3.2.6

LIST OF AFFILIATED AND SUBSIDIARY COMPANIES

ALLAN MYERS + WRA

ATTACHMENT 3.2.6

State Project No. 0029-029-350

Affiliated and Subsidiary Companies of the Offeror

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

☐ **The Offeror does not have any affiliated or subsidiary companies.**

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Parent	Allan Myers, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers DE, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Management, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials MD, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Materials PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers MD, Inc.	2011 Bel Air Rd, PO Box 278, Fallston MD 21047
Affiliate	Allan Myers PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Transport Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers, L.P.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	American Infrastructure Investments, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Compass Quarries, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	FAM Construction, LLC	3877 Fairfax Ridge Road, Suite 300C, Fairfax, VA 22030
Affiliate	Myers Aviation Company, LLC	1805 Berks Rd, PO Box 98, Worcester PA 19490

ATTACHMENT 3.2.6

State Project No. 0029-029-350

Affiliated and Subsidiary Companies of the Offeror

Affiliate	The Myers Group, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk VA 23435

APPENDIX 3.2.7

DEBARMENT FORMS

ALLAN MYERS + WRA

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0029-029-350

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	August 31, 2021	Executive Vice President - Operations
	Date	Title

ALLAN MYERS VA, INC.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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	Date	Title
Richard K Bruntz	8/30/2021	Director of Right of Way & Utility Coordination

Bowman Consulting Group Ltd.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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	Date	Title
[signature]	8-31-2021	Principal Engineer

Engineering & Materials Technologies, Inc. (E.M. Tech)
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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	August 17, 2021 Date	Vice President Title

H & B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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.

	August 30, 2021	President
Signature	Date	Title

Land Planning and Design Associates, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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	8/17/2021	President
	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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	August 18, 2021 Date	President Title

Specialized Engineering (DIW Group, Inc. t/a Specialized Engineering)
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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.

	8/30/2021	Senior Vice President
Signature	Date	Title

Whitman, Requardt & Associates, LLP

Name of Firm

APPENDIX 3.2.8

VDOT PREQUALIFICATION CERTIFICATE

ALLAN MYERS + WRA

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 8/11/2021
- M -

Vendor ID: M2875
Vendor Name: MURTECH, INC.
Prequal Level: Prequalified (Probationary)
Prequal Exp: 07/31/2022

-- PREQ Address --
317 LEMMON HILL LN SUITE 200
SALISBURY, MD 21801
Phone: (443)944-0834
Fax: (443)944-0850

Work Classes (Listed But Not Limited To)
- 019 - ERECT FABRICATED STRUCTURAL MATERIAL
- 022 - INCIDENTAL CONCRETE
- 054 - MARINE CONSTRUCTION
- 055 - BRIDGE REPAIRS
- 080 - DEMOLITION OF STRUCTURES

Bus. Contact: TERLIZZI, BRANDON
Email: BRTERLIZZI@MURTECH.COM

-- DBE Information --

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

Vendor ID: G303
Vendor Name: ALLAN MYERS VA, INC.
Prequal Level: Prequalified
Prequal Exp: 07/31/2022

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

Work Classes (Listed But Not Limited To)
- 002 - GRADING
- 003 - MAJOR STRUCTURES
- 004 - ASPHALT CONCRETE PAVING
- 007 - MINOR STRUCTURES
- 013 - ROADWAY MILLING
- 171 - SURFACE TREATMENT

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

-- DBE Information --

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

APPENDIX 3.2.9

SURETY LETTER

ALLAN MYERS + WRA

September 2, 2021

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

Re: Contract ID Number: C00110329DB113, State Project No.: 0029-029-350, P101, R201, C501, D612, Federal Project No.: NHPP-5A01(917), Route 29 Widening Phase II, From: 0.208 miles west of Union Mill Road, To: 0.460 miles east of Buckley's Gate Drive

To Whom It May Concern:

Allan Myers VA, Inc., a subsidiary of Allan Myers, Inc., is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, and Berkshire Hathaway Specialty Insurance Company. As sureties for Allan Myers VA, Inc., with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Allan Myers VA, Inc. is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Seventy-Two Million and No/100 Dollars ($72,000,000.00), and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

Sincerely,

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

Julia R. Burnet
Attorney-in-Fact

JRB/meg

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

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

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

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 24th day of May, A.D. 2021.

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

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 24th day of May, A.D. 2021, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

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

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 2nd day of September, 2021.

By: Brian M. Hodges
Vice President

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

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

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

Berkshire Hathaway Specialty Insurance

Power Of Attorney

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

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

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

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

By: _____
David Fields, Executive Vice President

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

By: _____
David Fields, Vice President

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

[Notary Seal]

GEOFFERY A. DELISIO
Notary Public
Commonwealth of Massachusetts
My Comm. Expires November 29, 2024

_____
Notary Public

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

_____
Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com *THIS POWER OF ATTORNEY IS VOID IF ALTERED*

To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

. . . .

EXECUTION OF DOCUMENTS:

. . . .

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

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and

(2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

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

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

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

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

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

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

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

THE FIDELITY AND DEPOSIT COMPANY

OF MARYLAND
1299 Zurich Way Schaumburg, IL 60196

Statement of Financial Condition
As Of December 31, 2020

ASSETS

Bonds		$ 262,624,334
Stocks		19,715,392
Cash and Short-Term Investments		3,219,781
Reinsurance Recoverable		17,293,466
Federal Income Tax Recoverable		114,253
Other Accounts Receivable		29,083,530
TOTAL ADMITTED ASSETS		$ 332,050,756

LIABILITIES, SURPLUS AND OTHER FUNDS

Reserve for Taxes and Expenses		$ 539,588
Ceded Reinsurance Premiums Payable		43,847,005
Remittances and Items Unallocated		0
Payable to parents, subs and affiliates		0
Securities Lending Collateral Liability		0
TOTAL LIABILITIES		$ 44,413,593
Capital Stock, Paid Up	$ 5,000,000	
Surplus	282,637,163	
Surplus as regards Policyholders		287,637,163
TOTAL		$ 332,050,756

Securities carried at $165,065,329 in the above statement are deposited with various states as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of market quotations for all bonds and stocks owned, the Company's total admitted assets at December 31, 2020 would be $346,439,970 and surplus as regards policyholders $302,026,377.

I, LAURA J. LAZARCZYK, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2020.

DocuSigned by:
Laura J. Lazarczyk
42DF6DB471374B0...

Corporate Secretary

State of Illinois
City of Schaumburg } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2021.

RYAN HORGAN
Official Seal
Notary Public - State of Illinois
My Commission Expires Dec 10, 2024

Notary Public

ZURICH AMERICAN INSURANCE COMPANY
COMPARATIVE BALANCE SHEET
4 WORLD TRADE CENTER, 150 GREENWICH STREET, NEW YORK, NY 10007
As of December 31, 2020 and December 31, 2019

	12/31/2020	12/31/2019
Assets		
Bonds	$ 15,696,060,158	$ 16,780,375,969
Preferred Stock	-	-
Common Stock	2,964,630,407	3,121,559,258
Real Estate	1,294,160,876	1,273,640,596
Other Invested Assets	1,435,120,966	1,185,313,467
Derivatives	178,175	21,358
Short-term Investments	285,002	14,532,665
Receivable for securities	809,339	114,199,089
Cash and cash equivalents	526,475,686	42,548,382
Securities lending reinvested collateral assets	105,614,095	55,769,285
Employee Trust for Deferred Compensation Plan	122,225,149	129,612,266
Total Cash and Invested Assets	$ 22,145,559,853	$ 22,717,572,333
Premiums Receivable	$ 5,318,928,254	$ 4,775,851,073
Funds Held with Reinsurers	99,875	97,862
Reinsurance Recoverable	1,248,855,148	1,497,744,413
Accrued Investment Income	118,531,136	127,170,427
Federal Income Tax Recoverable	507,200,404	565,755,651
Due from Affiliates	92,277,523	204,233,875
Other Assets	559,476,243	527,556,278
Total Assets	$ 29,990,928,434	$ 30,415,981,911
Liabilities and Policyholders' Surplus		
Liabilities:		
Loss and LAE Reserves	$ 12,295,705,961	$ 12,626,869,059
Unearned Premium Reserve	3,952,940,831	3,845,794,904
Funds Held with Reinsurers	554,226,440	385,953,985
Loss In Course of Payment	1,351,312,377	1,442,194,686
Commission Reserve	119,930,116	124,215,143
Federal Income Tax Payable	34,772,832	-
Remittances and Items Unallocated	432,727,110	147,106,142
Payable to parent, subs and affiliates	273,601,687	294,896,500
Provision for Reinsurance	175,327,995	110,765,261
Ceded Reinsurance Premiums Payable	1,591,358,027	1,821,418,177
Securities Lending Collateral Liability	105,614,095	55,769,285
Other Liabilities	1,922,304,215	1,887,566,082
Total Liabilities	$ 22,809,821,689	$ 22,742,549,225
Policyholders' Surplus:		
Common Capital Stock	$ 5,000,000	$ 5,000,000
Paid-In and Contributed Surplus	4,394,131,321	4,394,131,321
Surplus Notes	-	-
Special Surplus Funds	9,672,000	2,910,000
Cumulative Unrealized Gain	192,450,057	118,847,749
Unassigned Surplus	2,579,853,368	3,152,543,616
Total Policyholders' Surplus	$ 7,181,106,746	$ 7,673,432,686
Total Liabilities and Policyholders' Surplus	$ 29,990,928,434	$ 30,415,981,911

I, LAURA J. LAZARCZYK, Corporate Secretary of ZURICH AMERICAN INSURANCE COMPANY do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company, on the 31st day of December, 2020, according to the best of my information, knowledge and belief.

DocuSigned by:
Laura J. Lazarczyk
42DF6DB47137480...
Corporate Secretary

State of Illinois
County of Cook } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2021.

RYAN HORGAN
Official Seal
Notary Public - State of Illinois
My Commission Expires Dec 10, 2024

Notary public

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY

1314 Douglas Street, Suite 1400, Omaha, Nebraska 68102-1944

ADMITTED ASSETS*

	12/31/2020	12/31/2019	12/31/2018
Total invested assets	$ 5,475,240,588	$ 5,172,183,338	$ 4,313,185,189
Premium & agent balances (n	603,615,506	368,086,012	301,849,144
All other assets	157,897,676	127,524,677	140,930,406
Admitted Assets	$ 6,236,753,770	$ 5,667,794,027	$ 4,755,964,739

LIABILITIES & SURPLUS*

	12/31/2020	12/31/2019	12/31/2018
Loss & loss exp. unpaid	$ 921,923,948	$ 634,745,558	$ 463,103,223
Unearned premiums	372,836,160	314,117,549	241,835,588
All other liabilities	1,054,922,210	744,738,458	570,628,148
Total Liabilities	2,349,682,318	1,693,601,565	1,275,566,959
Total Policyholders' Surplu	3,887,071,452	3,974,192,463	3,480,397,780
Total Liabilities & Surplus	$ 6,236,753,770	$ 5,667,794,028	$ 4,755,964,739

* Assets, liabilities and surplus are presented on a Statutory Accounting Basis as promulgated by the NAIC and/or the laws of the company's domiciliary state.

APPENDIX 3.2.10

SCC AND DPOR SUPPORTING REGISTRATION/LICENSE DOCUMENTATION

ALLAN MYERS + WRA

ATTACHMENT 3.2.10

State Project No. 0029-029-350

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers, VA Inc.	01137801	Corporation	Active	301 Concourse Blvd. Ste 300 Glen Allen, VA	Class A Contractor	2701009872	2022-12-31
Bowman Consulting Group Ltd.	11139594	Corporation	Active	3951 Westerre Pkwy Ste 150 Richmond, VA 23233	Business Entity ENG, LS	0411000610	2022-02-28
				1300 Central Park Blvd Fredericksburg, VA 22407	Business Entity Appraisal	4008001873	2022-03-31
Engineering & Materials Technologies, Inc.	04786331	Corporation	Active	7857 Coppermine Dr, Manassas, VA, 20109	Business Entity	0407005994	2021-12-31
H&B Surveying and Mapping, LLC	S2905604	Limited Liability Company	Active	614 Moorefield Park Dr Richmond, VA 23236	Business Entity	0407005432	2021-12-31
Land Planning and Design Associates, Inc.	01425545	Corporation	Active	1006 E. Jefferson St, #B Charlottesville, VA 22902	Business Entity Landscape Architect	0407001789	2021-12-31
				21515 Ridgetop Circle, Ste 310 Sterling, VA 20166	Landscape Architect; Branch Office	0411000977	2021-12-31
Quinn Consulting Services Incorporated	04925517	Corporation	Active	14160 Newbrook Dr, Suite 220 Chantilly, VA 20151	Business Entity	0407003733	2021-12-31

Specialized Engineering (DIW Group, Inc. t/a Specialized Engineering)	**F1281908**	**Corporation**	**Active**	**4845 International Blvd. #104 Frederick, MD 21703**	**Business Entity**	**0407004748**	**2021-12-31**
Whitman, Requardt & Associates, LLP	**K0003824**	**Limited Liability Partnership**	**Active**	**9030 Stony Point Pkwy, Ste 220 Richmond, VA 23235**	**Business Entity ENG**	**0411000133**	**2022-02-28**
				801 South Caroline St Baltimore, MD 21231	**Business Entity ENG, LS, ARC, LA**	**0407001676**	**2021-12-31**
				12700 Fair Lakes Cir, Ste #300 Fairfax, VA 22033	**Business Entity ENG**	**0411000134**	**2022-02-28**

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Quinn Consulting Services, Incorporated	**John Kevin Vicinski**	**Chantilly, VA**	**4603 Marble Rock Ct. Chantilly, VA 20151**	**Professional Engineer**	**0402026380**	**2023-08-31**
Whitman, Requardt & Associates, LLP	**John Patrick Maddox**	**Richmond, VA**	**2825 Willbrook Dr. Henrico, VA 23233**	**Professional Engineer**	**0402026613**	**2022-01-31**

Entity Information

Entity Information

Entity Name:	Allan Myers VA, Inc.
Entity ID:	01137801
Entity Type:	Stock Corporation
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	Active and In Good Standing
Formation Date:	10/06/1967
Status Date:	11/19/2013
VA Qualification Date:	10/06/1967
Period of Duration:	Perpetual
Industry Code:	0 - General
Annual Report Due Date:	10/31/2021
Jurisdiction:	VA
Charter Fee:	$0.00
Registration Fee Due Date:	10/31/2021

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

DPOR License Lookup License Number 2701009872

License Details

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

1 Refer to the Statutory Definitions (http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.

2 Refer to the Classification Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20) and Specialty Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30) for detailed definitions of these classifications and specialties.

DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

Entity Information

Entity Information

Entity Name:	Bowman Consulting Group Ltd.
Entity ID:	11139594
Entity Type:	Stock Corporation
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	Active and In Good Standing
Formation Date:	11/13/2020
Status Date:	11/25/2020
VA Qualification Date:	11/25/2020
Period of Duration:	Perpetual
Industry Code:	0 - General
Annual Report Due Date:	N/A
Jurisdiction:	DE
Charter Fee:	$750.00
Registration Fee Due Date:	Not Required

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

DPOR License Lookup License Number 0411000610

License Details

Name	BOWMAN CONSULTING GROUP LTD
License Number	0411000610
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	3951 WESTERRE PKWY SUITE 150, RICHMOND, VA 23233
Initial Certification Date	2009-07-17
Expiration Date	2022-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402049766	GARCIA, CARLOS G	Professional Engineer License	Engineering	2021-11-30
0403003124	MACAULAY, CRAIG STEVEN	Land Surveyor License	Land Surveying	2023-01-31
0403003046	KOUGOULIS, NICHOLAS JOHN	Land Surveyor License	Land Surveying	2021-12-31
0403001906	FRALIN, RICHARD LEE	Land Surveyor License	Land Surveying	2023-01-31
0402054328	HAMMONDS, BRETT WARREN	Professional Engineer License	Engineering	2022-05-31
0402024712	DELOYE, KEVIN ROBERT	Professional Engineer License	Engineering	2022-02-28
0402057178	COX, KEVIN M	Professional Engineer License	Engineering	2021-12-31
0402043805	FRANCIS, SPENCER MACKENZIE	Professional Engineer License	Engineering	2022-01-31
0402036886	JACKSON, ANN WILSON	Professional Engineer License	Engineering	2022-01-31
0402032887	JACKSON, JONATHAN HATCH	Professional Engineer License	Engineering	2023-01-31

Showing 1 to 10 of 10 entries

DPOR License Lookup License Number 4008001873

License Details

Name	BOWMAN CONSULTING GROUP LTD
License Number	4008001873
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	1300 CENTRAL PARK BLVD, FREDERICKSBURG, VA 22407
Initial Certification Date	2016-03-14
Expiration Date	2022-03-31

DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

Entity Information

Entity Information

Entity Name:	ENGINEERING & MATERIALS TECHNOLOGIES, INC.
Entity ID:	04786331
Entity Type:	Stock Corporation
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	Active and In Good Standing
Formation Date:	01/29/1997
Status Date:	12/10/2019
VA Qualification Date:	01/29/1997
Period of Duration:	Perpetual
Industry Code:	70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia
Annual Report Due Date:	N/A
Jurisdiction:	VA
Charter Fee:	$50.00
Registration Fee Due Date:	Not Required

Registered Agent Information

RA Type:	Individual
Locality:	PRINCE WILLIAM COUNTY
RA Qualification:	Officer of the Corporation
Name:	SHAHZAD S MOOSA
Registered Office Address:	7857 COPPERMINE DR, MANASSAS, VA, 20109 - 0000, USA

Principal Office Address

DPOR License Lookup License Number 0407005994

License Details

Name	ENGINEERING & MATERIALS TECHNOLOGIES, INC
License Number	0407005994
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	7857 COPPERMINE DR, MANASSAS, VA 20109
Initial Certification Date	2011-12-08
Expiration Date	2021-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402021398	MOOSA, SHAHZAD SULTAN	Professional Engineer License	Engineering	2022-07-31

Showing 1 to 1 of 1 entries

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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**
Series LLC:	No
Reason for Status:	Active
Formation Date:	04/27/2009
Status Date:	04/27/2009
VA Qualification Date:	04/27/2009
Period of Duration:	Perpetual
Industry Code:	0 - General
Annual Report Due Date:	N/A
Jurisdiction:	VA
Charter Fee:	N/A
Registration Fee Due Date:	Not Required

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, 23230 - 0000, USA

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

Showing 1 to 1 of 1 entries

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Entity Information

Entity Information

Entity Name:	LAND PLANNING AND DESIGN ASSOCIATES, INC.
Entity ID:	01425545
Entity Type:	Stock Corporation
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	Active and In Good Standing
Formation Date:	12/21/1972
Status Date:	02/22/2013
VA Qualification Date:	12/21/1972
Period of Duration:	Perpetual
Industry Code:	0 - General
Annual Report Due Date:	N/A
Jurisdiction:	VA
Charter Fee:	$10.00
Registration Fee Due Date:	Not Required

Registered Agent Information

RA Type:	Individual
Locality:	CHARLOTTESVILLE CITY
RA Qualification:	Member of the Virginia State Bar
Name:	RICHARD G RASMUSSEN III
Registered Office Address:	250 E HIGH ST, CHARLOTTESVILLE, VA, 22902 - 0000, USA

Principal Office Address

Address:	1006 E. JEFFERSON ST. STE B, CHARLOTTESVILLE, VA, 22902 - 0000, USA

DPOR License Lookup License Number 0407001789

License Details

Name	LAND PLANNING AND DESIGN ASSOCIATES INC
License Number	0407001789
License Description	Business Entity Registration
Rank	Business Entity
Address	1006 E JEFFERSON ST #B, CHARLOTTESVILLE, VA 22902
Initial Certification Date	1982-09-08
Expiration Date	2021-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0406001254	LIEBERTH, MARK EDWARD	Landscape Architect License	Landscape Architecture	2023-02-28
0406001694	SCHWARTZ, AARON MICHAEL	Landscape Architect License	Landscape Architecture	2021-10-31
0406001717	EVANS, AMIE BREANNE	Landscape Architect License	Landscape Architecture	2023-06-30
0406000844	MECHNICK, WILLIAM RICHARD	Landscape Architect License	Landscape Architecture	2022-04-30
0406001169	LETTE, ZACHARY ADAM	Landscape Architect License	Landscape Architecture	2023-02-28
0406001457	MAUZY, JESSICA E	Landscape Architect License	Landscape Architecture	2022-08-31

Showing 1 to 6 of 6 entries

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DPOR License Lookup License Number 0411000977

License Details

Name	LAND PLANNING AND DESIGN ASSOCIATES INC
License Number	0411000977
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	21515 RIDGETOP CIRLE SUITE 310, STERLING, VA 20166
Initial Certification Date	2013-02-22
Expiration Date	2022-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0406001694	SCHWARTZ, AARON MICHAEL	Landscape Architect License	Landscape Architecture	2021-10-31
0406001717	EVANS, AMIE BREANNE	Landscape Architect License	Landscape Architecture	2023-06-30
0406001169	LETTE, ZACHARY ADAM	Landscape Architect License	Landscape Architecture	2023-02-28

Showing 1 to 3 of 3 entries

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Entity Information

Entity Information

Entity Name:	QUINN CONSULTING SERVICES INCORPORATED
Entity ID:	04925517
Entity Type:	Stock Corporation
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	Active and In Good Standing
Formation Date:	10/24/1997
Status Date:	12/01/2008
VA Qualification Date:	10/24/1997
Period of Duration:	Perpetual
Industry Code:	0 - General
Annual Report Due Date:	10/31/2021
Jurisdiction:	VA
Charter Fee:	$50.00
Registration Fee Due Date:	10/31/2021

Registered Agent Information

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

Principal Office Address

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

DPOR License Lookup License Number 0407003733

License Details

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

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2023-08-31

Showing 1 to 1 of 1 entries

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Entity Information

Entity Information

Entity Name:	DIW GROUP, INC.
Entity ID:	F1281908
Entity Type:	Stock Corporation
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	Active and In Good Standing
Formation Date:	N/A
Status Date:	05/19/2020
VA Qualification Date:	01/30/1997
Period of Duration:	Perpetual
Industry Code:	0 - General
Annual Report Due Date:	N/A
Jurisdiction:	MD
Charter Fee:	$2500.00
Registration Fee Due Date:	Not Required

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

DPOR License Lookup License Number 0407004748

License Details

Name	DIW GROUP INC
DBA Name	SPECIALIZED ENGINEERING
License Number	0407004748
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	4845 INTERNATIONAL BLVD #104, FREDERICK, MD 21703
Initial Certification Date	2005-11-01
Expiration Date	2021-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402020050	MITCHELL, CHARLES ROBERT	Professional Engineer License	Engineering	2023-07-31

Showing 1 to 1 of 1 entries

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Entity Information

Entity Information

Entity Name:	WHITMAN, REQUARDT & ASSOCIATES, LLP
Entity ID:	K0003824
Entity Type:	General Partnership
Entity Status:	**Active**
Series LLC:	N/A
Reason for Status:	GP - LLP Status Only
Formation Date:	08/10/2000
Status Date:	08/10/2000
VA Qualification Date:	08/10/2000
Period of Duration:	N/A
Industry Code:	0 - General
Annual Continuation Report Due Date:	N/A
Jurisdiction:	N/A
Charter Fee:	N/A
LLP Status:	Yes
Registration Fee Due Date:	Not Required

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

DPOR License Lookup License Number 0411000133

License Details

Name	WHITMAN REQUARDT AND ASSOCIATES
License Number	0411000133
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	9030 STONY POINT PKWY STE 220, RICHMOND, VA 23235
Initial Certification Date	1996-11-12
Expiration Date	2022-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026613	MADDOX, JOHN PATRICK	Professional Engineer License	Engineering	2022-01-31
0402023410	SELI, DANIEL JOSEPH	Professional Engineer License	Engineering	2022-06-30

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number 0407001676

License Details

Name	WHITMAN, REQUARDT AND ASSOCIATES LLP
License Number	0407001676
License Description	Business Entity Registration
Rank	Business Entity
Address	801 SOUTH CAROLINE ST, BALTIMORE, MD 21231
Initial Certification Date	1982-09-03
Expiration Date	2021-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026707	HASSON, DENNIS JUDE	Professional Engineer License	Engineering	2022-01-31
0403002231	KING, GREGORY	Land Surveyor License	Land Surveying	2022-06-30
0401011676	KELSO, DOUGLAS ALAN	Architect License	Architecture	2021-12-31
0406000536	PALM, HERBERT WILLIAM	Landscape Architect License	Landscape Architecture	2021-09-30

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DPOR License Lookup License Number 0411000134

License Details

Name	WHITMAN REQUARDT AND ASSOCIATES
License Number	0411000134
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	12700 FAIR LAKES CIR #300, FAIRFAX, VA 22033
Initial Certification Date	1996-11-12
Expiration Date	2022-02-28

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402038189	DONOVAN, ERIN P	Professional Engineer License	Engineering	2023-03-31
0402039368	WESTMAN, DEAN CHARLES	Professional Engineer License	Engineering	2021-11-30
0402032360	FALLIN, KEVIN WILLIAM	Professional Engineer License	Engineering	2023-01-31

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DPOR License Lookup License Number 0402026380

License Details

Name	VICINSKI, JOHN KEVIN
License Number	0402026380
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHANTILLY, VA 20151
Initial Certification Date	1995-08-10
Expiration Date	2023-08-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407003733	QUINN CONSULTING SERVICES INCORPORATED	Business Entity Registration	Engineering	2021-12-31

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DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

DPOR License Lookup License Number 0402026613

License Details

Name	MADDOX, JOHN PATRICK
License Number	0402026613
License Description	Professional Engineer License
Rank	Professional Engineer
Address	RICHMOND, VA 23233
Initial Certification Date	1996-01-23
Expiration Date	2022-01-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0411000133	WHITMAN REQUARDT AND ASSOCIATES	Business Entity Branch Office Registration	Engineering	2022-02-28

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APPENDIX 3.3.1

KEY PERSONNEL RESUME FORMS

ALLAN MYERS + WRA

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Eric Eastin, 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.: **Allan Myers**

d. Employment History: With this Firm **9** Years With Other Firms **19** Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Allan Myers, Design-Build Project Manager (2012 – present): Responsible for the management of design and construction processes for design-build (DB) projects, quality management, and supervision/ oversight of all aspects of the work to ensure all contractual obligations are met. Eric has experience managing the construction of complex, fast-tracked roadway and bridge construction projects including DB transportation projects. He manages large teams comprised of design professionals, construction managers, and subconsultants all focused on providing delivery on time and within budget. Eric oversees contract administration, material procurement, subcontractor management, planning and scheduling of work activities, submittals, pay estimates, and labor/ equipment resources. He actively participates in public outreach meetings and ensures public concerns are promptly and appropriately addressed. His relentless focus on construction safety has led to industry recognition of the safety programs he has implemented, including the 2018 ENR Mid-Atlantic Best Projects Safety Award.

Overland Federal, Vice President (2011-2011): Responsible for estimating and proposal development for all projects for this federal contracting firm with annual revenue in excess of $105M working in the U.S. and Guam.

Peter Kiewit and Sons, Segment Superintendent/Estimator/Project Superintendent/Project Engineer/Foreman (1993 – 2011): Eric held various roles over his career at Kiewit, growing from a foreman to segment superintendent for a $1.3B DB project. His responsibilities included oversight of all field operations and productivity, including subcontractor management, to meet project schedule and budget requirements while ensuring the safety of all employees and subcontractor partners. He was responsible for quantity tracking, construction QC, managing changes in contract scope, and oversight of day-to-day field operations focused on safety, quality, and production.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Texas Tech; Lubbock, Texas/ B.A. / 1993 / Finance

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **N/A**

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

VDOT I-66 OUTSIDE THE BELTWAY P3 ($108M) FAIRFAX COUNTY, VA

Firm: Allan Myers **Role:** Project Manager **Dates:** 08/2019 – present

Role: As the Project Manager overseeing Myers' self-perform work across all segments, Eric is responsible for all aspects of performance, ensuring contractual obligations and schedule milestones are met, and delivering the work safely and within budget. He oversees field operations, quality management, and contract administration. Eric coordinates with the DBJV and other stakeholders to proactively resolve disputes.

Project Description: The I-66 Outside the Beltway P3 project transforms 22.5 miles of I-66 into a multimodal corridor to increase mobility, improve travel time reliability, and offer new travel options. Eric is responsible for the self-perform construction work, which includes gravity walls, post and panel retaining and sound walls, ITS duct bank, drainage, earthwork, and roadway and pedestrian/ bike pathway work. He oversees 23 crews across all segments, including the Stringfellow Rd and Rte 28 bridges.

Similarities: Myers self-perform work on I-66 is focused on installation of infrastructure to widen I-66 from three to five lanes in each direction. This work includes retaining walls, utility relocations, maintenance of traffic, and construction of the proposed widened roadway, drainage, and associated facilities. This work is similar but on a larger scale than the work envisioned for the Rte 29 widening project. The self-perform work also requires close coordination and public outreach to inform users of upcoming roadway shifts and working with adjacent property owners to ensure all work is completed in accordance with prescribed easements and right-of-way.

Impact on the Project: Eric joined the I-66 project team to provide the leadership, construction expertise, and team-building skills necessary to expedite construction and support the aggressive project schedule. He has grown a high-performing division of construction professionals dedicated to the project from 20 people to 170. Eric's team is consistently assigned to schedule-critical activities to ensure the project meets interim schedule milestones. His team has met each milestone to date, including the Segment 1C turnover date of June 2021, Rte 28 ramps milestone, and Segment 3 traffic shift. To reopen the Rte 28 ramps prior to the start of school, Eric's crews worked 24 hours a day for 2 ½ months. When Eric's team was called in to expedite Segment 3, they re-sequenced the work to maximize productivity, thereby improving from two months behind schedule to six months ahead.

MDOT SHA US 113 PHASE 3 WIDENING DB ($32M) WORCESTER COUNTY, MD

Firm: Allan Myers **Role:** DBPM **Dates:** 03/2015 – 06/2018

Role: Eric was responsible for all aspects of project performance, ensuring contractual obligations were met, and delivering the project safely, on time, and within budget. He oversaw design and construction, quality management, and contract administration. He also coordinated with MDOT SHA to proactively resolve disputes and participated in public outreach meetings.

Project Description: This DB project included partial realignment, reconstruction, and widening of four miles of US 113 from North of Massey Rd to Five Mile Branch Rd. Roadway improvements included new pavement and pavement rehabilitation of existing roadways, bicycle compatible facilities through corridor and intersections, new service roads, intersection safety improvements, drainage, SWM facilities, and culvert extensions/replacements, lighting, signing and pavement markings, and 11 culvert extensions and/or replacements up to 72in diameter. The project consolidated driveways on access roads, controlled left turns and U-turns at specific intersections, and constructed a new median.

Similarities: This DB project widened US 113 from two to four lanes. The conceptual roadway profile included a vertical grade differential of 2-3 ft between new and existing pavement. Aerial utilities along both sides of US 113 and underground communications facilities required extensive stakeholder/utility coordination with Delmarva Power, Choptank Electric, Verizon, and MD Broadband.

Impact on the Project: Eric's team incorporated 12 ATCs to provide cost, schedule, environmental, and safety benefits. These included an alternative pavements section design to reduce construction costs, roadway alignment modifications at the south crossover to reduce environmental impacts, bicycle lane modifications to enhance safety, modified turning movements to improve safety, and modified the roadway profile to minimize borrow requirements. A design submittal for early clearing and rough grading facilitated early utility relocations, starting as soon as ROW clearance was obtained. Eric worked closely with designers to optimize construction phasing, MOT, and ESC designs to create the most cost-effective solutions for the project. When utility relocations outside the design-builder's scope of work created major delays, Eric worked closely with MDOT SHA to reach an agreeable schedule recovery approach. The project was completed on time and within budget with no safety incidents.

MDOT SHA US 113 PHASE 4 WIDENING DB ($51M) WORCESTER COUNTY, MD

Firm: Allan Myers **Role:** DBPM **Dates:** 05/2017 – 10/2019

Role: Eric was responsible for all aspects of project performance, ensuring contractual obligations were achieved, and delivering the project safely, on time, and within budget. He oversaw design and construction, quality management, and contract administration. He also coordinated with MDOT SHA to proactively resolve disputes and participated in public outreach meetings.

Project Description: This final phase of the US 113 corridor widening reconstructed and widened 4.5 miles of US 113 to a four-lane divided highway from North of MD 365 to Five Mile Branch Rd. Roadway improvements included new pavement construction, existing pavement rehabilitation, new service roads, drainage, stormwater management, erosion and sediment control, intersection improvements, utility coordination/relocations, a 70 ft span prestressed concrete slab bridge over the Purnell Branch, and culvert extensions and/or replacements.

Similarities: This DB project widened US 113 from two to four lanes included pavement rehabilitation widening, drainage/SWM facilities, intersection improvements, and extensive utility relocation/coordination efforts.

Impact on the Project: Myers proposed an ATC for the US 113 Business/US 113 intersection to improve safety and operations by channelizing the left turn lane and eliminated a U-turn by providing an alternative jug-handle solution. Eric worked closely with MDOT SHA to address utility delays and develop a schedule recovery plan, which included working around the existing Verizon poles to progress construction despite utility delays. Eric worked closely with the designer to ensure proper constructability/sequencing of the project's grading, drainage, road cross culverts, paving, and traffic features. He also worked with designers to optimize construction phasing, MOT, and ESC designs to create the most cost-effective solutions for the project. The sequence of construction provided safe maintenance of traffic while maintaining existing intersection operations, two lanes of traffic in each direction, and property accessibility throughout construction.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **John Vicinski, P.E., DBIA, Director of Design Build Services**

b. Project Assignment: **Quality Assurance Manager**

c. Name of the Firm with which you are employed at the time of submitting SOQ.: **Quinn Consulting Services**

d. Employment History: With this Firm **13** Years With Other Firms **38** Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Quinn Consulting Services, Inc., Quality Assurance Manager (2008-Ongoing): Since joining Quinn Consulting in June 2008, John has worked as the Director of Design-Build Services and a Quality Assurance Manager (QAM) on VDOT and FHWA design-build (DB) projects. He has written, overseen, and implemented project-specific QA/QC plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects. John is a professional engineer and DB professional with 38 years of experience in transportation and heavy construction. His experience includes quality assurance management and inspection on interstates, primary and secondary roads, and rural roadways. Over the past 13 years, John has worked as a QAM on 20 projects, 17 of which were done for VDOT/EFLHD where John's role was QAM or Resident QC Engineer.

Alpha Corporation, Vice President/Director of Transportation Services (1995-2008): In this role, John managed up to 25 contracts simultaneously, primarily providing CEI services on DB, district-wide, for VDOT and other transportation clients. During his time with Alpha, John also worked as a Project Director and Inspector Coordinator in the NOVA, Staunton, Culpepper, Fredericksburg, and Hampton Roads Districts.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Pittsburgh at Johnstown/B.S./1982/Civil Engineering Technology

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1992/Professional Engineer/VA #402-026380 | 2001/Professional Engineer/MD #4737559 | 1992/Professional Engineer/PA #PE043306 | DBIA Certified (Expires 12/2021)

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

VDOT, INTERSTATE 64 CAPACITY IMPROVEMENTS SEGMENT II DB ($141M) NEWPORT NEWS, YORK COUNTY AND JAMES CITY COUNTY, VA

Firm: Quinn Consulting Services Inc. **Role:** QAM **Dates:** 08/2016 – 08/2019

Role: As QAM, John was responsible for Quality Assurance and oversight of construction operations, including the QA testing technicians. He checked test reports, daily reports, safety reports, and environmental reports; determined and certified to VDOT whether materials and work complied with contract documents; conducted preparatory inspection meetings prior to the start of any new work; provided oversight and directed independent quality assurance testing and inspections; and compared the QA and QC tests to ensure they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual.

Project Description: Widening of I-64 from four to six-lanes from Exit 247 (Yorktown Road) to west of Exit 242 (Humelsine Parkway). The improvements included full-depth reconstruction of the existing lanes, the addition of one 12-foot-wide travel lane and one 12-foot-wide paved shoulder in each direction, and repair and widening of nine existing bridges and six box culverts located within the Project limits.

Similarities: With Quinn as QA, John worked closely with Allan Myers and VDOT to successfully complete this project. It is anticipated that a very similar QA/QC document control system will be used, offering VDOT real time access to NCR and deficiency logs, frequency of testing metrics, and project punch lists.

Impact on the Project: As QAM, John was an integral part of the project team and chaired all Activity Preparatory Meetings, during which he reviewed the inspection, testing, and acceptance requirements of each project activity in detail and provided clear direction on the issue resolution process and associated documentation.

VDOT, ROUTE 29, LITTLE ROCKY RUN BRIDGE DB ($13.4M) FAIRFAX COUNTY, VA

Firm: Quinn Consulting Services, Inc. **Role:** QAM **Dates:** 05/2013 – 09/2015

Role: As QAM, John was responsible for Quality Assurance and oversight of construction operations, including the QA testing technicians. He checked test reports, daily reports, safety reports, and environmental reports; determined and certified to VDOT whether materials and work complied with the contract documents; conducted preparatory inspection meetings prior to the start of any new work; provided oversight and directed independent quality assurance testing and inspections; and compared the QA and QC tests to ensure they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual.

Project Description: The project replaced the structurally deficient Lee Highway (Route 29) bridge over Little Rocky Run and widened it to three lanes in each direction. It included a 10-ft trail on the south side of the bridge, and a 5-ft sidewalk to the north. The scope included all work required to support design and construction of the project, which included roadway, reinforced steel beam bridge, trail and sidewalk construction, guardrail, steel-encased pipe, concrete pavement, sheet pile, signage, signals, utility relocations, curb and gutter, lighting and landscaping.

Similarities: This project is adjacent to the proposed Route 29 project and involved coordination with adjacent properties, businesses, and stakeholders. It is very similar in that the work limits will be very close to the existing business entrances and store fronts as well as residential properties. This will require close coordination of project activities to keep business and residential access points open and safe.

Impact on the Project: As QAM, John maintained project quality by relying on VDOT Design-Build Minimum Requirements as the backbone of the quality plan while using his knowledge and experience to identify quality issues early and gain consensus on their resolution in the field.

VDOT, ROUTE 50 WIDENING DB ($58M) LOUDOUN AND FAIRFAX COUNTIES, VA

Firm: Quinn Consulting Services, Inc. **Role:** QAM **Dates:** 09/2011 – 06/2015

Role: As QAM, John's responsibilities included oversight of the QA team that worked closely with the contractor's QC team to assure adherence to the project-specific QA/QC Plan and the minimum requirements for QA and QC as set forth in the VDOT Design-Build Manual. John and the QA team planned reviews, scheduled and chaired activity preparatory meetings; monitored the performance and documentation of the QC team, reviewed and approved monthly pay estimates; developed project punch lists, and addressed non-conforming items with contractor QC personnel.

Project Description: This DB project widened Route 50 in Fairfax and Loudoun Counties from Route 742 (Poland Rd) to Route 28 (Sully Rd) from a four-lane divided highway to a six-lane divided highway. Scope of work included fiberoptic and utility relocations, traffic signal installations, improved turn lanes, curb and gutter on the outside lanes, widened and upgraded bridges, mainline shared use paths, storm drainage, storm water management basins, right-of-way acquisition, reconstruction of intersections, bridge construction, waterline installation, blasting, box culverts, retaining walls, pedestrian crosswalks, and curb ramps.

Similarities: This project was also in Fairfax County and involved coordination with adjacent properties, businesses, and stakeholders. Extensive utility and public relations coordination were required to ensure that the project was completed with minimal disruption to businesses, pedestrians, and the traveling public. There were multiple phases and traffic switches that included live, heavily traveled intersections. The risk was minimized by proactive inspection of MOT setups and directional signing.

Impact on the Project: As QAM, John was heavily involved in coordinating quality assurance resources and inspections to cover work at night and on weekends as well as overseeing the project quality plan. This multi-phase project was completed on time with minimal quality issues.

* 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. **N/A**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **John Maddox, P.E. – Senior Vice President**

b. Project Assignment: **Design Manager**

c. Name of the Firm with which you are employed at the time of submitting SOQ.: **Whitman, Requardt & Associates, LLP (WRA)**

d. Employment History: With this Firm **26** Years; With Other Firms **10** 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):

Whitman, Requardt & Associates, LLP; Senior Vice President/Design Manager (June 1995 – Present): John has served as a Project Manager for major VDOT design projects continuously since August 1997 and as Design Manager on multiple VDOT design-build (DB) projects. He routinely manages design of major widening and reconstruction projects ranging in construction value from $30M to $100M. He specializes in design of complex projects requiring a multi-disciplinary design team. When serving as Design Manager, John is responsible for the complete design effort, including interchange, roadway, bridge, retaining walls, H&H, traffic engineering, storm water management, utility relocation, environmental compliance, right-of-way (ROW) coordination, and quality assurance throughout.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
West Virginia Institute of Technology (now a division of West Virginia University) – Montgomery, West Virginia | B.S. | 1985 | Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1996 | Professional Engineer | VA Registration #0402026613

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

VDOT FALL HILL AVENUE WIDENING & MARY WASHINGTON BOULEVARD EXTENSION DB ($30.8M) FREDERICKSBURG, VIRGINIA

Firm: Whitman, Requardt & Associates, LLP **Role:** Design Manager **Dates:** Mar 2014 – Jan 2017

Role: John was responsible for design and construction inspection on this urban widening and reconstruction DB project. He oversaw all design elements, including roadway, maintenance of traffic (MOT), hydraulic, stormwater management (SWM), bridge, retaining walls, sound barriers, utility relocation and coordination, traffic engineering, lighting, environmental permit coordination, public involvement, ROW acquisition, park design, design QA/QC and coordination. John managed the complex, multi-phase MOT plan required.

Project Description: Widening and reconstruction of 2.2-miles of Fall Hill Ave and Mary Washington Blvd, including a roundabout at the intersection of those roadways. There is a five-span, 419-ft-long bridge over I-95 and the CD lanes. The new roadway is a four-lane divided curb and gutter section with a sidewalk on the south side and a shared use path on the north side. The project involved significant 4(f) coordination requirements/ commitments and included reconstructing Snowden Park's baseball fields and basketball courts, as well as documentation of historic Civil War trenches impacted by the project.

Similarities: DB, urban roadway widening and reconstruction; significant ROW impacts; complex, multi-phase MOT plan; extensive utility relocations; hydrologic and hydraulic analysis (H&HA) of box culvert; geotechnical design; and detailed design of soil nail, mechanically stabilized earth (MSE), and gravity retaining walls.

Impact on the Project: John directed design modification in the horizontal and vertical alignments of the proposed roadway that resulted in effective maintenance of vehicle and pedestrian movements through all phases of construction along the project corridor. He also facilitated design for the reconstruction of Snowden Park to allow for waste excavation to be placed within the park and reused in rebuilding of ballfields, basketball courts, and parking facilities within this 4(f) resource.

VDOT ROUTE 1 WIDENING AT ROUTE 123 INTERSECTION ($50M CONSTRUCTION) PRINCE WILLIAM COUNTY, VIRGINIA

Firm: Whitman, Requardt & Associates, LLP **Role:** Design Manager **Dates:** Dec 2007 – Dec 2017

Role: John was responsible for all design elements, including surveys, urban roadway widening and reconstruction, hydraulics, river mechanics, SWM, structural, geotechnical, traffic engineering, utility design/ coordination, information technology services (ITS), traffic maintenance plan (TMP), traffic forecasting/ analysis, and design QA/QC. Extensive ROW impacts required John to take part in an engaging public outreach program.

Project Description: Design included widening 1.7 miles of Route 1 from four to six-lanes with sidewalks and a shared use path. H&HA analysis of the existing bridge over Marumsco Creek led to the decision to raise Route 1 approximately 5 ft at the proposed bridge, which required multi-phase bridge and roadway construction. Design efforts included coordination with undergrounding utilities along Route 1 (designed by WRA) in advance of the roadway widening project. The geotechnical analysis included multiple retaining walls and bridge foundation design. The extensive improvements along the Route 1 corridor carefully considered access management for numerous commercial entrances in the vicinity of proposed signalized intersections.

Similarities: The size and scope of Route 1 is very similar to the Route 29 widening of an existing roadway from four to six lanes, and total reconstruction raising the elevation of Route 1 at the existing bridge over Marumsco Creek, which required a complex MOT plan. Extensive utility coordination and design of the utility undergrounding a $10M project was complex and impacted construction sequencing of the project. There were significant ROW impacts in an urban corridor of over 70 parcels, including several business relocations.

Impact on the Project: John guided the complex H&HA analysis of the bridge over Marumsco Creek to protect Route 1 from being overtopped while maintaining the existing 100-year flood elevation in a project area that had significant concerns both up and down stream of the flooding at existing bridge. The solution was to raise the grade of Route 1 by 5 ft at the crossing, which created a challenge for MOT and sequence of construction to handle vehicle traffic and maintain the existing hydraulic opening during construction.

VDOT WALNEY ROAD WIDENING AND BRIDGE REPLACEMENT DB ($12.1M CONSTRUCTION) FAIRFAX COUNTY, VIRGINIA

Firm: Whitman, Requardt & Associates, LLP **Role:** Design Manager **Dates:** Mar 2014 – Dec 2015

Role: John was responsible for design of the bridge replacement and urban roadway widening and reconstruction of Walney Rd from two lanes to a four-lane curb and gutter section. The project included bike lanes along the entire length. The bridge over Flatlick Branch is located in the Fairfax County Park Authority (FCPA) Stream Valley Park, requiring coordination with the FCPA. John oversaw all design elements, including roadway, hydraulic, SWM, bridge, utility relocation and coordination, traffic engineering, lighting, environmental permits, public involvement, design QA/QC, and coordination during construction.

Project Description: The project length was 0.6 miles and provided a four-lane undivided urban section with bike lanes and a shared use path on the east side, and a sidewalk on the west side. A key element was coordination of the alignment, profile and bridge design of Walney Rd with the hydraulic analysis of Flatlick Branch to avoid increasing the FEMA 100-year floodplain elevation. The alignment and profile were also designed to minimize ROW impacts. The design included analysis and retiming of all signals along the detour route for the proposed road closure. A conservation easement and FCPA Stream Valley Park extended along Flatlick Branch and the Walney Rd project corridor. A portion of the conservation easement impacted by the project was replaced outside of the project construction footprint along the western side of Walney Rd, adjacent to the existing FCPA property.

Similarities: This project was an urban roadway widening with a bridge replacement, pedestrian and bicycle facilities, and design of traffic signals and street lighting. It included coordination with the FCPA for acquisition of park property that impacted an existing conservation easement. This required minimization of ROW impacts and replacement property for the impacted area of the conservation easement. Extensive utility coordination was critical to the ROW and construction schedule. Hydraulic analysis of the bridge crossing required establishing a bridge opening that maintained the FEMA 100-year flood elevation.

Impact on the Project: John's innovative approach to the project helped to reduce impacts to adjacent properties by replacing the RFP plan's proposed SWM basin with two StormFilters to address SWM requirements. The original basin had been located in a 100-year floodplain, impacting permitting for the project. In addition, an alignment shift was incorporated as part of the project, which eliminated an undesirable reverse curve across the proposed bridge.

* 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. **N/A**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Laurie Bryan, PE; Senior Construction Manager**

b. Project Assignment: **Construction Manager**

c. Name of the Firm with which you are employed at the time of submitting SOQ.: **Allan Myers**

d. Employment History: With this Firm **14** Years With Other Firms **0** Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Allan Myers, Construction Manager/QC Manager/Project Engineer (07/2007 – present): Laurie manages all aspects of her projects, including planning and scheduling work activities; coordination with the owner and other stakeholders, design consultants, and private utility owners; and public outreach for all phases of construction. She oversees construction activities to ensure project delivery that meets or exceeds all QC expectations, ensuring the materials used and work performed meet contract requirements and approved-for-construction plans and specifications. Laurie oversees implementation of the project-specific QC plan and the planning, implementation, supervision, and documentation of QC efforts, including inspection and approval of incoming materials. She is on site for the duration of construction operations to ensure that the schedule and budget meet or exceed project requirements. Laurie oversees deputy CM, superintendents, and project engineers for roadway/ bridge and has been responsible for the construction of three DB projects over the past six years.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Tech, Blacksburg, Virginia / B.S. / 2007 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2015/MD Professional Engineer/#46852;
Laurie will obtain VDEQ RLD and VDOT ESCC Certifications prior to the commencement of construction

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

VDOT I-66 OUTSIDE THE BELTWAY P3 ($108M) FAIRFAX COUNTY, VA

Firm: Allan Myers **Role:** Myers Construction Manager **Dates:** 09/2019 – present

Role: As the on-site Construction Manager responsible for Myers' self-perform work, Laurie manages all aspects of construction, maintaining the project schedule, planning operations within budget, coordinating with adjacent work operations, and overseeing construction QC.

Project Description: The I-66 Outside the Beltway P3 project transforms 22.5 miles of I-66 into a multimodal corridor to increase mobility, improve travel time reliability, and offer new travel options. Laurie is responsible for the self-perform construction work, which includes gravity walls, post and panel retaining and soundwalls, information technology services (ITS) duct bank, drainage, earthwork, roadway work, and pedestrian/ bike pathway work. She oversees 10 crews working between Cub Run Bridge and the Rte 50 interchange, the Rte 29 and Rte 28 interchanges, and the Nutley St interchange.

Similarities: Myers self-perform work on I-66 is focused on installation of infrastructure to widen the roadway from three to five lanes in each direction. This work includes retaining walls, utility relocations, maintenance of traffic (MOT), and construction of the proposed widened roadway, drainage, and associated facilities. The work is similar but on a larger scale than the work envisioned for the Project. The self-perform work also requires close coordination to inform users of upcoming roadway shifts as well as working with adjacent property owners to ensure all work is completed in accordance with prescribed easements and right of way (ROW).

Impact on the Project: Laurie joined the I-66 project team to oversee, manage, and expedite self-perform work construction operations and support the aggressive project schedule. She has led successful implementation of the construction QC plan for work operations and overseen proactive planning that incorporated QC requirements into operation planning packets. Laurie's crews are consistently assigned to schedule-critical activities to ensure the project meets interim schedule milestones. They have met each milestone to date, including the Segment 1C turnover date of June 30 and Rte 28 ramps milestone. To meet the Rte 28 ramps schedule, Laurie's team developed an MOT approach that closed the existing ramps for a fixed period to expedite the work. VDOT agreed to this ramp closure as long as the

new ramp was reopened to traffic by a specific date. Laurie managed 10 crews and a total of about 50 people working around the clock to meet the agreed-upon schedule milestone, despite encountering significant hard rock that required hammering and blasting. The work in this area included 40,000 CY of cut to fill and 100,000 CY of cut to export, over a mile of pipe, and 40 drainage structures. To push traffic to the outer lanes in Segment 1 of the project in June 2021, the work in all subsegments had to be complete. Laurie's crews began working in Segment 1C in November 2019 and completed the majority of the ITS, storm drain, excavation, stone, and roadway construction work one month ahead of the schedule milestone. The scope of work in this area included intersection improvements at Rte 29; construction of a post and panel wall for the I-66 bridge over Rte 29; 13,000 LF of duct bank; 7,925 CY of rock excavation; 37,000 CY of excavation; 8,975 LF of pipe; 49,225 TN of stone subbase; and 44,000 SY of subgrade.

MDOT SHA US 113 PHASE 3 DB ($32M) WORCESTER COUNTY, MD

Firm: Allan Myers **Role:** Construction Manager **Dates:** 07/2017 – 06/2018

Role: As on-site Construction Manager, Laurie was responsible for all aspects of construction, including coordination between the Lead Designer and Myers construction team; planning and scheduling work activities; coordination with the owner, subcontractors, suppliers, and other stakeholders; oversight of the construction QC program; and safety for all phases of construction.

Project Description: This design-build (DB) project included partial realignment, reconstruction, and widening of four miles of US 113 from north of Massey Branch to Five Mile Branch Rd. Improvements included new pavement and pavement rehabilitation of existing roadways and shoulders; bicycle-compatible facilities through the corridor and intersections; new service roads; intersection safety improvements; drainage, stormwater management (SWM) facilities, and culvert extensions/ replacements; lighting, signing, and pavement markings; and 11 culvert extensions and/ or replacements up to 72-in diameter. The project also consolidated driveways on access roads; controlled left-turns and U-turns at defined intersections; and constructed a new median.

Similarities: This DB project widened US 113 from two to four lanes to improve operations. The conceptual roadway profile included a vertical grade differential of 2-3 ft between new and existing pavement. Aerial utilities along both sides of US 113 and underground communications facilities required extensive stakeholder/ utility coordination with Delmarva Power, Choptank Electric, Verizon, and MD Broadband.

Impact on the Project: Laurie was assigned to the project to help recover schedule delays due to major utility conflicts. Her team developed a full production planning schedule that led to substantial completion of the project by the negotiated schedule milestone. She worked closely with MDOT SHA representatives and utility owners to improve relationships and support the overall success of the schedule recovery efforts. Laurie was directly involved in all aspects of the construction work, including scheduling, managing the self-perform construction team, QC, subcontractor management, and communication with the designer. She led the team in navigating the RFI and submittal process with the designer/ owner in an expedited fashion and helped successfully integrate two owner-initiated changes into the project. The project was completed on time and within budget.

MDOT SHA US 113 PHASE 4 DB ($51M) WORCESTER COUNTY, MD

Firm: Allan Myers **Role:** Construction Manager **Dates:** 06/2018 – 10/2019

Role: As on-site Construction Manager, Laurie was responsible for all aspects of construction, including coordination between the Lead Designer and Myers construction team; planning and scheduling work activities; coordination with the owner, subcontractors, suppliers, and other stakeholders; oversight of the construction QC program; and safety for all phases of construction. Laurie was involved in development of the QC plan for construction and helped incorporate construction means and methods into the final project design. She had a large part in pre-construction review of the design packages, including traffic switches/phasing, roadway pavement section, and drainage designs.

Project Description: This final phase of the corridor widening reconstructed and widened 4.5 miles of US 113 to a four-lane divided highway from north of MD 365 to Five Mile Branch Rd. Roadway improvements included new pavement construction, existing pavement rehabilitation, new service roads, drainage, SWM, erosion and sediment control, intersection improvements, utility coordination/ relocations, a 70-ft span prestressed concrete slab bridge over Purnell Branch, and culvert extensions and/or replacements.

Similarities: This DB project widened US 113 from two to four lanes and included pavement rehabilitation widening, drainage/ SWM facilities, intersection improvements, and extensive utility relocation/ coordination.

Impact on the Project: Laurie worked closely with the design and construction teams to incorporate construction means and methods into the overall project design. The team proposed multiple ATCs to improve safety and operations by modifying left turn and U-turn configurations. Laurie's team procured all of the major subcontractors and suppliers, created and maintained the project schedule, and coordinated third-party utility relocations.

* 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.

Laurie's current assignment at the I-66 Outside the Beltway P3 project is anticipated to be complete in 2022. She is available to assigned to the Project as soon as needed.

APPENDIX 3.4.1

WORK HISTORY FORMS

ALLAN MYERS + WRA

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Route 60 and German School Rd Widening** Location: **Richmond, Virginia**	Name: **AECOM**	Name of Client: **VDOT** Phone: **804.524.6433** PM: **Shane Mann** Phone: **804.524.6433** Email: **shane.mann@vdot.virginia.gov**	**08/2013**	**12/2012** ** Completed early through schedule acceleration*	**$35,412**	**$45,584** ** Increase due to extensive design changes, utility conflicts, and quantity overruns*	**$45,584**

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.

RFQ Evaluation Criteria

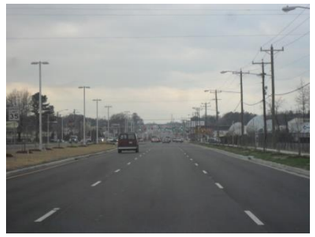
- ✓ Delivering projects in developed urban and heavily residential corridors, with considerable emphasis on safety and environmental compliance
- ✓ Limiting impacts to the traveling public and affected communities and businesses, including commitments to effective strategies to minimize congestion during construction
- ✓ Providing high level of customer service through timely resolution of citizen issues and concerns
- ✓ Finishing contracts on time or earlier than the original contract fixed completion date
- ✓ Meeting or exceeding required Disadvantage Business Enterprise Program commitments

FIRM AND ROLE: Allan Myers served as Lead Contractor for this VDOT project. The project was completed eight months ahead of schedule despite significant field changes due to the urban nature of the project corridor. Myers was rated 100% on VDOT's Contractor Employee Safety rating and scored 95% or better on all VDOT Contractor Performance Evaluations for the project.

RELEVANCE TO ROUTE 29 WIDENING PHASE II: This urban roadway widening project reconstructed and widened Midlothian Turnpike from four to six lanes, incorporated design features to accommodate pedestrian traffic, and included improvements to crosswalks, intersections, and signals.

PROJECT OVERVIEW: Roadway reconstruction and widening 4.5 miles of Midlothian Turnpike, a six-lane divided highway, and German School Rd. Road improvements included curb and gutter; concrete flatwork; paving; lighting; landscaping; and improvements to gas, water, sanitary sewer, and storm sewer. Major contract items included 6,561 meters of water main; 2,302 meters of sanitary sewer; 4,849 meters of gas main; 9,975 meters of storm drain; 380 storm drain structures; 200 meters of box culvert; and 68,072 tons of asphalt. The project included intersection modifications and signal work at several intersections with Rte 60 including German School Rd, Labrook Dr, Covington Rd, and Erich Rd. The design eliminated the drainage swales along the roadway and median and installed sidewalk, curb and gutter. Myers worked with the design engineer to resolve drainage issues from offsite drainage areas and resolve design survey errors in the most cost effective way.

"[Allan Myers] proved to be an excellent partner working with the agency through a host of issues on the Route 60/German School project in the City of Richmond and delivered the job ahead of the scheduled completion date." *- Harold Dyson, VDOT Project Manager, January 2013*



Midlothian Turnpike Westbound

German School Road North

URBAN AND HEAVILY RESIDENTIAL CORRIDOR: The primary challenges associated with this heavily urban roadway widening project included work hour limitations to accommodate heavy traffic while mitigating impact on local residents, extensive utility impacts both known and unknown, and maintenance of pedestrian traffic throughout construction. To safely perform the work in accordance with the maintenance of traffic (MOT) plan, crews had to complete the majority of Route 60 work at night. Work on German School Rd had to be performed during the daytime due to a large number of residences. This dual-shift approach minimized disruption to Route 60 traffic during the day, minimized safety risks to Myers crews and the public, and avoided impacting German School Rd residents with night-time construction. The urban nature of the project presented a constant challenge with pedestrians entering the work area. Myers crews constantly monitored work area delineation and were committed to maintaining public safety throughout the duration of construction.

Potential utility conflicts were identified in the planning stages, to proactively avoid impacting the construction schedule. The project team was prepared with alternative work operations so that if unexpected conflicts were encountered, crews could quickly and safely move to another work operation. Utility conflicts with overhead and underground Verizon, Virginia Dominion Power, and AT&T were resolved through construction plan revisions or field relocations. All three utilities were both underground and overhead along the project corridor. The lighting plan was revised due to overhead utility conflicts.

LIMITING CONSTRUCTION IMPACTS: Myers was responsible for MOT on the project, with a focus on keeping pedestrians safe in the work zone. We used directive signage, ramps, and cones with delineator rods to funnel pedestrian traffic away from the work. This provided safe and continuous access for residents, businesses, and pedestrians during construction.

A major error was found in the design survey on Route 60, which required significant redesign and collaborative solutions from VDOT's design engineer and Myers' construction team. After having an outside survey company resurvey the entire job to locate any grade disrepancies, Myers, VDOT, and the designer spent weeks using that survey information to formulate the final solution of profile milling to even out the grades and ensure the drainage already installed would work properly when final pavement was placed. The survey error and the required redesign efforts resulted in more than 120 RFIs and 60 change orders. Despite these challenges, the project was finished eight months ahead of the original construction schedule.

RESOLUTION OF CITIZEN ISSUES AND CONCERNS: Myers supported VDOT and the City in helping the public understand the project progression and express concerns. Myers representatives attended city council meetings, coordinated with the Midlothian Civic Association, provided regular progress updates to the community, and promptly addressed issues that arose during these outreach efforts. In addition, Myers implemented a formal partnering process to develop and maintain a good working relationship with VDOT. Myers coordinated with the City for regular progress meetings, design changes, and urban landscaping elements of the project.

SCHEDULE PERFORMANCE: The project was completed eight months ahead of schedule, despite significant grade issues and unanticipated utility conflicts. This was accomplished through proactive construction operation planning and schedule acceleration.

DBE GOALS: The project team exceeded the 13% DBE goal for the Project.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Walney Road Widening and Bridge Replacement Design-Build** Location: **Fairfax County, VA**	Name: **Whitman, Requardt & Associates, LLP**	Name of Client: **VDOT** Phone: **800.376.7623** PM: **Ari Rafman** Phone: **703.259.1940** Email: **MD.rahman@VDOT.Virginia.gov**	**12/2015**	**12/2015**	**$11,222**	**$12,148** **Owner directed increases in scope including a new shared use path, increase of SUP on bridge to 12' width, and sanitary sewer install*	**$12,148**

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

RFQ Evaluation Criteria

- ✓ Delivering projects in developed urban and heavily residential corridors, with considerable emphasis on safety and environmental compliance
- ✓ Limiting impacts to the traveling public and affected communities and businesses, including commitments to effective strategies to minimize congestion during construction
- ✓ Providing high level of customer service through timely resolution of citizen issues and concerns
- ✓ Finishing contracts on time or earlier than the original contract fixed completion date
- ✓ Meeting or exceeding required Disadvantage Business Enterprise Program commitments

FIRM AND ROLE: Allan Myers served as the Design-Builder and Lead Contractor for this VDOT design-build (DB) project and maintained an all-green VDOT dashboard throughout the project. The project finished on time and within budget. Myers successfully implemented a roadway closure and detour with only one traffic incident and minimal comments from the traveling public (fewer than 10). The project was completed with zero recordable safety incidents.

RELEVANCE TO ROUTE 29 WIDENING PHASE II: This DB project located in Fairfax County widened Walney Rd from two to four lanes and included extensive, schedule-critical utility relocations that required coordination with the sequence of work. Myers partnered with Lead Designer WRA to successfully design and construct this urban road widening project on schedule. WRA also provided QC services for the project, and Bowman provided right-of-way (ROW) acquisition and survey.

Widening of Walney Rd with SUP

PROJECT OVERVIEW: This project widened 1.4 miles of Walney Rd from two to four lanes with a variable median; added an on-road 5-ft-wide bicycle lane on both sides of Walney Rd; constructed a 12-ft-wide shared use path (SUP), and a 6-ft-wide sidewalk; and replaced the existing two-lane bridge over Flatlick Branch, built in 1980 and functionally obsolete, with a new four-lane bridge. The new bridge is a single span prestressed box beam bridge (85 ft long by 76 ft wide) with architectural treated walls and predrilled pile bearing abutments. The project included a four-month complete closure and detour for bridge demolition and replacement through an active commercial area with significant daily commuter traffic. Multiple utility relocations were required. Though numerous challenges were encountered with the utility companies, the project team was able to make adjustments to keep the project on schedule.

"Since Project completion, traffic congestion and traffic flow to and along the Route 28 corridor (one of the more congested corridors within VDOT's Northern Virginia District) has improved. The success of this Project lies squarely with the dedication, professionalism, and commitment of the entire Allan Myers Team." *– Ari Rafman, VDOT*

URBAN AND HEAVILY RESIDENTIAL CORRIDOR: The project utilized a four-month complete closure and detour for bridge demolition and replacement through an active commercial area with significant daily commuter traffic of 21,000 vehicles per day. The most efficient way to demolish the existing bridge and construct the new, wider structure was a complete road closure and detour. Due to the temporary closure requirements in the contract, the construction sequence called for utility relocations concurrent with roadway and bridge construction; however, bridge construction could not begin until the six utilities that crossed Flatlick Branch at the existing bridge were relocated. This effort required constant coordination with public and private utility providers and VDOT to maintain the schedule-critical relocation effort by achieving ROW clearance, phased utility relocation, systematic bridge demolition, and roadway work including clearing and grubbing, erosion and sediment control (ESC), and drainage. Due to the urban location and following reopening of the roadway, the construction team emphasized safe movement of traffic while roadway construction was completed. Further, the team, assisted by the designer, maintained a tracking sheet for environmental compliance commitments to ensure the work complied.

"Myers' focus on worker, stakeholder, and motorist public safety resulted in a zero-incident Project, an enviable achievement for any construction project in VDOT's Northern Virginia District." *– Ari Rafman, VDOT*

LIMITING CONSTRUCTION IMPACTS: To maximize public safety throughout construction, design of the maintenance of traffic (MOT)/ transportation management plan (TMP) was expedited, Myers provided comprehensive constructability reviews, and VDOT critically reviewed and approved each MOT phase. During the closure, no construction or public safety issues were reported. In addition, Myers took a proactive approach to dealing with unsuitable soils, working with the geotechnical engineer to significantly reduce undercut areas by using geotextile fabrics and identifying suitable fill sources. This enabled earthwork operations to proceed ahead of schedule and eliminated the risk of delaying the roadway opening.

Although utility relocations lagged due to long lead items for special cable, lack of splicing crew availability, and inclement weather, the Myers Team overcame these challenges by partnering with the utilities to phase their work, providing clearing and grubbing, ESC, and MOT. One utility could not be relocated because the service provided communications to a priority government agency. In this case, the bridge foundations were redesigned to avoid the conflict. Throughout the utility relocations, the Myers Team communicated with adjacent property owners and business owners to advise them of necessary temporary outages and service interruptions.

RESOLUTION OF CITIZEN ISSUES AND CONCERNS: The Myers Team implemented a proactive public outreach campaign to inform stakeholders through seven message boards, local media, and web updates. The team communicated directly with key stakeholders, including adjacent property owners, business owners, and local elected officials. The campaign resulted in minimal comments from the traveling public.

SCHEDULE PERFORMANCE: Design was completed in seven months, two months earlier than anticipated. This allowed additional time for mitigation of utility relocation schedule impacts and resulted in on-time completion of the project despite significant utility delays. Myers performed the final bridge safety inspection and reopened Walney Rd to traffic prior to the contract required date of September 1, 2015. Final completion was reached in December 2015, the original contract completion date, despite the utility challenges.

DBE GOALS: The project met the 11% DBE commitment.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Lynnhaven Pkwy Widening** Location: **Virginia Beach, VA**	Name: **H.W. Lochner; VDOT**	Name of Client: **VDOT** Phone: **757.494.5470** PM: **Michael Johnson** Phone: **757.494.5479** Email: **michael.johnson@VDOT.virginia.gov**	**09/2016** ***Revised 05/2017**	**03/2017**	**$18,979**	**$26,380** **increase included a $5M acceleration and various quantity adjustments*	**$26,380**

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.

RFQ Evaluation Criteria

- ✓ Delivering projects in developed urban and heavily residential corridors, with considerable emphasis on safety and environmental compliance
- ✓ Limiting impacts to the traveling public and affected communities and businesses, including commitments to effective strategies to minimize congestion during construction
- ✓ Providing high level of customer service through timely resolution of citizen issues and concerns
- ✓ Finishing contracts on time or earlier than the original contract fixed completion date
- ✓ Meeting or exceeding required Disadvantage Business Enterprise Program commitments

FIRM AND ROLE: Allan Myers served as the Lead Contractor for this VDOT design-bid-build (DBB) project. Myers was consistently rated positively on VDOT CPE's throughout the project and scored 100% on the final project CPE.

RELEVANCE TO ROUTE 29 WIDENING PHASE II: This VDOT roadway widening project through an urban residential corridor included many challenges similar to those anticipated for the Route 29 Widening project, including adjacent residences, extensive utility impacts, and maintenance of access requirements that needed to be incorporated in the sequence of construction.

Widened Lynnhaven Pkwy

PROJECT OVERVIEW: Construction of 1.6 miles of four-lane divided highway from Centerville Tpke to Indian River Rd consisted of 1.2 miles of widening the existing two-lane roadway and 0.4 miles of new roadway that included a new bridge. The project involved modifications/widening at 20 intersections, four of them signalized; utility relocations for Dominion Power, Verizon, Cox Communication, Virginia Natural Gas, and the City of Virginia Beach water/sewer; and drainage upgrades. Structures work included a new 80-ft long, 91-ft-wide bridge, a 500-ft-long retaining wall, and 90,000 SF of design-build (DB) sound walls.

The scope of work included 50,000 CY of excavation and 45,000 CY of CBR-20 select fill; 12,376 LF of storm drain including a 72-in double barrel pipe run; 9,446 LF of water main; 2,970 LF of sanitary sewer; 25,900 TN of asphalt paving; 100' of 5x3 quad box culvert construction; 28,650 LF of curb and gutter; a 10-ft shared use path (SUP); 6,976 SF of 5-ft-wide sidewalk and pavers; 91,400 SF of sound walls; and maintenance of traffic (MOT). The three major phases of construction were Phase 1 reconstruction of approximately 1/3 mile of new roadway, including a quad box culvert and bridge; and Phases 2/3 reconstruction and widening of approximately 1 mile of existing roadway.

URBAN AND HEAVILY RESIDENTIAL CORRIDOR: Project improvements impacted access to residential neighborhoods along the roadway with widening work and sound wall construction occurring within the right-of-way (ROW) acquired by VDOT. The Myers Team provided adjacent homeowners with advance notification and continuous coordination regarding access changes and other operations.

The team also revised the sequence of construction to complete water and sewer relocations while maintaining those systems, which required close coordination with the City of Virginia Beach. Changes during final design caused numerous relocated utilities to still be in conflict with project construction. To minimize impacts, Myers' utility exploration program proactively identified conflicts and coordinated with VDOT and public utilities to resolve dozens of them involving underground gas, electric, and communications lines.

Myers met all environmental compliance commitments incorporated into the project. The most notable environmental impact during construction was temporary relocation of a stream to allow for installation of a new box culvert.

LIMITING CONSTRUCTION IMPACTS: To limit construction impacts, Myers developed alternative MOT plans that fully accommodated maintenance of access for side streets and residents. The revised MOT plans also helped mitigate potential schedule impacts associated with utility conflicts and constructability challenges where existing and new roadway grades differed by up to 3 ft. Where feasible in deeper fill areas, the existing pavement was left in place with additional drainage features to reduce the cut and fill necessary for the roadway and avoid the potential for undercuts, thereby shortening the construction timetable.

RESOLUTION OF CITIZEN ISSUES AND CONCERNS: Coordination efforts with impacted homeowners include notification of access changes as well as work operations in the vicinity of their property, such as fence removal and sound wall construction. Myers representatives attended public meetings, provided construction progress updates for the VDOT project website, and coordinated with the City of Virginia Beach and other project stakeholders. Due to the significant grade change required between phases, Myers championed the idea of continuous weekend work in critical intersections, reducing impacts to residents and motorists. Speed limits were reduced during critical traffic shift operations to improve work zone safety.

SCHEDULE PERFORMANCE: The project was completed in March 2017, two months ahead of the contractual completion date of May 2017 and received an early incentive bonus from VDOT. The project also met each of the interim milestones associated with Phases 1 through 4 of construction as well as completion of bridge B618.

DBE GOALS: Myers met the 18% DBE goal for the project.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Fall Hill Avenue Widening & Mary Washington Boulevard Extension Design Build** Location: **City of Fredericksburg, VA**	Name: **Corman Construction Inc.**	Name of Client: **VDOT** Phone: **540.899.4214** Project Manager: **Michael Coffey, PE** Phone: **540.899.4214** Email: **michaelt.coffey@vdot.virginia.gov**	04/2014	10/2017	$30,784	$30,842* **Final with Owner-initiated change orders*	$1,815

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.

RFQ Evaluation Criteria

- ✓ Delivering projects in developed urban and heavily residential corridors, with considerable emphasis on safety and environmental compliance
- ✓ Limiting impacts to the traveling public and affected communities and businesses, including commitments to effective strategies to minimize congestion during construction
- ✓ Providing high level of customer service through timely resolution of citizen issues and concerns
- ✓ Finishing design on time or earlier than the original contract completion date
- ✓ Meeting or exceeding required Disadvantage Business Enterprise Program commitments

FIRM AND ROLE: WRA was the prime design firm responsible for the final engineering design documents and approvals for major improvements to the existing Fall Hill Ave corridor and extension of Mary Washington Blvd. The project was led from WRA's Richmond, VA office and additional design support was performed from the Baltimore, MD office.

RELEVANCE TO ROUTE 29 WIDENING PHASE II: Urban roadway widening with significant above and underground utilities in a tight urban area; design of a shared use path (SUP); development of a project design within a highly congested corridor requiring a complex sequence of construction and maintenance of traffic (MOT) plan; bridge, retaining wall, and sound barrier design; reconstruction of a 4(f) resource (Snowden Park); and achieving the environmental commitments required for minimizing impacts to historic Civil War battlefield trenches.

PROJECT OVERVIEW: Existing Fall Hill Ave. is largely a two-lane roadway with no bike facilities and limited pedestrian facilities. Along the project alignment are Snowden Park, Rappahannock Canal Park, and several historic resources that are impacted by project construction, requiring strict adherence to all environmental commitments. Services included highway design, hydrologic and hydraulic design, stormwater management (SWM) design, erosion and sediment control (ESC) design, geotechnical engineering, pavement evaluation and design, noise analysis and sound wall design, MOT, signing, lighting, pavement markings, traffic signalization, bridge, retaining walls, park design, utility relocation/coordination, public involvement, permitting, and coordination with project stakeholders.

Reconstruction and Widening – The proposed roadway improvements provide a four-lane divided urban street with a 10-ft SUP on the north side and a 5-ft sidewalk on the south. A key project feature was the roundabout at the intersection of Fall Hill Ave and Mary Washington Blvd. The roundabout design improved traffic flow while minimizing historic resource impacts.

Pedestrian and Bicycle Facilities – The 10-ft SUP and 5-ft sidewalk provided a vital link between the Central Park commercial area and downtown Fredericksburg, with improved access to Mary Washington Hospital and the Rappahannock Canal Park trail system.

UTILITY COORDINATION: The Fall Hill Ave corridor had extensive overhead and underground utilities and Mary Washington Blvd required major modifications to the Dominion Energy Transmission lines. The utility relocations required extensive utility easements from numerous private property owners and directly controlled phasing of construction for the project.

SIGNALIZED INTERSECTION: The project included design of four signalized intersections that required total reconstruction while maintaining all vehicle and pedestrian movement.

BOX CULVERT H&HA ANALYSIS: The proposed box culvert under Mary Washington Blvd required a detailed hydraulic and hydrologic analysis (H&HA) to ensure the 100-year storm event would have no impact to private property. Extensive coordination with the roadway design was required to set the final design elevation of Mary Washington Blvd.

SWM INNOVATIVE DESIGN APPROACH: WRA's extensive knowledge of the area resulted in utilizing the existing Rappahannock Canal as a SWM facility, eliminating two proposed SWM facilities along Mary Washington Blvd with a Dominion Energy Transmission line easement.

URBAN AND HEAVILY RESIDENTIAL CORRIDOR: The design focused on minimizing impacts to private property, including businesses and several apartment complexes. Minimization efforts included around barriers and several complex retaining walls –including mechanically stabilized earth (MSE), soil nail, and gravity walls. Each phase of MOT was carefully planned to maintain full access to Fall Hill Ave from private property.

LIMITING CONSTRUCTION IMPACTS: Two 11-ft travel lanes and all existing pedestrian facilities were maintained in each direction at all times on both Fall Hill Ave and Mary Washington Blvd. MOT plans carefully evaluated each signalized and unsignalized intersection and turn lane requirement to minimize impacts to traffic operations during construction. Existing travel lanes and widths on I-95 were maintained except during placement of the bridge girders and removal of the existing bridge.

RESOLUTION OF CITIZEN ISSUES AND CONCERNS: A key element in the success of the project was communicating project goals and effects to the public. The project included significant access management controls restricting movements to and from developments, which was a major discussion item at the "Pardon Our Dust" public meeting and among the concerns expressed about traffic operations at the proposed roundabout. Enabling members of the public to have their concerns quickly and effectively addressed resulted in the project moving forward with minimal redesign.

SCHEDULE PERFORMANCE: The project design was completed on schedule. WRA participated in the kickoff meeting, which sets goals and objectives during the early stages of design. Subsequent monthly meetings were held with VDOT to ensure goals and objectives were met. In addition, internal team meetings were held every week to ensure project progress was on track with the proposed schedule.

WRA's innovative approach to the project helped to reduce construction costs and future maintenance costs, improve constructability, and reduce construction duration by eliminating longitudinal joints across the bridge, utilizing MSE wall abutments, and providing semi-integral abutments. The median was widened in two locations to provide improved MOT and additional green space without impacting ROW. The WRA design also eliminated the need for two stormwater management facilities along Mary Washington Blvd.

DBE GOALS: The project team met all contract DBE goals in design.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Fairfax County Parkway Interchange at Fair Lakes Parkway** Location: **Fairfax County, VA**	Name: **Shirley Contracting Company, LLC**	Name of Client: **VDOT** Phone: **703.259.1723** Project Manager: **Nassre Obeed** Phone: **703.259.1723** Email: **nassre.obeed@vdot.virginia.gov**	10/2010	12/2013	$43,961	$43,372* **Owner changes in Scope*	$3,736

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.

RFQ Evaluation Criteria

- ✓ Delivering projects in developed urban and heavily residential corridors, with considerable emphasis on safety and environmental compliance
- ✓ Limiting impacts to the traveling public and affected communities and businesses, including commitments to effective strategies to minimize congestion during construction
- ✓ Providing high level of customer service through timely resolution of citizen issues and concerns
- ✓ Finishing contracts on time or earlier than the original contract fixed completion date
- ✓ Meeting or exceeding required Disadvantage Business Enterprise Program commitments

FIRM AND ROLE: WRA was retained to provide engineering services to VDOT for the study and final design for widening Fairfax County Pkwy from four to six lanes and design of an interchange at the intersection of Fair Lakes Pkwy and Monument Dr. The project was partially funded with American Recovery and Reinvestment Act (ARRA) dollars for construction, which required extensive coordination with FHWA and accelerated project delivery.

RELEVANCE TO ROUTE 29 WIDENING PHASE II: Roadway design in a highly congested area requiring a complex maintenance of traffic (MOT) and transportation management plan (TMP); phased construction of two major box culverts; extensive involvement with residents and homeowner's association (HOA); reconstruction/ relocation of the existing trail system to a shared use path (SUP) within proposed right-of-way (ROW); coordination with Fairfax County Park Authority (FCPA) for trail connection and box culvert outfall; coordination to raise Dominion Energy Transmission line; and extensive use of retaining walls and sound barriers.

PROJECT OVERVIEW: WRA developed designs for widening 3 miles of Fairfax County Pkwy, creating an interchange at the intersection of Fair Lakes Pkwy and Monument Dr, connecting Monument Dr within the interchange design, and eliminating the existing at-grade intersections. Included were design of two bridges, widening one bridge, over 43,000 sf of retaining walls, and over 70,000 sf of sound barriers. Also part of the project: modification of the existing traffic management system, information technology services (ITS) elements, signing and pavement markings, traffic signals (nine new, two temporary), and interchange and decorative pedestrian lighting.

Reconstruction and Widening – 2.3 miles of Fairfax County Pkwy was widened into the median, increasing it from four to six lanes, and 7/10 mile was reconstructed to facilitate raising the roadway up and over Fair Lakes Pkwy and Monument Dr. Over 3,000 ft of Fair Lakes Pkwy was also widened/reconstructed to provide additional turn lanes through the interchange.

Shared Use Path – The existing trail system was largely located on private property with a Fairfax County maintenance easement. A project goal was to relocate the trails to a SUP along the roadway. The HOA wanted the existing trail to remain for internal access, in addition to the proposed SUP, requiring extensive coordination with the County regarding access and maintenance concerns.

Another goal achieved by the project was improving access to FCPA Rocky Run Stream Valley Park by providing an ADA-compliant SUP through the proposed interchange to the existing trail system in the park.

Coordination with FCPA – WRA facilitated coordination with FCPA to minimize impacts to the park property, resulting in a mechanically stabilized earth (MSE) retaining wall to connect the proposed SUP to the existing trail. An existing 6-ft by 7-ft concrete box culvert was extended through the proposed MSE retaining wall and an innovative headwall was designed to be integral with the face of the MSE wall. Due to existing erosion downstream extending into park property, WRA's drainage group developed a design with a plunge pool at the outlet of the box culvert and a stream restoration element to minimize construction within the park and protect the stream from further erosion.

H&HA of Proposed Box Culverts – The project included development of detailed hydraulic and hydrologic analysis (H&HA) of three concrete box culverts, two of which are outlet structures of regional stormwater management (SWM) facilities related to a road located on top of a dam. This required a dam break analysis and extensive analysis to prove the project would not impact the 100-year flood elevation.

Intersection Modifications – The improvement included design or modification of multiple signalized intersections, including signal-controlled pedestrian crossing of Fairfax County Pkwy and Fair Lakes Pkwy. Construction phasing required the design of temporary signals and the retiming of signals for each traffic shift to reduce congestion on Fairfax County Pkwy.

Dominion Energy Transmission Line – Fairfax County Pkwy was elevated in the vicinity of existing transmission lines, requiring that the lines be raised by replacing two transmission poles. WRA assisted in coordination of the impacts with Dominion due to concerns about constructability of the Fairfax County Pkwy bridge over Monument Dr in the vicinity of the crossing.

URBAN AND HEAVILY RESIDENTIAL CORRIDOR: The interchange is located in the urban Fair Lakes area of Fairfax County. Traffic volume on Fairfax County Pkwy is approximately 65,000 vehicles per day. The area consists of retail services, office complexes, individual homes, and apartments. To minimize property impacts, an extensive network of retaining walls was designed.

LIMITING CONSTRUCTION IMPACTS: The design of the project elevated Fairfax County Pkwy up and over Fair Lakes Pkwy and Monument Dr, requiring the replacement of two major box culverts due to the increased fill height over the existing boxes. WRA developed a complex MOT plan to shift the Pkwy traffic onto the proposed interchange ramps, while the Pkwy and box culverts were reconstructed.

RESOLUTION OF CITIZEN ISSUES AND CONCERNS: Since the 1980s, the Fair Lakes community has maintained the VDOT ROW with landscaping, decorative signage, and mowing, preserving the ROW for the future interchange project. Involving the public and working closely with businesses, residents, and Fairfax County officials were keys to project success. WRA developed materials for a Citizens' Information Meeting and a Design Public Hearing. WRA also ran a series of meetings with the Fair Lakes League that led to acceptance of the project, donation of ROWs and easements, and the ability to utilize existing private regional SWM facilities for the project. This resulted in significant project cost savings. The finished project enhances the community and significantly improves traffic operations.

SCHEDULE PERFORMANCE: The project design was delayed due to lack of funding for several years; however, when the project received ARRA funding, plans were completed and delivered on an accelerated schedule.

DBE GOALS: DBE goals were met by using DBE subconsultants for elements of bridge design, traffic engineering, and traffic counts.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Route 1 Widening and Interchange at Route 123 and Route 1** Location: **Prince William County, VA**	Name: **Fort Myer Construction Co.**	Name of Client: **VDOT** Phone: **703.259.2961** Project Manager: **Calvin Britt** Phone: **703.259.2961** Email: **calvin.britt@vdot.virginia.gov**	05/2016	12/2020	$43,246	$46,439 **VDOT and Contractor approved changes*	$5,200

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.

RFQ Evaluation Criteria

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- ✓ Limiting impacts to the traveling public and affected communities and businesses, including commitments to effective strategies to minimize congestion during construction
- ✓ Providing high level of customer service through timely resolution of citizen issues and concerns
- ✓ Finishing design on time or earlier than the original contract fixed completion date
- ✓ Meeting or exceeding required Disadvantage Business Enterprise Program commitments

FIRM AND ROLE: WRA was retained to provide engineering services to VDOT for the study and final design for widening Route 1 and providing for an interchange at the intersection of Route 123 and Route 1 in Prince William County. Due to funding constraints, only the Route 1 widening has been designed and constructed as reflected in this Work History form.

RELEVANCE TO ROUTE 29 WIDENING PHASE II: Urban roadway widening and reconstruction from four to six lanes in a highly congested area; shared use path (SUP) and sidewalks provided along Route 1 with lighting and the undergrounding of utilities; full hydraulic and hydrologic analysis (H&HA) of Marumsco Creek; structural design for bridge and retaining walls; traffic engineering design of four signalized intersections; complex maintenance of traffic (MOT) and transportation management plan (TMP); access management; and public involvement.

PROJECT OVERVIEW: Design of the Route 1 widening and reconstruction included relocation of a portion of the roadway on the northern end to accommodate the proposed future interchange with Route 123. The Route 1 bridge elevation at Marumsco Creek was increased by 7 ft due to the hydraulic analysis, requiring multiple phases of bridge construction to maintain traffic. The widening of Route 1 impacted over 70 parcels, requiring extensive coordination with stakeholders. WRA efforts included traffic forecasting and analysis to evaluate alternative traffic operations, over 1.5 miles of urban roadway widening design, geotechnical engineering, drainage, lighting, signals, signing, pavement markings and information technology services (ITS).

Reconstruction and Widening – The project widened/ reconstructed 1.2 miles of Route 1 to six lanes and widened Occoquan Rd for 1,300 ft. The Route 1 profile was also raised by 7 ft at Marumsco Creek to prevent overtopping by a 25-year storm event.

Shared Use Path and Sidewalk – The typical urban section included a 10-ft SUP on the west side and a 5-ft sidewalk on the east side.

Intersection Modifications – WRA designed four signalized intersections, including temporary signals for each phase of construction. WRA completed analysis of traffic operations and developed signal timings for all signal modification needed during construction.

Hydraulic Analysis – The total storm drainage system for the project included over 16,000 LF of pipe and over 250 drainage structures. Also required was a detailed hydraulic analysis of Marumsco Creek to ensure the project had no impact on the 100-year floodplain, while preventing Route 1 from being overtopped by a 25-year storm event.

Structural Design – The design included a single span Route 1 bridge over Marumsco Creek. The bridge was constructed 7 ft above the existing bridge with an increased length. This required three-stage construction sequencing and challenging staged bridge demolition.

Maintenance of Traffic – Construction involved multiple stages with complex sequencing. Contributing to the challenge were heavy traffic volumes, raising the profile 7 ft at Marumsco Creek, maintaining access to adjacent businesses, full-depth pavement replacement that included undercutting, and maintaining all travel lanes and turning movements.

URBAN AND HEAVILY RESIDENTIAL CORRIDOR: The project is located in the middle of the North Woodbridge redevelopment area and is a key element of revitalization along the Route 1 corridor entering Prince William County. A goal is for Route 1 corridor improvement to create an inviting gateway into the County, with undergrounding of all utilities, landscaping, and lighting. The project will also improve access to the adjacent VRE Station, which required the TMP to have a major focus on pedestrian and bicycle movements. Route 1 is projected to carry 90,000 vehicles per day in the future. It is a major commuter route in northern Virginia.

LIMITING CONSTRUCTION IMPACTS: WRA coordinated individually with many businesses on the design of entrances accessing their parking areas to provide improved traffic operations and minimize impacts. Additionally, retaining walls were utilized where feasible to reduce right-of-way (ROW) impacts.

RESOLUTION OF CITIZEN ISSUES AND CONCERNS: WRA led a series of meetings with the local community to identify and address concerns with the project design. Several meetings involved the County Supervisor, homeowners, individual property owners, and developers. At the request of the Supervisor, meetings also were conducted to discuss landscaping and aesthetic features, such as decorative lighting, streetscapes, and architectural treatments on retaining walls and bridges, that would make the Route 1 corridor a visually pleasing gateway into the County.

SCHEDULE PERFORMANCE: The design was completed on schedule through submittal of the PAC plans; however, the County decided to underground the utilities along the entire corridor and provided $10M in local funding just prior to the PAC meeting. WRA, on an accelerated delivery schedule, developed a separate construction project for undergrounding the utilities, under a separate VDOT contract. WRA also made major modifications to the design and MOT plans of the Route 1 widening project, resubmitted the PAC plans on an accelerated schedule, and the project was advertised just as the utility undergrounding construction was being completed.

DBE GOALS: DBE goals were achieved by utilizing DBE firms for surveying, geotechnical drilling, and test and traffic counts.

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