



STATEMENT OF QUALIFICATIONS A DESIGN-BUILD PROJECT

Route 7 Corridor Improvements

From: Reston Avenue | To: Jarret Valley Drive

State Project Nos.: 0007-029-942 and 0007-029-225
Federal Project Nos.: STP-5A01(745) and STP-5A01(790)
Contract ID Number: C00099478DB98

September 21, 2017

SUBMITTED BY:



in association with



ATTACHMENT 3.1.2

SOQ Checklist & Contents

ATTACHMENT 3.1.2

Project Nos.: 0007-029-942 and 0007-029-225

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

ATTACHMENT 3.1.2

Project Nos.: 0007-029-942 and 0007-029-225

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	Appx. 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appx. 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appx. 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appx. 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appx. 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	
Offeror's Team Structure				2-3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appx. 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appx. 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appx. 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appx. 3.3.1
Key Personnel Resume – Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appx. 3.3.1
Key Personnel Resume – Public Relations Specialist	Attachment 3.3.1	Section 3.3.1.6	no	Appx. 3.3.1
Organizational chart	NA	Section 3.3.2	yes	5

ATTACHMENT 3.1.2

Project Nos.: 0007-029-942 and 0007-029-225

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	6-7
Experience of Offeror's Team				8-9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appx. 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appx. 3.4.1
Project Risk				
Address Project Risk 1 included in RFQ, and identify and discuss two additional project risks (Project Risk 2 and 3)	NA	Section 3.5.1	yes	10-15

ATTACHMENT 2.10

Form C-78-RFQ

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00099478DB98

PROJECT NOs.: 0007-029-942 and 0007-029-225

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 – August 15, 2017
(Date)
- 2. Cover letter of RFQ Addendum No. 1 – September 8, 2017
(Date)
- 3. Cover letter of _____
(Date)



SIGNATURE

9/21/17

DATE

EJ O'Neill

PRINTED NAME

Vice President

TITLE

3.2

Letter of Submittal



September 21, 2017

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: John Daoulas, PE

RE: Route 7 Corridor Improvements
From Reston Avenue to Jarret Valley Drive
Fairfax County, Virginia
Contract ID Number: C00099478DB98
3.2 Letter of Submittal

Dear Mr. Daoulas:

The design-build team of **Archer Western Construction, LLC (AWC)**, and **GAI Consultants, Inc. (GAI)** is pleased to submit this statement of qualifications for the Route 7 Corridor Improvements Project in Fairfax County. Our project team includes experts in the critical areas of this project, including environmental permitting and compliance, developing and implementing TMPs, utility coordination, public relations, and quality assurance.

3.2.1 - The full legal name and address of the Offeror is Archer Western Construction, LLC, 2 Wisconsin Circle, Suite 200, Chevy Chase, MD 20815

3.2.2 - OFFEROR'S PRIMARY CONTACT:

David Pupkiewicz, Manager-Alternative Pursuits
2 Wisconsin Circle, Suite 200, Chevy Chase, MD
20815

Phone: 404-926-0757 Fax: 404-495-8701

dpupkiewicz@walshgroup.com

3.2.3 - PRINCIPAL OFFICER OF THE OFFEROR:

EJ O'Neill, Vice President
2 Wisconsin Circle, Suite 200, Chevy Chase, MD
20815

Phone: 301-347-4680 Fax: 301-347-4681

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

3.2.5 - The Lead Contractor is Archer Western Construction, LLC. and the Lead Designer is: GAI Consultants, Inc.

3.2.6 - A complete list of affiliates and subsidiary companies may be found in the Appendix.

3.2.7 - Signed Certification Regarding Debarment Forms for both Primary and Lower Tier Covered Transactions may be found in the Appendix.

3.2.8 - AWC's prequalification ID is A210, and our status is active. Please refer to the Appendix for supporting documentation.

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

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

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

Sincerely,

Archer Western Construction, LLC

EJ O'Neill
Vice President

3.3

Offeror's Team Structure

3.3 OFFEROR'S TEAM STRUCTURE

The Archer Western team is comprised of industry leading Virginia and Southeastern United States design and construction firms with the resources, experience and capabilities to manage and construct this high-profile transportation project in Northern Virginia. Supporting team members, with a proven track record, were carefully selected based on previous work relationships and capabilities in providing complementary services and resources in design, quality, utility coordination, and right-of-way acquisitions services. Structured as an integrated organization, our team supports effective communication with established internal and external relationships that will serve as the foundation for our work with VDOT. This approach will help us manage the widely varied design and construction requirements necessary to provide VDOT with a project that meets the goals of providing additional capacity, reducing congestion, improving accessibility and mobility, and improving safety through this section of the Route 7 corridor.

THE ARCHER WESTERN TEAM

The graphic to the right shows the members of the Archer Western team.

Archer Western Construction is a general contracting, construction management, and design-build firm, that is a member of the Walsh Construction Group, a fourth generation, family owned business dating back 119 years. This \$5 billion per year construction company is ranked as the **largest bridge builder**, the **3rd largest transportation contractor**, and the **4th largest highway contractor** in the U.S. according to the 2017 Engineering News Record. AWC has maintained its presence in Virginia since the 1980s, completing projects along the I-95, I-395 and I-495 corridors throughout Northern Virginia. On infrastructure projects such as the Route 7 Corridor Improvements, AWC traditionally self-performs the major scopes of work. This capability allows AWC to access resources from across the southeast region or across the country as needed, to support projects such as this one.

GAI Consultants Inc., the Lead Designer, is a leading transportation and engineering consulting firm, ranked 103 in 2017 ENR, providing local expertise to worldwide clients. GAI has evolved into a premier engineering and environmental consulting firm, one which thrives and embraces challenges in an effort to provide the best, and most innovative, solutions to our clients. GAI is a 900-person, employee-owned, multi-discipline engineering and environmental consulting firm, serving our clients worldwide in the transportation, planning, energy, real estate, water, municipal, government and industrial markets from offices throughout the Southeast, Northeast and Midwest United States included two offices in Virginia. Design-build projects at GAI begin with conceptual designs that support overall project goals working with a team focused approach. Emphasizing knowledge-sharing and early coordination in the office leads to a smoother process in the field.

THE ARCHER WESTERN TEAM

Archer Western Construction, LLC
Offeror and Lead Contractor
VDOT Prequalification A210



GAI Consultants, Inc.
Lead Designer



A.Morton Thomas and Associates, Inc.
Quality Assurance



Stantec
Utility Coordination, ROW Acquisition, Environmental Services, and Engineering Support Services



STV, Incorporated
Engineering Support Services



Hassan Water Resources, PLC
Drainage/Hydraulics
MBE No. DB2010-0337-2015
SWaM No. 662801



Sharp & Company
Public Relations
SWaM No. 669711



HMMH
Noise Studies and Analysis for Sound Barriers
Cert No. DBE 665488



Accompong Engineering Group LLC
Traffic, MOT, ITS
Cert No. DBE 678765



A. Morton Thomas and Associates, Inc., the Quality Assurance lead, is an industry leader in the field of Quality Assurance Management (QAM). AMT has managed and provided Quality Assurance Management services for some of the most significant and challenging transportation projects in the region. Recent design-build project experiences include the \$82-million U.S. Route 1 improvements at Fort Belvoir in Fairfax County and \$113-million U.S. Route 460 Phase 1 in Buchanan County.

Stantec, providing utility coordination, ROW acquisition, environmental services, and engineering support services, will serve the design-build team and VDOT on this project through its offices in the Commonwealth of Virginia (including the fully staffed office in Chantilly, VA). Stantec has provided design services for more than 150 projects using design-build and P3 methods of project delivery internationally, nationally, and to VDOT, local Virginia municipalities, and the neighboring State and local agencies.

STV, Incorporated, providing engineering support services, has more than 105 years of experience providing engineering design services for roadway and bridge projects. STV is currently completing the VDOT I-581/Valley View Boulevard Interchange Phase II design-build project in Roanoke, VA, for which the firm is the lead designer. The firm is currently providing design-build services as the lead designer on the VDOT GRTC Pulse BRT design-build in Richmond, VA. STV also provided design-build services for the \$13 million Route 1 Improvements project for the City of Alexandria, VA.

Hassan Water Resources, PLC, providing drainage and hydraulics, is a certified DBE and SWaM professional limited liability company specializing in Water Resources. HWR's technical expertise is in the fields of Hydrology and Watershed Modeling, Roadway Drainage, Stormwater Management and Water Quality, Drainage Systems Design and Hydraulic Analysis, and FEMA and River Mechanics Hydraulic Models.

Sharp & Company, the Public Relations lead, is a woman-owned business founded in 1982. This multifaceted communications firm develops strategies and materials in all media—including traditional and social media—and their public outreach services range from grassroots community involvement to logistical meeting planning for up to 20,000 participants. Recent projects include: the NVTC Route 7 Corridor Study from Tysons to Alexandria Phase I and II; the VDOT I-66 HOT Lanes Inside and Outside the Beltway; and the VDOT E-ZPass and Tolling project.

HMMH, providing noise studies and analysis for sound barriers, is an international leader in environmental and transportation planning including noise and vibration control, air quality analysis, airport and airspace planning, and climate and energy solutions. Continuously since 1997, HMMH has held the Statewide Noise Abatement Services contract with VDOT's Environmental Division. During this time, they have provided much-needed support and effectively acted as an extension of VDOT's Noise Abatement Section providing a variety of services.

Accompong Engineering Group, LLC, providing traffic, MOT and ITS, is a Virginia based DBE/MBE that provides professional services in transportation engineering and planning, civil engineering, environmental engineering and program/project management. AEG has served as the transportation engineers on several complex urban project including: I-95 bridges replacement over the Meherrin River in Emporia; I-395 HOV Ramp to Seminary Road and I-395 auxiliary lane widening; I-581 at Valley View Interchange in Roanoke; Route 36 widening in downtown Hopewell; and I-264 Rehabilitation in Virginia Beach which carries approximately 186,000 vehicles per day.

3.3.1 IDENTITY OF AND INFORMATION ABOUT KEY PERSONNEL

Archer Western and GAI have made the individuals in the table below available for the duration of the Route 7 Corridor Improvements Project to fill the requested Key roles. Resumes for each individual are located in the Appendices.

QUALIFICATION HIGHLIGHTS	RELEVANT PROJECTS
David Johnson – Design-Build Project Manager ARCHER WESTERN	
<ul style="list-style-type: none"> ▪ 19 years of PM Experience ▪ Over 10 years DB Experience ▪ Highway and Bridge Experience 	<ul style="list-style-type: none"> ▪ Telegraph Road Interchange (DB) ▪ Alico Road Interchange ▪ Bear Cut Bridge Rehab (DB)
Tom Druholt, PE, CCM, DBIA – Quality Assurance Manager – VA PE License 0402021446 AMT	
<ul style="list-style-type: none"> ▪ QAM experience on several VDOT DB Projects ▪ 30+ years QA/QC Experience ▪ Construction management Experience 	<ul style="list-style-type: none"> ▪ Route 1 Imprv at Telegraph Road (DB) ▪ Fall Hill Ave-Mary Washington Blvd (DB) ▪ I-564 Intermodal Connector
Mark Burris, PE – Design Manager – VA PE License 0402021215 GAI CONSULTANTS, INC.	
<ul style="list-style-type: none"> ▪ 20+ years of PM Experience ▪ 17 years of DB Experience ▪ Highway and Bridge Experience 	<ul style="list-style-type: none"> ▪ I-264 DB Rehabilitation ▪ North Gayton Road PPTA Improvements ▪ Jamestown Corridor PPTA Improvements
Pedro Doldan, PE – Construction Manager ARCHER WESTERN	
<ul style="list-style-type: none"> ▪ 18 years of CM Experience ▪ DB Experience ▪ Highway and Bridge Experience 	<ul style="list-style-type: none"> ▪ Inter-County Connector (DB) ▪ US 1 at Ft. Belvoir (DB) ▪ Churchman’s Rd Bridge over I-95
Al Arnold, PE – Utility Coordination Manager – VA PE License 040229959 STANTEC	
<ul style="list-style-type: none"> ▪ 43 years of experience in civil, site, and utility engineering ▪ 20+ years of DB Experience ▪ 25+ years in utility design and coordination/conflict analysis 	<ul style="list-style-type: none"> ▪ I-564 Intermodal Connector (DB) ▪ US Route 1 Widening (DB) ▪ Ft. Belvoir Transpo Infrastructure Design
Charise Geiling – Public Relations Specialist SHARP & COMPANY	
<ul style="list-style-type: none"> ▪ 27 years of marketing/communications experience ▪ 17 years of communication experience within the transportation sector – highways, bridges, construction, multimodal, environmental, design-build 	<ul style="list-style-type: none"> ▪ NVTC Transit Alternatives Analysis Study of Route 7 Corridor ▪ VDOT I-66 Inside and Outside the Beltway GEC ▪ NVTA TransAction 2040

The organization chart, on the next page, shows a well-defined and integrated organization which identifies major functions and reflects the reporting relationships of personnel responsible for the management of design, construction, public relations, and QA/QC activities. We have organized our lower level supervision and management team to align with our discipline based management approach – Roadway, Bridge, and the shared resources. We also will incorporate our “zipper” strategy where design disciplines are paired with their construction counterparts (structural engineer-bridge superintendent). AWC is building upon the structure and best practices used during the delivery of such projects as the I-395 Seminary Road HOV Ramp project and the award winning I-95 Richmond Bridge Project. Our structure will:

- Foster communication within our team, VDOT, the multiple HOAs, local businesses, residents, Washington Gas and other affected utilities
- Allocate resources efficiently to respond to project challenges
- Assure independence for quality, safety and environmental personnel

3.3.2 ORGANIZATIONAL CHART



LOGICAL REPORTING RELATIONSHIPS

Our team is organized with logical reporting relationships to manage design and construction, while maintaining distinct responsibilities and project controls.

3.3.1.1 DESIGN-BUILD MANAGER (DBPM) – David Johnson reports to AWC’s Project Executive, EJ O’Neill. Mr. Johnson will have primary responsibility for execution of the design, construction, project management, quality, safety, and public outreach and stakeholder communication. He is AWC’s principal point of contact for VDOT. Mr. Johnson has seven direct reports: Quality Assurance Manager, Design Manager, Construction Manager, DB Coordinator, Safety Manager, Utility Coordination Manager, and Public Information Coordinator.

3.3.1.2 QUALITY ASSURANCE MANAGER (QAM) – Tom Druhot, PE, CCM, DBIA is the independent QAM and will report directly to the DBPM. Direct reports include the two lead QA inspectors (Bridge and Roadway) and the offsite materials sampling and testing laboratory. Through the DBPM, the Quality Assurance organization will establish communication paths to the construction Quality Control and construction organization to ensure that the QAM is apprised of activities and to ensure that corrective actions and remediation are implemented.

3.3.1.3 DESIGN MANAGER (DM) – Mark Burris, PE will report to the DBPM. During the design phase of the project, the design discipline leads and design subconsultants will report to Mr. Burris. The environmental team and Utility Coordination Manager will report to Mr. Burris during the design phase. Mr. Burris will also establish and oversee the Design QA/QC program for all pertinent design disciplines.

3.3.1.4 CONSTRUCTION MANAGER (CM) – Pedro Doldan, PE will report to the DBPM. He will be responsible for managing the day-to-day activities during the construction phase, which includes the Quality Control activities. Mr. Doldan prior to commencement of construction activities will obtain both a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

3.3.1.5 UTILITY COORDINATION MANAGER – Al Arnold, PE reports to the DBPM. He is responsible for coordination of all utility relocations throughout the design and construction phases of the project. He will verify conflicts; determine cost responsibilities; conduct utility field inspections; coordinate utility relocation design; review and recommend approval of utility relocation plans and estimates and ensure inspection of utility relocation construction. Mr. Arnold will also be required to coordinate the efforts of the Washington Gas transmission upgrade in concert with the AWC’s schedule as well as all other utility relocations/adjustments. During construction he will be supported by a dedicated Utility Coordinator from AWC reinforcing the connection between design and construction and strengthening our approach this key project risk.

3.3.1.6 PUBLIC RELATIONS SPECIALIST – Charise Geiling will report to the DBPM and will be responsible for developing and executing a public relations plan in accordance with the RFP Technical Requirements, and responsible for managing all external Project communications with Project stakeholders, the media and the general public during the design and construction of the Project in coordination with the NOVA District Communications Office.

VALUE-ADDED PERSONNEL

Additionally, we commit three value-added positions that will facilitate constructability and coordination between design and construction, enhance our commitment to safety of the traveling public and our construction work force, and place the responsibility for enacting our TMP under a single individual.

Design-Build Coordinator (DBC) – Matt Phillips will facilitate communication between design, construction, quality, and project management. The DBC reports to the DBPM and his duties include actively participating in design Task Force Meetings, constructability reviews and conveying field information.

Safety Manager (SM) – Jose Cortez will report to the DBPM. He is responsible for all aspects of safety during the life of the project. He will tailor AWC’s corporate safety program to this project and oversee its implementation and adherence.

Traffic Control Supervisor (TSC) – Colin Mulligan will report to the CM. He is responsible for all aspects related to implementing, monitoring, and managing our TMP. He will work closely with the Public Relations Specialist providing details to the stakeholders, first responders, and traveling public regarding traffic movement through the project.

EFFECTIVE COMMUNICATION

Developing and maintaining clear and open lines of communication within the team, with VDOT, and with stakeholders is key to delivering a project that meets everyone's expectations. In addition to the reporting lines shown on our organizational chart, we will rely upon best practices from our most successful design-build projects. Examples include:

Partnering – Formal Partnering with VDOT, the GEC, and stakeholders is a key component on our projects. By aligning goals and establishing a framework for communications early in the project, we will be better able to respond to concerns in an atmosphere of mutual trust and work together to resolve issues before they significantly affect the projects. We have found working in a formal partnering process resolves disputes early and mitigates risk to VDOT.

Internal Communications – Maximizing interaction between our design and construction teams is founded on our task team and zipper strategy approach where a particular design discipline is paired with their construction counterpart. Our weekly task team meetings serve as a forum to work through design and constructability issues.

Coordination of Design and Construction – The design team organization for this project will be discipline based as shown on our organizational chart. The task team meetings are structured to engage engineers and construction professionals to exchange ideas, coordinate design requirements with means and methods, and develop innovative solutions to specific challenges presented through the design process. As the project progresses, task teams will be expanded to allow participation from VDOT, GEC, and other major stakeholders such as utilities, to the level they desire.

Roadway and bridge projects by nature involve many differing disciplines that must work in concert to provide a quality product. The Route 7 Corridor Improvements Project involves structural, geotechnical, civil, environmental, and utility disciplines, as well as safety and quality concerns that all must be closely coordinated in our task teams to minimize potential field issues. Archer Western's most successful projects have utilized this approach and will institute this process of communication for your project.

Public Outreach – Charise Geiling, our Public Relations Specialist, will be responsible for ensuring that our team interacts with stakeholders, businesses, and residents. The team will support the NOVA District Communications Office with all project messaging and information necessary to convey the status of the project as well as any information on upcoming events.

SEPARATION OF QUALITY CONTROL AND QUALITY ASSURANCE

Archer Western will develop and execute the Quality Management System Plans (QMSP) in accordance with VDOT's "Minimum Requirements for QA and QC on Design-Build and PPTA Projects" (January 2012) and will include Design and Construction Quality Management (DQMP and CQMP). The QMSP will be prepared by the on-site quality management team and submitted to VDOT for review and approval. The QA team will employ two lead QA Inspectors: one for the bridge element and one for the roadway elements for the project. They will report directly to the QAM as shown on our organizational chart.

Archer Western's QC Plan will detail our quality oversight including sampling, testing, inspection, document control, and communication.

The QA process will be independent of the QC process and fully staffed. QA personnel will not be assigned other duties or responsibilities. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or found to be non-conforming.

The Design Project Manager will establish and oversee the QA/QC program for all pertinent design disciplines.

3.4

Experience of Offeror's Team

3.4 EXPERIENCE OF OFFEROR’S TEAM

Archer Western in combination with GAI, Stantec and STV offer significant experience and capability to deliver this critical project. Our approach to business and ethics are the same and we share a similar corporate culture focusing on safe project execution, quality, cost effectiveness, and customer satisfaction. Combined with our complimentary skill set and experience delivering similar projects, this team contains every capability necessary to make this project a success.

Our team’s impressive design-build successes on similar major transportation projects are described in the Work History Forms in the Appendix. We have extensive experience with highway widenings with grade separated intersections throughout the Mid-Atlantic and Southeast. The team has designed and constructed projects in highly congested urban areas: Arlington and Richmond, Virginia; Atlanta, Georgia; and Jacksonville, Florida. This team’s comprehensive project experience with similar design and construction challenges will allow our key staff to apply their lessons learned to the benefit of the Route 7 Corridor Improvements Project. Throughout the projects reflected in our Work History Forms, we have developed and fostered relationships with our entire team of design subconsultants. These experiences will enable us to deliver quality work in record time – with no learning curve!

The table below demonstrates additional Archer Western team project experience beyond the six Work History Forms in the Appendix.

SIMILAR PROJECT EXPERIENCE Project Name Location Construction Value	Team Members	Design-Build Delivery	Highway Widening (Congested)	Grade Separated Intersections	Multi-phase MOT	Utility Relocations	Noise Mitigation (Walls)	Public Information Program	Signalization/Lighting/CCTV	Aesthetic considerations	ROW Acquisition
SR 9b, Phase 1 Florida \$78M	A,G	X		X	X	X		X	X	X	
SR 155/21 st Street Improvements Florida \$31M	A,G	X	X	X	X	X	X	X	X	X	
I-395 Seminary Road HOV Ramp Virginia \$57M	A	X	X	X	X	X	X	X	X	X	X
I-77 Widening & Rehabilitation South Carolina \$91M	A	X	X	X	X	X		X	X		X
I-95/I-10 Interchange Improvements Florida \$117M	A,G	X	X	X	X	X	X	X		X	
I-95 Concrete Paving Rehabilitation Florida \$89M	A,G				X	X		X			
I-95 Moses Wheeler Bridge Reconstruction Massachusetts \$120M	A,ST		X		X	X		X		X	
I-264 Rehabilitation Virginia \$75M	G	X	X		X	X		X	X	X	
I-581 at Valley View Boulevard Interchange Virginia \$43M	ST	X	X		X	X		X	X		X

A = Archer Western | G = GAI | S = Stantec | ST = STV

SIMILAR PROJECT EXPERIENCE <i>(continued)</i>											
Project Name Location Construction Value	Team Members	Design-Build Delivery	Highway Widening (Congested)	Grade Separated Intersections	Multi-phase MOT	Utility Relocations	Noise Mitigation (Walls)	Public Information Program	Signalization/Lighting/CCTV	Aesthetic considerations	ROW Acquisition
GRTC Pulse BRT Virginia \$47M	ST	X	X		X	X		X	X		
Route 1 BRT, Virginia \$20M	ST	X	X		X	X		X	X		
I-95 over Meherrin River Virginia \$22M	ST	X	X		X	X		X	X		
Capitol Crossing Final Design Washington, DC \$1.3B	ST	X	X		X	X		X	X		
I-485 Widening from Rea Road to I-77 North Carolina \$85M	ST	X	X	X	X	X	X	X	X	X	
I-385 Widening South Carolina \$65M	ST	X	X	X	X	X		X	X	X	
Ohio River Bridges, Downtown Crossing Kentucky \$860M	A,S	X	X	X	X		X	X	X	X	
I-564 Multimodal Improvements Virginia \$94M	S	X	X	X	X	X	X	X		X	X
US Route 1 Widening Virginia \$45M	S	X	X		X	X		X	X	X	X
Dulles Metrorail Corridor Extension, Phase II, Tender Phase Design Virginia \$1B	A,S	X	X	X	X	X		X	X	X	X
Dulles Metrorail Corridor Extension, Phases I and II Final Design Virginia \$3.1B	S	X	X	X	X	X	X			X	X
Purple Line, Tender Phase Design Maryland \$5B	A,S	X	X	X	X	X	X		X	X	X
I-95 Springfield Interchange Virginia \$100M	A,S		X	X	X	X		X	X	X	
I-495 Capital Beltway HOT Lanes, Virginia \$900M	S	X	X		X	X		X	X		X
I-595 Express Toll Lanes Florida \$1.4B	S	X	X	X	X	X	X	X	X	X	X
Route 895, Pocahontas Parkway Virginia \$320M	S	X		X	X	X		X		X	X

A = Archer Western | G = GAI | S = Stantec | ST = STV

OUR TEAM STRENGTHS

Archer Western, GAI, Stantec, and STV have expanded our strong working relationships through recent VDOT, NCDOT, and FDOT pursuits. The collective experience working, designing, and constructing both additional lanes along highways and challenging urban projects provides VDOT with the confidence that this team understands the potential impacts and has developed mitigation techniques that will be applied from previous projects. Our design team strategy involves segmenting the project geographically and dividing design responsibility between GAI, STV, and Stantec to consecutively develop plan submissions as efficiently as possible.

The Work History Forms show we have the experience and have dealt with the risks associated with stakeholder impacts, MOT, environmental factors, and utility coordination in the NOVA region that will impact our approach to design and construction.

3.5

Project Risks

3.5 PROJECT RISKS

INTRODUCTION

The Archer Western team has visited the project site, reviewed all the documents provided in the RFQ Informational Package and completed an evaluation of the project's risks and goals in order to determine three critical risks on the Route 7 Corridor Improvements project. We have identified two additional critical project risks, **Maintenance of Traffic/Safety** and **Utilities**, in addition to **Stakeholder Impacts** (required in the RFQ Section 3.5.1), in the following evaluations and analysis described below.

Project Risk #1 - Stakeholder Impacts

Why this risk is critical – The Route 7 Corridor Improvements will enhance the area's transportation infrastructure in a variety of ways that will improve safety, reduce congestion, and promote economic growth. The five-year schedule, though aggressive, is achievable; but project success would become far less likely if significant stakeholder opposition mobilized against it. Public opposition to the Route 7 Corridor Improvements could adversely impact the project in a number of ways, including:

- “Spooking” elected officials
- Mobilizing affected property owners to speak with one voice against the project or demanding detrimental changes to its design
- Generating negative media attention that could damage not just this project, but VDOT's reputation in delivering other transportation projects in the future
- Converting project supporters into neutrality or active opposition to it

How this risk could impact the project – The community is well-organized, and there is already at least one group actively engaged in this process – the Route Seven Widening Project Working Group. The areas adjacent to Route 7 are also home to major cultural and religious institutions, including Wolf Trap, the McLean Bible Church, the Providence Baptist Church, and St. Thomas Episcopal, as well as local businesses and HOA's, among others. Each of these groups have the ability to mobilize the grass roots in support of, or in opposition to, this project. The best way to mitigate the potential risks posed by stakeholders is to get out in front of them and engage the public and these stakeholders proactively. The goal of engagement is to share information with and gather input from all those affected by a project, in order to create and implement a project plan that stakeholders will champion. Experience has shown that when stakeholders support policies, programs and projects, these move more quickly from conception through construction. We define our role as bringing the public's voice to the design-build process, helping us shape public opinion, mobilize project supporters, and defuse potential opposition.

This team has built a record of success by working with clients to develop project-tailored engagement plans with impactful messages that resonate with clearly defined target audiences. Rather than work from a set formula, these successful public engagement campaigns have used a variety of tools appropriate to the audience. Sharp & Company has experience with providing public engagement along and around the Route 7 Corridor on a variety of projects:

- FHWA NPS Wolf Trap Transportation Study
- NVTC Route 7 Transit Alternatives Analysis Project (Phase I and II)
- NVT A 2040 TransAction Long Range Plan for Northern Virginia
- VDOT I-66 Inside and Outside the Beltway GEC
- VDOT I-66 Multimodal Study

Mitigation Strategy for this risk – The following are some of the innovative tools we have used successfully and could use on the Route 7 project to engage stakeholders.

Pop-Up Events – Pop-Up Events are a non-traditional technique that can have a big payoff. Instead of requiring attendees to come to us, we set up an interaction at a popular place or event. It is much easier for participants and we have found that we are able to attract a much higher response rate than at traditional meetings, open houses, or

hearings. These are a wonderful way to reach specific underrepresented groups and those who are uncomfortable with or unable to attend larger, more formal meetings and presentations. For example, when developing the 2040 Long Range Plan for the Northern Virginia Transportation Authority, we arranged pop-up meetings, many along to the Route 7 Corridor. These well-attended events attracted exactly the target audience we wanted to reach – a representative sample of Northern Virginia’s population. Interactive displays on site obtained input into what the community’s priorities were. Events included the Eden Center (Vietnamese American Shopping Center), Alexandria’s Bike to Work Day, Ballston Metro, Queen of Apostles Church, Reston Metro Plaza, and Springfest Fairfax.

Interactive Websites – Interactive websites are important to attract viewers and also to keep websites fresh and thereby maintain interest in the project. Polling is a great way for viewers to get involved in the site, especially when results are tabulated and shown as soon as input is received. For example, we could ask, “How long is your daily commute?” with multiple choice time segments. Then we can show “live” polling results on the site, providing immediate, interesting feedback. For the Route 7 Transit Study, the website includes an interactive crowdsource map that viewers used to provide their thoughts about how they want Route 7 to look. This interactivity encourages stakeholders to provide input.

Social Media – Social media now complements many parts of our lives. Its strengths – rapid dissemination and amplification of content and the ability to lead informal conversations – make it a powerful tool for transportation agencies. When Sharp & Company was asked to promote NVTAs Transaction 2040 Survey we turned to social media to connect with the citizens of Northern Virginia. Through the use of Facebook Business Manager, Sharp & Company ran a campaign geo-targeting Northern Virginia residents. Previous surveys by NVTAs had only garnered around 400 responses. Through the inexpensive use of social media, Sharp & Company was able to gather over 2700 responses that included a racially, ethnically, socio-economically, and culturally diverse population of Northern Virginia.

VDOT OR OTHER AGENCIES ROLE EXPECTATIONS

Sharp & Company will produce, manage, and staff the project’s stakeholder outreach program, including event staffing, designing and building the website and writing its content, and social media messaging. VDOT will perform its normal supervisory role to ensure that program materials and activities conform to VDOT’s messaging goals and performance standards. VDOT may also be asked to provide technical experts to attend periodic public meetings to explain construction issues to the public. No additional efforts will be required of VDOT or other agencies.

Project Risk #2 - Maintenance of Traffic (MOT)/Safety

Route 7 is a crucial east-west artery for commuters, commerce, and tourists traveling through Fairfax County from Reston to Tysons Corner, carrying between 46,000 and 56,000 vehicles per day within the limits of this Project. The corridor contains 10 signalized intersections, numerous median crossovers, residential, commercial, fire and rescue facilities, churches, and neighborhood connector roadway entrances. It also has existing meandering and disconnected pedestrian pathways along both sides. Route 7 is on the National Highway System and has regional and local significance.

Why this risk is critical – One of the primary goals for a successful completion of the Route 7 Corridor Improvements project is the safe and efficient handling of traffic through and around the construction zone, with the highest priority given to the safety of the traveling motorists, pedestrians, workers and inspectors. In addition to safety considerations, maintaining the project schedule and facilitating construction phasing with the bifurcation between existing roadways must be detailed in the MOT sequencing. This is especially crucial for larger urban projects that serve varied residential and commercial properties with heavy vehicular and pedestrian traffic. Construction of Route 7 will require a Traffic Management Plan with significant public involvement.

How this risk could impact the project – The project is located between the recently completed Route 7 widening projects, from Holly Drive to Reston Avenue (west end) and the Dulles Toll Road and Airport Access Highway (DTR&AAH) Interchange Widening Project (east end).

These widening projects have created a 7-mile, 4-lane traffic bottleneck in a critical location along the east-west corridor. The east-end of the project in Reston consists of primarily residential properties, and traveling west includes parks, four churches, several cemeteries, two fire/emergency rescue facilities as well as varied commercial and industrial properties. The east end of the project includes access to a major entertainment outdoor amphitheater, Wolf Trap as well as McLean Bible Church. The short-term risk will be chronic traffic jams and impacts to Emergency Rescue Service (EMS) response times. A more acute risk will be accidents that result in personal injury or property damage, which is unacceptable. The longest-term risk will be the deterioration of the project schedule due to an inefficient execution of the work.

Mitigation strategy for this risk – Developing the construction staging plans requires finesse, experience, and certified professionals. Our MOT Design Lead, Conrad Scott, PE and proposed Traffic Control Supervisor, Collin Mulligan are certified by VDOT and the American Traffic Safety Services Association (ATSSA) in work zone safety. Our experience working with VDOT, and working on similar projects like I-395 Seminary Road HOV Ramp and the Jones Branch Connector projects, will lead to the best possible MOT plans and a Transportation Management plan (TMP) focused on maximizing both safety and mobility throughout construction. This will result in a successful project with minimal impacts to nearby residents, the traveling public, and workers. Our strategies to mitigate this risk including the following:

- 1. Construction of the Baron Cameron Partial Interchange:** The construction of this partial interchange will impact existing Route 7 and Springvale Road/Baron Cameron Avenue by lowering the east-bound Route 7 traffic below Baron Cameron Avenue. The structure supporting the cross traffic will be a bridge supported on pile supported abutments. The abutments will be located behind anchored soldier pile walls to accommodate the grade separation. The soldier pile walls will receive a cast-in-place concrete facing and will be built with a top-down construction method. This bridge will be built in multiple phases to allow two lanes of traffic to be maintained in each direction on Baron Cameron Avenue throughout construction. Our team will investigate the use of accelerated bridge construction techniques such as the PCUs we used on the I-95 Richmond Bridges project to minimize the duration of the construction at this congested site. The soldier piles and bridge abutment piles will be installed prior to commencing the top-down excavation of the Route 7 east-bound lanes. This excavation will be completed with minor shifts of traffic on Baron Cameron Avenue and Route 7. Upon installation of both lines of soldier piles, the future Route 7 east-bound lanes will be excavated with incremental installation of the wall anchors. Prefabricated beam-deck units will be considered to reduce the traffic stoppage durations during beam erection. The prefabricated beam-deck units will be stable after they are set on the abutments seats without completing connections to adjacent beam units. We will complete all beam setting operations at off-peak hours to minimize traffic delays and to minimize the public's exposure to this critical operation.
- 2. Construction of the Bridge over Difficult Run:** The primary focus of our construction sequencing effort will be to maximize long-term work zones, minimize lane shifts and closures, and to build the new bridge in no more than two stages. We will maintain the existing two lanes of traffic in each direction throughout the construction and will reduce the posted 55 mph speed limit to maximize work zone and public safety. We will implement cross-overs within the limits of the adjacent cross streets of Faulkner Drive and Carpers Farm Way. There are no entrances on this stretch of Route 7, so this will have a minor impact to the movements of local residents and businesses. The construction of this bridge will be an early construction task since it is a pinch point for various traffic control strategies. The bridge construction will be accomplished with a phased construction approach. We will install a mechanically anchored temporary concrete barrier on the existing bridge near the southbound fascia. This will allow the full east-bound structure to be built, allowing two lanes of traffic in each direction to be maintained on the new east-bound structure during the construction of the new west-bound structure. Upon completion of the westbound structure, the interior concrete barriers will be installed on both bridges to establish the shared use paths.
- 3. Construction of the Lewisville Road “Displaced Left Intersection”:** The installation of a three-phased signal to accommodate the heavy traffic into McLean Bible Church’s entrance at the west-end of the church property will significantly improve and safely accommodate this existing substandard situation. Utilizing

temporary delineating tube devices will be required for safely channeling traffic in the period between early construction and final opening of this intersection and tie-in to the previously constructed Route 7 Widening and Bridge Rehabilitation over the DTR&AAH project.

- 4. Construction of Retaining Walls along Roadway Widening:** Our team will thoroughly investigate and select the best wall type(s) to efficiently and safely construct the walls required throughout the corridor. We will select wall type(s) that accommodate the numerous utilities crossing Route 7 and will establish the temporary lane locations with positive separation barriers to provide sufficient working area to stage equipment and materials to safely construct the walls. It is expected that standard gravity retaining walls will be used in areas with minimal exposed wall height and soldier pile and lagging walls will be used in areas of more significant wall height or in areas that excavation laybacks cannot be accommodated. The soldier pile and lagging walls will be built with either top-down or bottom-up construction depending on the method that is least disruptive to maintaining traffic on the existing roadway. Once the median retaining walls are built, the median crash-worthy barriers and roadway pavement will be installed. This will allow traffic to be shifted toward the median allowing work to be safely completed on the outsides of the Route 7 typical section.
- 5. Crash Prevention:** Critical to the success of this Project, will be implementing improvements to reduce the frequency and severity of crashes. Our team can improve corridor safety during construction and reduce crashes by utilizing enhanced site-specific temporary traffic control devices such as raised pavement markers (reflectors). Similar to the Jones Branch Connector Project, we can reduce the consequences of run-off-road crashes during construction for both the traveling public and construction personnel by providing a more forgiving roadside design.
- 6. Access Management:** The improvements of this project will involve establishing Shared Use Paths adjacent to both travel lanes. The construction of the new Paths will involve removal of some parts of the existing pathways and clear and timely communication with users will be required. Fairfax Connector Service Bus Route 574 connects Reston with Tysons and has several bus stops along the Route 7 Corridor, such as Cameron Baron Avenue and Forestville Drive that will need to be temporarily relocated during certain construction phases. Several churches have direct access off Route 7 and will also require maintaining access with special notifications during various construction activities. There are two Fire Stations, North Point and Wolf Trap that will also require special communication of various MOT and construction sequencing activities. The mitigation effort will include:
 - Clear and advanced signing
 - Use of Intelligent Transportation System devices such as Portable Changeable Message Signs (PCMS) in advance of work zones and changes in travel patterns on affected roadways
 - Coordination with VDOT in distributing MOT information on their existing VA 511 network
 - Continued motorist education concerning the 19 Access Management Improvements including Median Closures, Right In/ Right Out entrances, Median U-Turns (Michigan lefts)
 - Trail- and pedestrian-specific maintenance, safety measures, and signage
 - The use of temporary concrete barrier, especially in locations warranting increased worker safety
 - Providing Emergency Pull-Offs (EPO) during staged construction and continued evaluation of the need to adjust these locations as construction progresses with a minimum number accessible at all times
 - Daily pre-activity meetings to discuss any possible traffic shifts or lessons learned to keep the safety of everyone involved at the forefront
 - The monitoring of traffic levels to reduce any potential impacts to overall traffic operations
 - The restriction of tie-in activities and traffic shifts to off-peak hours

VDOT OR OTHER AGENCIES ROLE EXPECTATIONS

Our team's experience with developing innovative, successful MOT and access plans for construction projects will enable us to remove any additional or unusual risk from VDOT. VDOT's role will consist of typical responsibilities of reviewing, commenting on and approving the design products, website updates and PR materials. No additional efforts will be required of VDOT or other agencies.

Project Risk #3 - Utilities

Route 7 is one of the oldest roadway facilities in the Northern VA area and has accumulated a vast number of parallel and crossing utilities, both subsurface and overhead. Some of these utilities are located within the travel lanes and some are located outside the pavement within the project right of way.

Why this risk is critical – Utility location, relocation, and coordination could result in significant schedule delays that cannot be mitigated solely through the actions of the AWC team. For this project, there are several risks associated with utilities:

1. Accuracy and completeness in locations
2. Coordination with multiple utility owners
3. Coordination with \$200M Washington Gas transmission line upgrade
4. Potential noise barriers conflicts with existing utilities
5. Colvin Run stream relocation, retaining walls and culvert extensions

How this risk could impact the project – In general, utility issues could result in significant project delays. There are 17 Utility Owners, including Dominion Energy (electric), Fairfax County PW and ES (sanitary sewer), Fairfax Water (water), Washington Gas (gas), Colonial Pipeline and Williams Gas Pipeline (petroleum), Verizon (telephone), AT&T, Fiber light, Level 3 Communications, etc. (fiber optic)VDOT (traffic control), Comcast and Cox Communications (cable). Most noteworthy is the upgrade of the Washington Gas transmission line from 16" to 24". The location of this line begins at the Columbia Gas Transmission station just west of Great Falls Nike Park approximately Station 230+00 on the north side of Route 7. The 16" line continues to parallel the west-bound lanes approximately 50 LF from the center of the median for the remaining length of the project into Tysons Corner. This \$200M project will require extensive coordination by the AWC team with Washington Gas's design and construction personnel. There are numerous other gas lines (of various sizes) parallel and crossing the project throughout and will be impacted by storm sewer, structural foundations, and potential noise barriers.

Another noteworthy major utility is Fairfax Water's 54" distribution waterline beginning at Station 229+00 that parallels the eastbound lanes along the outside right of way until Station 509+00 and crosses back over Route 7 to the north. In addition, a major 30" waterline runs parallel to the 54" just outside the eastbound travel lanes up to the Baron Cameron Run intersection. These two waterlines will be impacted at several locations by potential noise barriers, possible retaining walls, and culvert extensions, including the Pedestrian Tunnel and by the 1,500 LF Colvin Run stream relocation.

Mitigation strategy for this risk – The AWC team has selected Al Arnold, PE as the key personnel role for Utility Coordination Manager, who will be supported by a dedicated Utility Coordinator from the construction team. Mr. Arnold has over 40 years of experience in utility engineering experience, and over 25 years in utility design, coordination and conflict analysis, also over 20 years in DB experience. His recent experience with multiple, major utility relocations for complex DB projects such as I-564 Intermodal Connector and US Route 1 Widening make his expertise ideal for this role. By having a Utility Coordinator supported by a dedicated Construction Utility Support Manager, the AWC team will effectively mitigate the utility risks identified. Below are examples of coordination/mitigation strategies that our team will employ:

- 1. Accuracy and completeness in locating existing utilities:** An early activity will be the AWC team's review of the existing information provided by VDOT. This information will be supplemented by a review of utility

records, subsurface utility designating to Quality Level B, and subsurface utility locating to Quality Level A (test pits), as appropriate. The resulting utility survey will be provided to each utility company for its review and concurrence.

- 2. Coordination with multiple utility owners:** Dominion Energy (electric), Fairfax County Public Works and Environmental Services (sanitary sewer), Fairfax Water (water), Washington Gas (gas), Colonial Pipeline and Williams Gas Pipeline (petroleum), Verizon (telephone), AT&T, Fiberlight, Level 3 Communications, Zayo Kris Kobylski, CenturyLink Nations Network Services, Verizon Business Solutions and Qwest Government Services (fiber optic), VDOT (traffic control), Comcast and Cox Communications (cable). The assignment of a full-time Utility Coordination Manager mitigates this risk. He will ensure that the AWC team understands the design, construction, and property rights requirements of each utility and that each utility has the information necessary for it to be responsive. Mr. Arnold and the rest of the AWC team understand that there is no one-size-fits-all solution for utility companies; each has specific administrative, procedural, and technical requirements. Adhering to these requirements mitigates the risk in coordinating with the utility companies.
- 3. Coordination with the \$200M Washington Gas transmission line upgrade:** This pipeline is also located adjacent to and is in conflict with potential noise barrier (sound walls) in several locations between Stations 312+00 to 301+00 and between Stations 339+00 to 318+00 and could also be potentially impacted by storm sewer facilities. These potential impacts will require extensive coordination by the AWC team with Washington Gas's design and construction personnel for design options, MOT, construction sequence and phasing, as well as horizontal and vertical clearance requirements for the proposed 24" gas pipeline. The gas pipe is epoxy coated steel pipe with cathodic protection and must be carefully designed with nearby adjacent and crossing utility facilities. Our team has contacted Washington Gas representatives and understand that their desired schedule is to begin work in the spring of 2018 and have 6.5 miles replaced by 2023. Normally they would replace only sections of this line impacted by the Route 7 project; however they are taking advantage of the project's timing to replace this entire portion of the oldest transmission pipeline in their system. GAI has a working relationship with Washington Gas, which will enhance communication between our DB team and this critical utility upgrade.
- 4. Potential noise barriers:** The extensive length of potential noise barriers on this project includes 8.2 miles and will be a constant and considerable design challenge for utility coordination, as well as drainage, access and functionality. The AWC team will prepare and conduct additional geotechnical investigations along the potential noise barrier locations to establish accurate subsurface information and vertical utility locations to minimize and/or avoid these potential impacts.
- 5. Colvin Run stream relocation, retaining walls and culvert extensions:** The 1,500 LF of Colvin Run stream relocation will impact the 54" waterline along the south side of the project. Design options and required mitigation measures associated with the stream relocation details will minimize these potential impacts. The storm sewer culvert extension at Station 202+20 will impact the existing 24" gas line along the south side of the project. The storm sewer culvert extensions at Piney Run will impact the potential sound walls on the north side and the existing 30" and 54" waterlines on the south side. Design considerations for these issues will be analyzed to minimize and/or avoid these impacts as well.

VDOT OR OTHER AGENCIES ROLE EXPECTATIONS

It is the design-builder's responsibility to coordinate with the utilities and prepare acquisitions and easements for relocations. The team's experience in utility coordination and relocation will allow this effort to proceed smoothly. VDOT's role will be limited to normal review and approval of construction drawings. No additional efforts will be required of VDOT or other agencies.

APPENDIX 3.2.6

Affiliated/Subsidiary Companies

APPENDIX 3.2.7

Debarment Forms

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project Nos.: 0007-029-942 and 0007-029-225

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.

	EJ O'Neill	9/21/17	Vice President
Signature		Date	Title

Archer Western Construction, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project Nos.: 0007-029-942 and 0007-029-225

- 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

September 6, 2017

Date

ASSISTANT VICE PRESIDENT
Transportation Market Manager – NE Region

Title

GAI Consultants, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

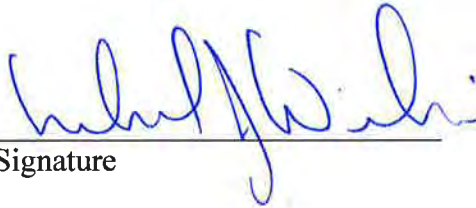
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project Nos.: 0007-029-942 and 0007-029-225

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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.



September 1, 2017

Principal

Signature

Date

Title

A. Morton Thomas and Associates, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project Nos.: 0007-029-942 and 0007-029-225

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Signature

9/21/2017

Date

Senior Principal

Title

Stantec Consulting Services Inc.

Name of Firm

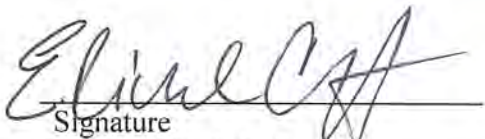
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Signature
E. Richard Capps, Jr., P.E.

August 30, 2017

Date

Senior Vice President

Title

STV Incorporated dba STV Group Incorporated

Name of Firm

ATTACHMENT 3.2.7(b)

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LOWER TIER COVERED TRANSACTIONS

Project Nos.: 0007-029-942 and 0007-029-225

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Signature

8/30/2017
Date

President
Title

Hassan Water Resources, PLC
Name of Firm


ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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	<u>9/6/17</u>	<u>President</u>
Signature	Date	Title

Sharp & Company, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

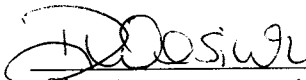
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LOWER TIER COVERED TRANSACTIONS

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	<u>9/7/17</u>	<u>Vice President & COO</u>
Signature	Date	Title

Harris Miller Miller & Hanson Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project Nos.: 0007-029-942 and 0007-029-225

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Signature

9/12/17
Date

President
Title

Accompany Engineering Group LLC
Name of Firm

APPENDIX 3.2.8

VDOT Prequalification Evidence



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

ARCHER WESTERN CONSTRUCTION, LLC

Vendor Number: **A210**

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

— **PREQUALIFIED**

Your firm specializes in the noted Classification(s):

**GRADING; MAJOR STRUCTURES;
PORTLAND CEMENT CONCRETE PAVING; MINOR STRUCTURES**

Issue Date: January 31, 2017

This Rating and Classification will Expire: January 31, 2018

Suzanne FR Lucas, State Prequalification Officer

Don E. Silies, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

VDOT's Highway Contractor Prequalified (P) Level

(Website Version)

Your firm's prequalification documentation demonstrates that your firm has met or exceeded the minimum Prequalification Score of 80, the minimum Contractor's Performance Score (CPE) of 85, and the minimum Safety Index Score (SIS) of 70. Your firm has earned the "Prequalified" Level of Qualification. With this level of prequalification, your firm may bid on all projects up to your firm's bonding ability.

Expiration and renewal

Prequalification privileges are for a limited period of time. The **expiration** date is posted on your firm's listing on the "*Current Prequalified Highway Contractor's List*" on our webpage (see below). New prequalification forms are due in the Prequalification Office prior to the last day of the expiration month.

By the yearly anniversary of the expiration date the items listed in the "*Submission Guide*" will need to be submitted. If the firm does not renew or request an extension at that time and a firm's prequalification has lapsed then the firm must begin their year cycle for prequalification with a submittal of a "*Prequalification Long Form Application*."

Prequalification Extension Policy – All firms with a Prequalification Score of 75 or above are eligible to obtain a prequalification extension. Prequalification extensions are limited to three thirty-day periods. The original letter requesting each thirty day extension must be:

1. Submitted on the firm's original letterhead.
2. Received by the Prequalification Officer three (3) business days before the firm's current prequalification expires.
3. Signed by a person authorized to transact business on behalf of the firm as listed on the *currently filed Prequalification Application, Form C-32, page 2.*

Below are the set months of expiration for firms name *starting* with the letter or if the firm has a formal person's name, the first letter of the last name. The last day of the month is the firm's expiration date.

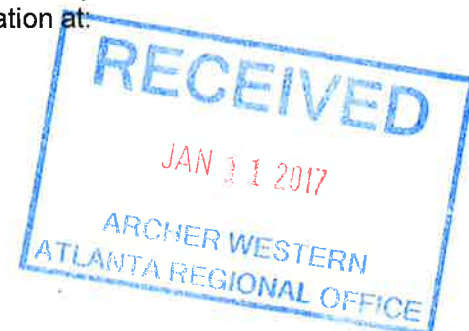
1. January	A	2. February	B
3. March	C	4. April	D&E
5. May	F, G,&H	6. June	I, J, K,&L
7. July	M, N,&O	8. August	P, Q,&R
9. September	S	10. October	T thru Z

New prequalification forms may be obtained at the following webpage: (Only the latest revision of the application will be accepted for renewal):

<http://www.virginia.gov/business/const/prequal.asp>

Thank-you for applying for Prequalification. Please send an email to the Prequalification Office if your firm has any further questions regarding your firm's prequalification at:

Prequalification@VDOT.Virginia.gov



APPENDIX 3.2.9

Evidence of Obtaining Bonding



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

September 11, 2017

RE: Route 7 Corridor Improvements
From: Reston Avenue
To: Jarret Valley Drive
State Project Nos.: 0007-029-942 and 0007-029-225
Federal Project Nos.: STP-5A01(745) and STP-5A01(790)
Contract ID Number: C00099478DB98

To Whom It May Concern:


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

Travelers Casualty and Surety Company of America is currently providing **Archer Western Construction, LLC** with bonding support of \$400 million dollars on single contracts and \$8 billion dollars for an aggregate work program. Thus, **Archer Western Construction, LLC** is capable of obtaining 100% performance and 100% payment bonds based on the current estimated contract value of approximately \$178,000,000, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that **Archer Western Construction, LLC** be the successful bidder and enter into a contract for this Project. All issuance of bonds is subject to the review and approval of all contract terms, conditions and bond forms.

Travelers Casualty and Surety Company of America is authorized to transact business in all fifty (50) states with a Treasury Listing of \$208,819,000 and with an A.M. Best Financial Strength Rating A++ and Financial Size Category XV.

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

Yours truly,
Travelers Casualty and Surety Company of America

By: 
Patricia Collins, Attorney-in-Fact

(Seal)



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 231629

Certificate No. 007274493

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Brian R. Walsh, J. William Ernstrom, Jodi Wallace, Patrick O'Connor, Patricia Collins, Brad Van Wyk, Anne McCullom, and John F. Healy, Jr.

of the City of Chicago, State of Illinois, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 20th day of June, 2017.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 20th day of June, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty 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, I have hereunto set my hand and affixed the seals of said Companies this 6 day of September, 20 17.


Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

APPENDIX 3.2.10

SCC & DPOR Registration Documentation

ATTACHMENT 3.2.10

State Project Nos. 0007-029-942 and 0007-029-225

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Archer Western Construction, LLC	T0437006	Foreign LLC	Active	929 W. Adams Street Chicago, IL 60607	Class A Contractor	2705141795	7/31/2019
GAI Consultants, Inc.	F039601-2	Foreign Corporation	Active	618 E. South Street Suite 700 Orlando, FL 32801	Engineering & Land Surveying	0407004210	12/31/2017
A.Morton Thomas and Associates, Inc.	F049431-2	Corporation	Active	14555 Avion Parkway, Suite 350 Chantilly, VA 20151	Engineering & Land Surveying	0411000586	02/28/2018
Stantec Consulting Services Inc.	F149319-8	Foreign Corporation	Active	6110 Frost Place Laurel, MD 20707	Engineering	0411000985	02/28/2018
STV Incorporated dba STV Group Incorporated	F0253452	Foreign Corporation	Active	2722 Merrilee Drive, Suite 350 Fairfax, VA 22031	Architecture & Engineering	0411000661	02/28/2018
STV Incorporated dba STV Group Incorporated	F0253452	Foreign Corporation	Active	10800 Midlothian Turnpike, Suite 302 Richmond, VA 23235	Engineering	0411000462	02/28/2018
STV Incorporated dba STV Group Incorporated	F0253452	Foreign Corporation	Active	1400 I Street NW, Suite 1100 Washington, D.C. 20005	Engineering	0411001178	02/28/2018
Hassan Water Resources, PLC	S2293282	Professional Limited Liability	Active	2255 Parkers Hill Drive, Maidens, VA 23102	Engineering	0413000299	12/31/2017
Sharp & Company, Inc.	F176141-2	C Corporation	Active	N/A	N/A	N/A	N/A
HMMH	F145187	Foreign Corporation	Active	N/A	N/A	N/A	N/A
Accompong Engineering Group, LLC	S283521-5	Limited Liability Corporation	Active	9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832	Engineering	0407005442	12/31/2017

ATTACHMENT 3.2.10

State Project Nos. 0007-029-942 and 0007-029-225

SCC and DPOR Information

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
GAI Consultants, Inc.	Mark Burris	Glenn Allen, Virginia	11013 Ridgebrook Drive Mechanicsville, VA 23116	Engineer	0402021215	07/31/2018
A. Morton Thomas and Associates, Inc.	Thomas Alan Druhot	Chantilly, Virginia	1 Jadip Ln, Suite 111 Fredericksburg, VA 22405	Engineer	0402 021446	07/31/2018
Stantec Consulting Services Inc.	Alan Karl Arnold	Laurel, Maryland	10013 Evergreen Avenue Columbia, MD 21046	Engineer	0402029959	04/30/2018

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Home | Site Map | About SCC | Contact SCC | Privacy Policy



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

Help

- SCC eFile
 - SCC eFile Home Page
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 - Distinguishability
 - Business Entity Search
 - Certificate Verification
 - FAQs
 - Contact Us
 - Give Us Feedback
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

Archer Western Construction, LLC

General

SCC ID: T0437006
 Entity Type: Foreign Limited Liability Company
 Jurisdiction of Formation: IL
 Date of Formation/Registration: 6/30/2010
 Status: Active

Principal Office

929 W ADAMS ST
 CHICAGO IL60607

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
 Bank of America Center, 16th Floor
 1111 East Main Street
 RICHMOND VA 23219
 RICHMOND CITY 216
 Status: Active
 Effective Date: 4/29/2011

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of registration in Virginia](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

PDF(.pdf) Reader
 Excel (.xls) Viewer
 PowerPoint (.ppt) Viewer
 Word (.doc) Viewer

Build #: 1.0.0.23229

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
07-31-2019

NUMBER
2705141795

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS CBC H/H RBC



ARCHER WESTERN CONSTRUCTION LLC
929 W ADAMS ST
CHICAGO, IL 60607



Jay W. DeBoer
Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)



CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS CBC H/H RBC
NUMBER: 2705141795 EXPIRES: 07-31-2019

ARCHER WESTERN CONSTRUCTION LLC
929 W ADAMS ST
CHICAGO, IL 60607



(FOLD)

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

DPOR-PC (05/2015)

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w

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Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

08/31/17

11:41:48

CORP ID: F039601 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/24/03
 CORP NAME: G-A-I CONSULTANTS, INC.

DATE OF CERTIFICATE: 11/04/1981 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: COGENCY GLOBAL INC.

STREET: 250 BROWNS HILL COURT

AR RTN MAIL:

CITY: MIDLOTHIAN STATE : VA ZIP: 23114-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/02/17 LOC : 120
 ACCEPTED AR#: 216 54 3427 DATE: 11/28/16 CHESTERFIELD CO
 CURRENT AR#: 216 54 3427 DATE: 11/28/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 16 1,270.00 200,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2017

NUMBER

0407004210

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

PROFESSIONS: ENG, LS



G A I CONSULTANTS INC
618 E SOUTH ST STE 700
ORLANDO, FL 32801



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

July W. DeBoer
July W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2018

NUMBER

0402021215

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



MARK CHRISTOPHER BURRIS
11013 RIDGEBROOK DRIVE
MECHANICSVILLE, VA 23116



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w

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Commonwealth of Virginia
State Corporation Commission

Vir

CISM0180

CORPORATE DATA INQUIRY

09/01/17

13:14:13

CORP ID: F049431 - 2 STATUS: 00 ACTIVE STATUS DATE: 12/15/09
CORP NAME: A. MORTON THOMAS & ASSOCIATES, INC.

DATE OF CERTIFICATE: 11/26/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2000.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: COGENCY GLOBAL INC.

STREET: 250 BROWNS HILL COURT

AR RTN MAIL:

CITY: MIDLOTHIAN STATE : VA ZIP: 23114-0000
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/02/17 LOC : 120
ACCEPTED AR#: 216 16 0323 DATE: 10/27/16 CHESTERFIELD CO
CURRENT AR#: 216 16 0323 DATE: 10/27/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 400.00 52,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That A. MORTON THOMAS & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on November 26, 1997; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

September 26, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0411000586

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

PROFESSIONS: LS, ENG



A MORTON THOMAS AND ASSOCIATES INC
14555 AVION PKWY STE 150
CHANTILLY, VA 20151



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

Jay W. DeBoer
Jay W. DeBoer, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2018

NUMBER

0402021446

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



THOMAS ALAN DRUHOT
AMT ENGINEERING INC
1 JADIP LN
SUITE 111
FREDERICKSBURG, VA 22405



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021446 EXPIRES: 07-31-2018

THOMAS ALAN DRUHOT
AMT ENGINEERING INC
1 JADIP LN
SUITE 111
FREDERICKSBURG, VA 22405



(FOLD)

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

DPOR-PC (05/2015)

COMMONWEALTH OF VIRGINIA



CLINTON MILLER
CHAIRMAN

MARK C. CHRISTIE
COMMISSIONER

THEODORE V. MORRISON, JR.
COMMISSIONER

JOEL H. PECK
CLERK OF THE COMMISSION
P.O. BOX 1197
RICHMOND, VIRGINIA 23218-1197

STATE CORPORATION COMMISSION Office of the Clerk

April 15, 2005

BETH EPSTEIN
UCC RETRIEVALS
HOLD
DO NOT MAIL

RE: Stantec Consulting Services Inc.
ID: F149319 - 8
DCN: 05-04-13-0109

Dear Customer:

This is your receipt for \$25.00, covering the fees for filing a duly authenticated copy of articles of merger with this office.

The document was filed on April 15, 2005.

Each non-surviving entity:

Stantec Consulting Services Inc.

is merged into Stantec Consulting Services Inc. (formerly STANTEC CONSULTING GROUP INC.).

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, 1-866-722-2551.

Sincerely,

A handwritten signature in black ink that reads 'Joel H. Peck'.

Joel H. Peck
Clerk of the Commission

MERGRCPT
MERGRCPT
CIS0375



SCC760/922
(10/01)

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

APPLICATION FOR AN AMENDED CERTIFICATE
OF AUTHORITY TO TRANSACT BUSINESS IN VIRGINIA

This application of a foreign corporation authorized to transact business in Virginia for an amended certificate of authority sets forth:

The former name of the corporation was STANTEC CONSULTING GROUP INC.

The present name of the corporation is STANTEC CONSULTING SERVICES INC.

If the corporation is a stock corporation and the present name of the corporation does not contain the word "corporation," "company," "incorporated" or "limited," or an abbreviation of one of such words, or if the corporation's present name is not available for use in Virginia, the name of the corporation with the word or abbreviation which it has elected to add thereto for use in Virginia, or the name designated by the corporation for use in Virginia, is

The name of the state or country under whose law the corporation is presently incorporated is New York.

The name of the state or country under whose law the corporation was formerly incorporated (if changed by the enclosed amendment) is _____.

The undersigned chairman or vice-chairman of the board of directors, president, or any other of its officers authorized to act on behalf of the corporation, declares that the facts herein stated are true as of March 29/05.

STANTEC CONSULTING SERVICES INC.

(Present name of corporation)

By: Michael J. Slocombe Michael J. Slocombe, Secretary
(Signature) (Printed name and corporate title)

See instructions on the reverse.

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

The foregoing is a true copy of an application for an amended certificate of authority to transact business in Virginia filed in this office by Stantec Consulting Services Inc.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 19, 2005*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000985

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

PROFESSIONS: ENG



STANTEC CONSULTING SERVICES INC
6110 FROST PLACE
LAUREL, MD 20707



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000985 EXPIRES: 02-28-2018
PROFESSIONS: ENG
STANTEC CONSULTING SERVICES INC
6110 FROST PLACE
LAUREL, MD 20707



(FOLD)

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

DPOR-PC (05/2015)

LICENSE PRIVILEGES AND INSTRUCTIONS

This license, certificate, or registration is issued to the individual or business named on the front of this document and is **NOT TRANSFERABLE**. Notify the Board of changes to name (individual, business, and/or trade), mailing address, or location.

The privileges of this license, certificate, or registration are hereby granted to the individual or business to operate in accordance with the terms of the license, certificate, or registration herein designated and the applicable statutes of the Commonwealth of Virginia and the regulations of the Board.

The privileges conferred by this license, certificate, or registration shall continue until the expiration date. However, the license, certificate, or registration may be suspended or revoked prior to expiration.

Information about our agency, boards, and programs can be found at <http://www.dpor.virginia.gov>. Any questions relative to the issuance, privileges and maintenance of your license, certificate, or registration should be addressed to the Board.

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INDIVIDUAL OR BUSINESS MAY
RESULT IN CRIMINAL
PROSECUTION UNDER THE
CODE OF VIRGINIA.

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
04-30-2018

NUMBER
0402029959

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



ALAN KARL ARNOLD
10013 EVERGREEN AVENUE
COLUMBIA, MD 21046



Jan W. DeBow
Jan W. DeBow, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402029959 EXPIRES: 04-30-2018

ALAN KARL ARNOLD
10013 EVERGREEN AVENUE
COLUMBIA, MD 21046



(FOLD)

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

DPOR-LIC (05/2015)
(DETACH HERE)

DPOR-PC (05/2015)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That STV GROUP INCORPORATED (USED IN VA. BY: STVINCORPORATED), a corporation incorporated under the law of New York, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on August 9, 1999; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

February 17, 2012

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0411000661

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ARC, ENG



STV INCORPORATED
STV GROUP INCORPORATED
2722 MERRILEE DR SUITE 350
FAIRFAX, VA 22031

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

Jimmy W. DeBoer
Jimmy W. DeBoer Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-28-2018

NUMBER
0411000462

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

PROFESSIONS: ENG



STV INCORPORATED DBA STV GROUP INC
STV GROUP INC
10800 MIDLOTHIAN TNPK SUITE 302
RICHMOND, VA 23235



John W. DeBoer
John W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000462 EXPIRES: 02-28-2018
PROFESSIONS: ENG
STV INCORPORATED DBA STV GROUP INC
STV GROUP INC
10800 MIDLOTHIAN TNPK SUITE 302
RICHMOND, VA 23235



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

DPOR-LIC (05/2015)
(DETACH HERE)

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-28-2018

NUMBER
0411001178

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

PROFESSIONS: ENG



STV INCORPORATED
STV GROUP INCORPORATED
1400 I STREET NW
STE 1100
WASHINGTON, DC 20005



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001178 EXPIRES: 02-28-2018
PROFESSIONS: ENG
STV INCORPORATED
STV GROUP INCORPORATED
1400 I STREET NW
STE 1100
WASHINGTON, DC 20005



(FOLD)

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

DPOR-PC (05/2015)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 16, 2007

This is to certify that the certificate of organization of

Hassan Water Resources, PLC

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



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2017

NUMBER

0413000299

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

PROFESSIONS: ENG



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



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

Jay W. DeBoer
Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That SHARP & COMPANY INCORPORATED, a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on July 23, 2008; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

September 6, 2017

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 6, 2000

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

Harris Miller Miller & Hanson Inc.

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



State Corporation Commission

Attest:

Joel H. Peck

Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: February 17, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

NUMBER
0407005442

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

PROFESSIONS: ENG



ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832



Jay W. DeKoer
Jay W. DeKoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005442 EXPIRES: 12-31-2017
PROFESSIONS: ENG
ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832



(FOLD)

DPOR-LIC (05/2015)
(DETACH HERE)

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

DPOR-PC (05/2015)

APPENDIX 3.3.1

Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: David Johnson, Senior Project Manager
b. Project Assignment: Design-Build Project Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Archer Western Construction, LLC (Full Time)
d. Employment History: With this Firm <u>1</u> Year. With Other Firms <u>18</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Archer Western Construction, LLC, 2017-Present, Senior Project Manager: Mr. Johnson is responsible for the coordination and management of; Subcontractor solicitation, negotiation, award and contract administration; cost control for self-performed work and subcontractors; coordination of MEP/FP design and submittal; design and maintenance of primavera CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chairing weekly progress and coordination meetings; training staff; and execution of monthly pay applications. Kiewit Infrastructure South Co. & Kiewit Power Constructors Co, 2002-2017, Project Sponsor: As a Project Sponsor (Senior Project Manager) Mr. Johnson was completely responsible for a project from estimate to close out. Including subcontractor solicitation, negotiation, award and contract administration; cost control for self-performed work; coordination of all designs and submittals; creating and progressing the CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chairing weekly progress and coordination meetings; training staff; and execution of monthly pay applications.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Tech – Blacksburg, VA / Bachelor of Science / 2002 / Civil and Environmental Engineering
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. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) 1. Bear Cut Bridge Rehabilitation, Miami, FL, Design Build Project Manager, 2013-2014, Kiewit Infrastructure South Co. Specific Responsibilities: <ul style="list-style-type: none">• Coordinating with multiple permitting agencies (USACE, USCG, EPA, FL DEP, Miami-Dade, etc)• Design management, submittals, and approvals• CPM scheduling and updating• Cost control for all operations• Personnel management and training This fast-track, \$33 million design-build project involves removing, rehabilitating and replacing sections of the Bear Cut and West bridges on Rickenbacker Causeway in Miami. The scope also involves widening Bear Cut Bridge to provide dedicated paths for pedestrians and bicyclists on each side, as well as roadway and drainage improvements, signing and pavement markings, lighting, utility services and the installation of a 16” water main pipeline. The new superstructures at both bridges involve pre-cast/pre-stressed concrete. The bridge was located over the pristine (EPA Protected) Biscayne Bay and required intensive permitting and environmental restrictions.

2. **Alico Road Interchange, Fort Myers, FL, Project Manager, 2007-2008, Kiewit Infrastructure South Co.**

Specific Responsibilities:

- CPM scheduling and updating
- Cost control for all operations
- Personnel management and training
- Chairing weekly and monthly client meetings
- Contract administration of main and subcontracts

This project consisted of an interchange reconfiguration with the replacement of two bridges on I-75 including construction of new on/off ramps. Major items of work consisted of 6,900 lf of 24-in to 36-in water main, 350,000 cy of excavation, 42,000 tons of asphalt, 5,100 cy of structural concrete, 14,800 lf of drainage, 12,000 lf of 24" pre-stressed piling, and 6,200 lf of pre-stressed girders.

3. **Telegraph Road Interchange, Alexandria, VA, Contract Administrator (Assistant Project Manager), 2008-2009, CK Constructors (a Corman Construction / Kiewit Infrastructure South Co. Joint Venture)**

Specific Responsibilities:

- CPM scheduling and updating
- Cost control for all operations
- Personnel management and training
- Chairing weekly and monthly client meetings
- Contract administration of main and subcontracts

Project consisted of the construction of 11 bridges (3 structural steel, 8 AASHTO), 2 box culverts, new ramp alignments, roadway drainage system, multiple utility relocations (gas, water, sewer), and support of excavation installation. Project was located at the I-495 / Telegraph Road Interchange. Responsibilities included estimating/pricing contract changes with the Owner (VDOT), creation of the project P3 Schedule, monthly project schedule updates and time impact analyses, and working with Engineer of Record on constructability reviews for contract plan changes.

* 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.

Backriver 2 Expansion Project, Senior Project Manager, February 2017 – February 2018

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Thomas A. Druhot, PE, DBIA, CCM, Quality Assurance Manager**

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

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): **A. Morton Thomas & Associates, Inc. (Full Time)**

d. Employment History: With this Firm <1 Years With Other Firms 30 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):

A. Morton Thomas & Associates, Inc., Construction Quality Assurance Manager, January 2017 – Present

Mr. Druhot specializes in construction management and oversight by participating in the day-to-day operations of VDOT construction projects including roadways; structures and bridges; and various maintenance contracts. These complex projects have included development and review of contract documents, constructability reviews, extensive environmental issues; complex maintenance of traffic; coordination with property owners, local government and law enforcement agencies, suppliers, utility companies and other stakeholders; review of the contractor's schedule and plan of operations; field engineering; quantity verifications and cost estimates; and maintenance of comprehensive project records.

Quinn Consulting Services, Inc., Mid-Atlantic Quality Assurance Manager, June 2014 – November 2016

- Responsible for all Quality Assurance
- Monitored Quality Control for compliance with the approved QA/QC Plans, the Minimum Requirements as set forth in the VDOT QA/QC Design-Build Manual, and other relevant documents incorporated into the contracts

Virginia Department of Transportation, Area Construction Engineer, Hampton Roads District, November 2003 – June 2014

- Mr. Druhot managed a staff of up to 50 inspectors and engineers sometimes for more than 20 contracts simultaneously where he was VDOT's licensed Responsible Engineer in Charge. Mr. Druhot was responsible for a program totaling more than 228 million dollars. During his tenure with VDOT, he working closely with federal, state and local government agencies in managing construction contracts subject to Federal Acquisition Regulations, Congressional Federal Register Title 23, VDOT Standard Specifications, and Local Government Administered provisions. He has extensive experience in working with both public and private stakeholders to facilitate construction projects. His performance in meeting VDOT goals included: Environmental Compliance Goal 100% - **Met**; Safety for road users, workers and inspectors – **Met**; Construction Quality Improvement Program (CQIP) Goal 91% – **Exceeded** each year; On-Time Completion Goal 76% – **Exceeded** all but one year; On-Budget Completion Goal 85% – **Exceeded** each year.
- Provided contract management for maintenance and construction projects ranging from \$300,000 to over \$108,000,000
- Participated in the statewide VRTCA contract administration committee
- First of the Fifty P.E.'s hired by VDOT for Construction Management and oversight in the field, 2003.

The Louis Berger Group, Inc., Division Manager, Midwest Division, September 1992 – November 2003

- Program Manager for construction of interchange improvements along I-81 in Virginia (\$160 million)
- Provided monthly program management reports detailing contractor cost reimbursements, schedule adherence, deviation and risk analysis, engineering redesign requirements, and consultant progress
- Created and led public information program detailing stages of construction and impacts to local businesses, residences, roads, schools and bus routes
- Coordinated activities among three prime contractors with three independent schedules, assisted in design conflict resolution, construction staging conflicts, and simplification of temporary detours.
- Coordinated between client/consultant field staff and designers for revisions to construction plans resolving construction staging conflicts and design conflicts.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Purdue University (West Lafayette, IN) / BSCE / 1985 / Civil Engineering;
Fordham University (New York, NY) / MBA / 1989 / Finance and Accounting

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1990 / Professional Engineer / 0402021446

- 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.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. I-564 Intermodal Connector (Design-Build) – Norfolk, VA

Quinn Consulting Services, Inc., Deputy Quality Assurance Manager (10/2014 to 11/2016)

Responsibilities: Mr. Druhot worked closely with the Contractor and the Owner in preparing the project specific QA/QC Plan that followed the requirements as set forth in VDOT's Minimum Standards for QA/QC on Design-Build/PPTA Projects, and the materials acceptance and payment provisions/procedures for FHWA contract provisions. He was the on-site QAM for the project, including oversight of QA and QC inspection records, and testing. Mr. Druhot certified to FHWA the materials and work complied with the Contract Requirements. Mr. Druhot was responsible to stop any work not being performed in accordance with the contract requirements. He tracked deficiencies, as well as issued and tracked NCR's to their resolution. This \$92 million design-build project included 2.82 miles of new, four-lane limited access highway, provides interstate access, and required the QAM to have an in-depth knowledge of the maintenance of traffic considerations.

2. Fall Hill Avenue, Mary Washington Blvd Extension (Design-Build) – Fredericksburg, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (12/2015 to 11/2016)

Responsibilities: Mr. Druhot provided coordination with QA/QC Teams for the execution of work per plans and VDOT Specifications. His responsibilities included reviewing test reports, inspector daily reports, safety reports, and environmental reports. Additionally, he was responsible for the QA of the construction operations, including supervision of the QA testing technicians. Mr. Druhot determined and certified to VDOT whether the materials and work complied with the Contract Documents, and he conducted preparatory inspection meetings prior to the start of any new work. He oversaw and directed the independent QA testing and inspections, and certified that the work was completed in accordance with the Contract Documents. Mr. Druhot was responsible to stop any work not being performed in accordance with the contract requirements. He tracked deficiencies as identified by QC and QA inspectors, as well as issued and tracked NCR's to their resolution. This \$32 million project widened an existing roadway and replaced the existing bridge over Interstate 95 with a new 4-lane bridge.

3. Route 1 Improvements at Telegraph Road, Quantico Marine Base (Design-Build) Quantico, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (6/2014 – 10/2014)

Responsibilities: Mr. Druhot was responsible for the QA of the roadway and other physical construction operations, including supervision of the QA testing technicians. He had the authority and responsibility to stop any work not being performed in accordance with the Contract requirements. Mr. Druhot oversaw and directed the independent QA testing and inspections to certify the work was completed in accordance with the Contract Documents, and conducted preparatory inspection meetings prior to the start of any new work. He tracked deficiencies as identified by QC and QA inspectors, as well as issued and tracked NCR's to their resolution.

* 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.

Mr. Druhot's current workload ties up approximately 15% of his time. This time is dedicated to the City of Newport News to an On-Call Contract, to a Transportation Center, and to the VDOT Staunton District Wide Contract. All assignments will be completed before expected construction begins on this project

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Mark Burris, PE – Director of Engineering
b. Project Assignment: Design Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : GAI Consultants, Inc. (Full Time)
d. Employment History: With this Firm <u>5</u> Years With Other Firms <u>30</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <ul style="list-style-type: none">• AECOM: 6 Years – Director of Transportation, Design-Build PM for transportation projects• VDOT: 1.5 Years – Design Section Manager (Location and Design)• Wilbur Smith Associates: 5 Years – Associate in Charge, Design-Build PM for transportation project
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, Virginia / BS / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990 / Professional Engineer / VA # 021215
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>Mr. Burris has over 34 years of professional experience primarily with transportation projects. He has served in the role of project manager on numerous Virginia Department of Transportation (VDOT) roadway and bridge and design-build projects for the past 19 years. He is highly practiced in the design process for transportation projects from early planning studies through final design and construction. His experience includes managing and design of major urban principal arterial widening, involving environmental permitting, utility relocations, right-of-way acquisition, and maintenance of traffic during construction, coordination with federal, state and local municipal stakeholders, and construction engineering support services. Some of the representative design-build projects he has managed that involve similar Route 7 Corridor Improvement issues, like major stakeholder involvement, maintenance of traffic and utility relocations, include:</p> <p>1) I-264 Pavement Rehabilitation Design-Build Project; Virginia Beach, VA (2013-2015). Design Project Manager for a \$72M Design-Build project to design and construct a 10 mile section of Interstate 264 in Virginia Beach, VA from the I-64/I-264 interchange to Parks Ave for Curtis Contracting. Project features included concrete pavement patching, roadway widening, safety hardware upgrades, and modifications to barriers, guardrails, curbs and signage. Drainage structures adjustments and upgrades in substandard locations. Responsibilities included environmental and cultural resources support, traffic management during construction and public involvement. Regulatory agency interactions to obtain and comply with construction permitting requirements and monitoring construction activities to address water quality measures. This was a major urban roadway project connecting Norfolk to Virginia Beach’s ocean front and involved extensive public and stakeholder communications to successfully and safely construct the improvements. The project’s stakeholders include Virginia Beach, VDOT, FHWA, Federal and State agencies, various military bases and support services, multiple churches, schools, businesses, neighborhoods, emergency response departments and environmentally sensitive properties. Maintenance of Traffic (MOT) and safety of the traveling public and workers was</p>

a major priority for the design build team. Extensive traffic analysis was performed for the seven interchanges and one at grade intersection to accommodate construction activities at these locations. Detours, lane shifts and closures were all prepared with input from various stakeholders similar to the Route 7 Corridor Improvements project. Multiple stakeholders particularly involved in the MOT were the Emergency Response Services that utilized the corridor for hospital access, major entertainment venues and events that needed to be accommodated for various times over the project's schedule. The project traversed two major municipalities, the City of Norfolk and Virginia Beach, each with their own review and approval divisions. Construction Sequencing to accommodate heavy traffic during peak travel times and maximize work zone areas, while minimizing lane shifts and closures. The work was performed in conformance with VDOT quality assurance/quality control requirements and certifications for Design-Build and Public-Private Transportation Act projects.

2) North Gayton Road Extension Design-Build; Henrico County, VA (2007-2012). Design Project Manager for the design and construction of a 2.2 mile extension of North Gayton Road in Henrico County, Virginia for English Construction. The \$38 million design-build project involved widening the existing roadway from two lanes to four lanes, a new six lane divided roadway, a new two-span continuous plate girder bridge and retaining walls on piles spanning I-64, three major drainage structures, two precast concrete culverts over stream crossings, 1178 LF of MSE wall up to 35' in height, multi-use pedestrian trail, signalization of two major urban intersections, and four minor intersections, numerous residential and business entrance improvements (involving access management), traffic signals, grading diagram, utility design and relocation, and a complex maintenance of traffic sequence to minimize interruptions on the existing facility and communicate with various impacted stakeholders, especially involving (night only) construction over a major interstate, I-64. This major urban principal arterial project involved major right of way (ROW) impacts affecting 78 properties and included ROW acquisition, including several relocations. The new roadway crossed several major watersheds and involved significant environmental mitigation involving the Army Corp of Engineers, VMS, and DEQ. The scope involved major project stakeholder communication and involvement, including Henrico County, residential, businesses, churches, schools, fire and rescue stations, VDOT and FHWA. The work was performed in conformance with VDOT quality assurance/quality control requirements and certifications for Design-Build and Public-Private Transportation Act projects.

3) Jamestown Corridor Improvements PPTA Project; Jamestown and Williamsburg, VA (2003-2006). Design Project Manager for corridor improvements project to enhance transportation access for the 400th anniversary of Jamestown in 2007. The PPTA team was led by Jamestown 2007 Corridor Constructors. The \$32 million project involved 4 Segments of roadway improvements approximately 5 miles long. Segments 1 and 2 involved widening the existing 2-lane roadway sections to 4-lanes along Route 199 south of the City of Williamsburg. This construction completed the 12.5-mile-long Route 199 Williamsburg beltway. Segment 2 included a parallel 2-lane 837-foot-long bridge over College Creek and sensitive wetland areas, which also involved a 3,000 LF of sound walls (including over the bridge). Segment 3 included major traffic and signal improvements at the Route 199/Route 31 urban intersection. Installation of right and left turn lanes and signal upgrades, greatly improved handling the peak traffic volumes. Segment 4 involved relocating the existing Route 359 on a new location outside the Jamestown Visitor's Center to connect with the Colonial Parkway. These improvements provide enhanced traffic and pedestrian safety at this popular historical destination. Segment 5 provided landscaping and architectural improvements along the Route 199 and Route 31 from I-64 to Jamestown Visitor Center. Maintenance of Traffic was a major project issue and involved multiple construction phases and sequencing. Hurricane Gaston also effected major grading and stormwater management construction activities, early in the project schedule. The project had a highly political profile and involved major stakeholder input and communication during the entire project schedule. Stakeholders included the Jamestown 2007 Steering Committee, Colonial National Historical Park, Jamestown-Yorktown Foundation, Jamestown 400th Commemoration Commission, VDOT, Virginia Department of Rail and Public Transportation, Department of the Interior, numerous local and State agencies, civic organizations, home owner associations, heritage and cultural groups and citizens. The project involved major geometric considerations, noise walls, intersection improvements, residential and commercial development accommodations, utility coordination, relocation and design, bridge replacement over a major stream, culvert design and significant grading and alignment improvement, environmental permitting and mitigation, right-of-way acquisition and overall construction engineering management. The project was completed on-budget and ahead of schedule. The work was performed in conformance with VDOT quality assurance/quality control requirements and certifications for Design-Build and Public-Private Transportation Act projects.

* 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.

Mr. Burris is not required to be on-site full-time for the duration of construction

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Pedro Doldan, PE, Senior Project Manager
b. Project Assignment: Construction Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Archer Western (Full Time)
d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>16</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Archer Western Construction, LLC, 2015-Present, Senior Project Manager - As a Sr. Project Manager with Archer Western, Mr. Doldan is responsible for the coordination and management of; Subcontractor solicitation, negotiation, award and contract administration; cost control for self-performed work and subcontractors; design and maintenance of primavera CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chaired weekly progress and coordination meetings; trained staff; and execution of monthly pay applications. Corman Construction, 2011-2015, Project Manager - Responsible for planning and directing the construction of design-build and bid-build civil engineering projects, such as road construction, railways, bridges, pipelines, and sewers. Clark Construction Group, LLC, 2005–2011, Project Manager - Responsible for planning and directing civil engineering projects, such as road construction, railways, bridges, pipelines, and sewers. Corman Construction, 2002-2005, Project Engineer - Responsible for project administration, budgets, scheduling, and onsite construction activities in many types of projects including bridge construction and repair, underground utility work, and tunnel construction.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Michigan, Ann Arbor, Master of Eng. 2002, Construction Engineering & Management National University of Asuncion, Paraguay, BS, 2000, Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2008 / Professional Engineer / # 0402044515
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) 1. Jones Branch Connector over I-495 – Tysons, VA, Sr. Project Manager, 2017-Present, Archer Western Specific Responsibilities: <ul style="list-style-type: none">• Responsible for the overall direction of the project including P&L, safety, quality, client relations and schedule• Change Order Negotiation• Risk Management A new four-lane road and bridge will be constructed from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements will also be made along the access road from Jones Branch Drive to the I-495 Express Lanes, and Scotts Crossing Road.

2. **U.S. Route 1 Improvements at Fort Belvoir – Fairfax County, VA, Construction Manager, 2013-2015, Corman Construction**

Specific Responsibilities:

- Ensured full integration of design and construction
- Provided input into the design
- Supervising the lead design firm
- Conducted the Management and Oversight Meetings, design meetings, and construction meetings coordinating construction with EFL's Contracting Officer, and leading a team of design engineers, superintendents, project managers and project engineers.

This design-build project consisted of approximately 3.68 miles of roadway improvements. The contract included the design and the construction of the following work: route widening from four lanes to six lanes, route realignment, intersection improvements, bridge construction and demolition, retaining walls, noise walls, street lighting, storm water management, utilities relocation, right of way acquisition, historical house relocation and other miscellaneous improvements.

3. **Inter-county Connector (ICC) Contract C (DB)– Laurel, MD, Project Manager, 2008-2011, Clark Construction Group, LLC**

Specific Responsibilities:

- Directed the fast-paced construction of 12 bridges
- Worked with the designer to provide constructability reviews and prioritize design packages
- Managed successfully multiple superintendents, project engineers, and subcontractors facilitate the design-build integration

Design-Build project with fast-paced construction of 12 bridges, 250,000 SF of MSE Walls, two miles of noise barriers, cast-in place retaining walls, major culverts, drainage, stormwater management ponds, roadway construction at two highway intersections, complex MOT configurations, and major utility relocations, involving at least ten utility companies and their subcontractors.

* 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.

Currently assigned to Jones Branch Connector, as a Project Manager. Pedro will be completed with his current assignment prior to the start of construction for the Route 7 Corridor Improvements Project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Alan K. Arnold, PE; Senior Principal
b. Project Assignment: Utility Coordination Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Stantec Consulting Services Inc. (Full time)
d. Employment History: With this Firm 37 Years; With Other Firms 6 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): Stantec Consulting Services Inc.; Senior Principal; all 15 years (total 37 years) – for the past 15 years, AI has served as Civil Project Manager or Project Engineer, and Lead Utility Engineer on a number of design-bid-build and design-build projects for Stantec in Virginia, Maryland, and District of Columbia. In this role, AI has managed and led the design for major utility relocations, coordination with utility companies, and has performed utility conflict analysis and issue resolutions during the design and construction phases.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland / BS / 1974 / Civil Engineering University of Baltimore / MBA / 1979 / Finance
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer/1996/Civil Engineering/Commonwealth of VA/0402-29959 ; also, registered in MD & DC
g. Document the extent and depth of your experience and qualifications relevant to the Project. a) <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> b) <i>Note whether experience is with current firm or with other firm.</i> c) <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) I-564 Intermodal Connector Design-Build, Norfolk, VA; Eastern Federal Lands Highway Division, Cherry Hill Construction c/o VDOT. AI is serving as the Utility Coordination Manager for this \$100M+ design-build project along I-564/I-64 in Norfolk, VA. Firm: Stantec; Start:2014_End: 2017 This project includes the design and construction of the 2.82-mile, new four-lane limited access I-564 Intermodal Connector and several improvements along the corridor. Work includes a reconfigured Vehicle Inspection Station, a relocated NSN Gate 6 (entry control point), relocation of Patrol and Ingersol Roads, I-64/I-564 interchange w/ a flyover bridge, two new grade-separated bridges, utility relocations, stormwater management areas, and railroad coordination. AI is responsible, and has supervised and provided hands-on coordination work for conflict identification and analysis, development of relocation costs and responsibilities, and all water and sewer relocation designs. His hands-on work has included, but not limited to: 2) Personally, conducted field investigation and inspection of all existing utilities and coordinated designation and test hole operations for all, and completed UT9s for all utility impacts. 3) Determined utility conflicts, developed cost estimates and responsibilities for water, sewer, gas and electric lines. 4) Coordinated with all utility owners and in-house roadway and structures design for relocations, and supervised the design and development of construction plans for the City of Norfolk water lines; Navy-owned water and sewer lines, Navy electric and communications lines, and HRSD sewer line. He personally performed a review of the relocation designs and a detailed check of the relocation plans. The utilities included: <ul style="list-style-type: none">o City of Norfolk – 5,700 LF of 12-inch and 16-inch water line relocation within Norfolk Southern Railroad ROW.o Navy – relocation of 1500 LF 10-inch water; 571 LF 8-inch sewer; 8,500 LF of 34.5KV UG power; 7,500 LF of 11.5kV UG power; 1,800 LF relocation of UG fiber line.o HRSD 36” gravity sewer and 30” force main – 200LF each protected in place.o Dominion Virginia Power – 590 LF relocation of 34.5 kV UG power; 300 LF 230kV UG power protected in place.o Virginia Natural Gas – 1,076 LF of 2-inch, and 1,363 LF of 6-inch gas lines.o Cox Cable – 3,891 LF relocation of UG and OH fiber optic to UG.

o Verizon – 978 LF OH to UG relocation.

o Level-3 Fiber Optic – 2,500 LF - coordinated project design to avoid conflict with sensitive communication line.

- 5) Al provided recommendations to VDOT’s Utility Engineer for approval of the relocation plans prepared by his team and for them to be released for construction.
- 6) Provided in-depth review, comments and issue resolutions for Virginia Natural Gas relocation plans (Al provided the company with the design files as well), and provided recommendation to VDOT Utility Engineer for approval of the plans. Obtained concurrence letters from VDOT for each third party utility relocation.
- 7) Provided continuous coordination with the construction team, stakeholders, and utility companies to ensure schedule adherence and continuity of the utility service, where applicable.
- 8) Conducted periodic Utility Field Inspection (UFI) during the design and construction phases, provided recommendations for field adjustments, and collaborated with all parties in arriving resolution of field issues.

US Route 1 Widening Design-Build, Prince William Co., VA; Lane Construction c/o Prince William Co. DOT
Al is served as the **Utility Engineer** for this \$45M design-build widening project along US Route 1 in Prince William Co., VA. *Firm: Stantec; Start:2012_End: 2016.*

Al was responsible for utility conflict identification, coordination with owners, relocation designs, and coordinating the utility designs with the roadway engineers. The project also included the design, construction, right-of-way acquisition, utility relocation, environmental mitigation and permitting for the provision of certain Prince William County Service Authority (PWCSA) betterments within the limits of the project. He reviewed relocation designs and plans prepared in-house by his staff and coordinated obtaining approvals from the PWCSA, Washington Gas, Dominion Power, Verizon and Comcast communication. The improvements include approximately 2,225 LF feet of new 36” DIP water main, 1,300 LF of new 12” DIP water main, 5,875 LF of new 16” DIP water main and approximately 945 LF of relocated sanitary sewer main (all for Service Authority). Work also included design and construction of underground utility duct banks along US Route 1, from Neabsco Mills Road to Featherstone Road for a distance of about 2.06 miles. The duct banks serve Dominion Virginia Power, Verizon, and Comcast.

“Award Winning” P3/Design-Build Project for Residential Community Initiative – Army’s RCI Program, Fort Belvoir, VA; US Army & Clark Realty Capital. Al served as the **Design Manager** and **Lead Utility Engineer** for this \$50M+ P3/design-build project providing housing development with associated infrastructure including access roads, structures, etc. under the privatization initiative of the Army’s RCI program. *Firm: Stantec; Start:2003_End: 2008.*

Al was responsible for overall design management and coordination of the day-to-day technical activities this project. In addition to his duties as the Design Manager, Al provided direct supervision of the utility engineering work on the project. He was directly involved in conflict analysis, determination of betterment, and internally reviewed and approved utility relocation plans, and coordinated with the approval agencies and utility companies. The project included, but not limited to:

- 9) Over 45,000 LF each of new water, sanitary sewer and storm drain lines, and one 0.2MGD waste water pump station.
- 10) The demolition and replacement of 13 separate Fort Belvoir housing villages covering 275 acres and 1,222 new single family housing units.
- 11) Twenty-nine (29) Stormwater Management Facilities treating 90% of runoff; this element won President Obama’s Green Gov Award.
- 12) More 70,000 LF of new roadway, roadway widening, streets, and alleys.
- 13) Relocation of 300 LF 20” sewer force main. 1500 LF new 4” sewer force main
- 14) Bottomless arch span for roadway stream crossing

All new infrastructures were designed to Fairfax County PFM standards and criteria. The project was the recipient of the Washington Business Journal 2008 Green Business Award.

* 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.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Charise Geiling, Public Relations Specialist
b. Project Assignment: Public Relations Specialist
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Sharp & Company, Inc. (Full Time)
d. Employment History: With this Firm <u>23</u> Years. With Other Firms <u>4</u> Years. Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Sharp & Company, Inc., 1994 – present, Senior Public Relation Specialist/Public Outreach Specialist. Charise Geiling is Sharp & Company’s go-to specialist for public outreach. She leads engagement campaigns at the federal, state, and local levels, ensuring community involvement with transportation initiatives. Charise is known in the industry for her keen attention to detail and a unique ability to identify and anticipate the priorities of public audiences. A native Spanish speaker, she is a leader in culturally-specific outreach, often using non-traditional communications networks to reach underrepresented minorities. Sharp & Company campaigns led by Charise have included infrastructure upgrades, long-term needs assessments, safety campaigns, commuter outreach, stakeholder studies, and ADA transition plans. She has has more than 20 years of experience in marketing communications, strategic creative work, and event design and delivery. Adam Sandler, Inc., 1990 – 1994, Account Executive/Media Buyer.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park, MD, Bachelor of Science, 1990, Journalism
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. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) NVTC Transit Alternatives Analysis Study of the Route 7 Corridor (Sharp & Company) Role: Project Relations Specialist. Project Period: November 2012 – November 2015. The Route 7 Corridor Study was an in-depth assessment of the travel needs of the Route 7 Corridor from Tysons to Alexandria. The study evaluated a range of transit alternatives based on local and regional objectives and evaluation criteria, including transit and roadway mobility, transit accessibility, safety, regional connectivity, development potential, environmental impacts, capital and operating costs, and potential funding sources. To inform the public and provide a cost-effective mechanism for collecting feedback, Ms. Geiling developed the website for Phase I of this study. The site included extensive information about different transit modes, helping citizens understand the costs and benefits of various options. Visitors were encouraged to add their contact information to a mailing list that was being used to disseminate project information and notification of public meetings. Surveys, polls, and comment forms were also created on the website to encourage public participation. In addition, an interactive map was recently added in Phase II to encourage public input and specific suggestions. In Phase I of the project Ms. Geiling made every effort to include all impacted populations of the study, including transit-

dependent populations, people with disabilities, and those with Limited English Proficiency. All meeting materials were developed in English, Spanish, and Vietnamese. At all public meetings Spanish and Vietnamese interpreters were available. For Phase II of the project Ms. Geiling provided materials in English, Spanish, and Vietnamese as well as creating a comment hotline with a Spanish language option.

VDOT I-66 Inside and Outside the Beltway GEC

Role: Senior Communication Specialist. Project Period: October 2015 – present.

Ms. Geiling is a senior communication specialist on this high profile project that involves transforming I-66, both inside and outside the Washington beltway. Major responsibilities have included branding I-66, repositioning the project in the public’s mind, and building project support. In the first two years of the project, Ms. Geiling and the Sharp & Company team have developed extensive educational marketing materials, along with website updates and enhancements designed to increase public understanding of the project. Ms. Geiling has also managed over 30 pop-up events to promote this project and is overseeing a marketing campaign that will start in the winter of 2017.

Northern Virginia Transportation Authority (NVTA) TransAction 2040 (Sharp & Company)

Role: Project Relations Specialist. Project Period: October 2015 – present.

TransAction 2040, the long-range transportation plan for Northern Virginia, identifies and prioritizes regionally significant transportation improvements that reduce congestion throughout the region. The population of Northern Virginia is racially, ethnically, socio-economically, and culturally diverse, with a varied workforce that relies on transit, private vehicles, cycling, walking, and teleworking. With such a unique and varied population and workforce, the typical definition of “consensus” does not apply.

Ms. Geiling designed and implemented an innovative public outreach program that is responsive to local needs and strategic in advancing large-scale regional initiatives. The elements of the plan included overseeing the creation and execution of a complete communications package (branding guidelines, project logo, project website, launch package, project newsletter), website, surveys, pop-up events, workshops, focus groups, and social media promotion.

The website, <http://nvtatransaction.org/>, serves as the central repository of information and news for this project. The intuitive and user-friendly design guides visitors through news, events, reports, project information, and available opportunities to participate and provide input. Surveys and polls are updated regularly and results are posted in real time.

Developed in response to the diminishing attendance at traditional public meetings, Ms. Geiling designed 17 pop-up events – held at sporting events, community functions (such as Farmers’ Markets), and high pedestrian/bicycle locations (universities, public transportation centers) – to attract higher participation and increase public input. This project utilized a combination of pop-up events and workshops at key project milestones.

To garner additional public input, Ms. Geiling and her team developed an online survey tailored to generate input on specific issues identified within each of 8 sub-areas in Northern Virginia. Through the use of Facebook Business Manager and specific tools to reach audiences, Ms. Geiling ran a campaign geo-targeting Northern Virginia residents. Previous surveys by NVTA had garnered around 400 responses. Through the use of Facebook Business Manager, Ms. Geiling and her team significantly increased participation by gathering over 2700 responses in a short period of time.

* 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.

APPENDIX 3.4.1

Work History Forms

ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Northwest Corridor Managed Lanes Project Marietta, GA Design-Build	Parsons Transportation Group	Name of Client/ Owner: GDOT Phone: (404) 631-1300 Project Manager: John Hancock Phone: (404) 631-1315 Email: jhancock@dot.ga.gov	12/2018	12/2018 Estimated	\$598,533	\$601,555 Estimated	\$383,061

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. .

Firm's Role:

Archer Western is the majority partner (60%) in the Northwest Express Roadbuilders Joint Venture as the Design-builder and Prime Contractor of this managed lane road project.



Project Narrative:

This 29.7 mile design-build-finance project involves the addition of reversible managed lanes along I-75 and I-575 in Atlanta, Georgia. The proposed improvements extend the existing High Occupancy Vehicle lanes from the current terminus at Akers Mill Road northward along I-75 and I-575. Scope of work includes design, permitting, and construction of all infrastructure including open-road tolling. The project includes 39 bridges mostly precast concrete girders. There are 4 bridges made of curved steel plate girders. Also included are over 650,000 sf of MSE walls, 1.4 million sf of noise walls, 313,000 sy of concrete paving, and 1.6 million cy of earthwork.

Use of innovative design solutions and construction techniques:

This project included GDOT's first time use of soil nail walls faced with MSE panels reducing excavation, ROW needs, and in 2 locations utility relocations.

Previous design-build experience:

This is GDOT's largest contract using the design-build delivery method

Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:

Through minor re-alignment of the new managed lanes we were able to reduce the number of traffic shifts from 3 to 2 along the I-75 portion of the project. Bridge piers were located such that traffic did not have to be shifted for construction. At the new interchanges (access locations) multi-phase MOT plans were developed, short-term detours, and off peak hour construction were all examples of techniques used to minimize impacts to the public.

Dealing with environmental sensitivity and permits:

Minor alignment changes and use of bridges instead of culverts were the reasons that our design was able to reduce the stream impact by over 10% from the concept plans provided by GDOT. There were no wetland impacts associated with the project. Additionally, we completed the fill operations of open water areas from the upland side of the impact. This confines all proposed impacts to the footprint of the permanent impacts. Eliminating the need for temporary impacts associated with placement of fill in the open water areas.

Utility Coordination and Relocation:

Over 25 different utility companies have facilities along the corridor that were impacted. A dedicated utility coordination team managed the process from design through construction. This team was able to eliminate 18 relocations including an electrical transmission line that saved the project over \$3.5 million and 6 months on the schedule .

Public Relations:

A robust outreach program was used during the design and construction phases of the project to provide information to the community, local businesses, and community improvement districts. A project website, use of social media (twitter) and a routine meetings within the community were all components of our plan.

Right-of-way Acquisition:

GDOT's concept required the acquisition of 81 parcels. Our technical approach was able to completely eliminate 24 parcel takes and reduce the size of 9 other parcel takes. A priority ranking of all remaining parcels was developed and used by the acquisition team to minimize impacts to the schedule.

Archer Western's Role in the JV:

The Northwest Express Roadbuilders Joint Venture was structured as an integrated JV with AWC having a 60% stake and acting in the role as Managing Partner. This role dictates that all the systems use by the JV be AWC's and that the financial reporting went through AWC.

Management staff were provided in the same ratio as described above with AWC providing 60% including the DBPM and multiple CMs. Field staff was a blend of both JV partners and the self-performed work was accomplished by these blended labor forces.

Similar Scope Elements:

- | | |
|---|--|
| ✓ Design-build | ✓ Multiple stakeholders |
| ✓ Robust public relations | ✓ Aesthetic requirements |
| ✓ Highway design and construction | ✓ Extensive retaining walls |
| ✓ Stormwater management | ✓ Stream relocation |
| ✓ Urban project with high traffic volumes | ✓ Sound barriers |
| ✓ Extensive coordination and relocation with multiple utilities | ✓ Multi-phase MOT |
| ✓ ROW Acquisition Services performed | ✓ Work in and around environmentally sensitive areas |

DBE Performance:

Goal 14.00% / Actual 14.04%

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	
NC-540 Western Wake Expressway Raleigh, NC Design-Build	Michael Baker International (Formerly LPA Group)	Name of Client/ Owner: NCDOT Phone: (919) 707-2400 Project Manager: Ron Hancock Phone: (919) 707-2400 Email: rhancock@ncdot.com	07/2013	07/2013	\$446,460	\$468,830 1	\$337,557

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. .

Firm's Role:
 Archer Western was the majority partner (60%) in the Raleigh Durham Roadbuilders Joint Venture as the Design-builder and Prime Contractor of this new toll road.



The project incorporated strict aesthetic requirements including treatments at the bridges, MSE and noise walls, and toll gantries. The bridge retaining walls have a brick appearance with decorative pilasters, emblems, and coping. The noise walls were formed and stained to have a brick appearance

Use of innovative design solutions and construction techniques:
 This project included NCDOT's first widespread use of the Alternative Technical Concept (ATC). Examples of accepted ATCs included incorporation of concrete girder shapes from Florida, use of manufactured screenings for MSE wall backfill and an alternate concrete pavement section.

Previous design-build experience:
 This was NCDOT largest contract using the design-build delivery method

Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:
 While this was a greenfield project all of the new interchanges tied into existing roads. Multi-phase MOT plans were developed, short-term detours and off peak hour construction were all examples of techniques used to minimize impacts to the public.

Dealing with environmental sensitivity and permits:
 The project crossed several wetlands and included the relocation of 5 different streams. The use of temporary access bridges (trestles) was a key factor in reducing impacts and enhancing the schedule.

Utility Coordination and Relocation:
 Over 30 different utility companies had facilities along the corridor that were impacted. A dedicated utility coordination team managed the process from design through construction. The number of relocations was reduced by 20% through our "Avoidance First" philosophy.

Public Relations:
 A robust outreach program was used during the design and construction phases of the project to provide information to the community, local businesses, and homeowner associations. A project website, use of social media (twitter) and a routine meetings within the community were all components of our plan.

Right-of-way Acquisition:
 Acquisition of over 150 parcels resulted in our team forming a ROW task force that met weekly to review the progress. The project team was tasked with identifying long lead "takes", relocations, and parcels that affected the critical path. A priority ranking of all parcels was developed and used by the acquisition team to minimize impacts to the schedule.

Archer Western's Role in the JV:
 The Raleigh Durham Roadbuilders Joint Venture was structured as an integrated JV with AWC having a 60% stake and acting in the role as Managing Partner. This role dictates that all the systems use by the JV be AWC's and that the financial reporting went through AWC.

Management staff were provided in the same ratio as described above with AWC providing 60% including the DBPM and multiple CMs. Field staff was a blend of both JV partners and the self-performed work was accomplished by these blended labor forces.

Similar Scope Elements:

- ✓ Design-build
- ✓ Highway design and construction
- ✓ Stormwater management
- ✓ Extensive coordination and relocation with multiple utilities
- ✓ Stream relocation
- ✓ Environmental permits
- ✓ Extensive aesthetic requirements
- ✓ ROW Acquisition Service
- ✓ Public involvement/relations
- ✓ New shared use paths
- ✓ Frontage roads
- ✓ Sound barriers
- ✓ Work in and around environmentally sensitive areas
- ✓ Multi-phase MOT at the interchanges
- ✓ Extensive ITS (CCTV) scope
- ✓ Multiple stakeholders

Awards:

- ✓ 2014 Carolinas AGC Pinnacle Award
- ✓ 2013 ACEC Excellence Award
- ✓ 2014 ACPA Excellence in Concrete Paving, Gold Award
- ✓ 2012 Southeastern Association of State Highway and Transportation Officials Award for the "On Time" category
- ✓ 2012 Carolinas AGC Pinnacle Award for Best Highway Project

Project Narrative:
 The NC-540 Western Wake Expressway is a new 12.6 mile, six lane, toll road in Raleigh, NC. The project scope included design, permitting, and construction through 72 environmentally sensitive wetland areas. The roadway scope included the 6-lane mainline, 14 crossroads, ramps, loops, auxiliary lanes, collector-distributors, and service roads. Three multi-use trails were reconstructed in the floodplain, including two new wetland bridges. The services scope included ROW acquisition services (over 150 parcels), and environmental permitting through multiple agencies. Utility coordination and relocation was a significant effort and resulted in over 100 relocations with multiple companies including Colonial Pipeline. The project featured 34 new bridges at 24 different sites, three major interchanges, and the construction of a new CSX railroad bridge.

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	
VDOT I-95 Richmond Bridges Richmond, Virginia	AECOM (Formerly URS Corporation)	Name of Client/ Owner: VDOT Project Manager: Scott Fisher Phone: (804) 674-2452 Email: scott.fisher@VDOT.Virginia.gov	10/24/2014	10/16/2014	\$67,958	\$73,537	\$51,476

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.

Firm's Role:

Archer Western was the prime contractor for the VDOT I-95 Richmond Bridges replacement project.



Project Narrative:

This project consisted of the rehabilitation of 20 interstate bridges on I-95 in Richmond, Virginia, including 2 miles of shoulder widening and the extension of acceleration lanes. Bridge work is primarily superstructure work that includes nightly bridge deck/beam removal and immediate replacement with precast composite deck sections. Substructure work is focused on the rehabilitation of existing substructure elements, although it includes the construction of new substructure and retaining walls, as required for the widening of four bridges. Maintenance-of-traffic (MOT) requirements were extensive, because I-95/I-64 in Richmond was reduced to one lane in each direction for approximately 200 nights of superstructure replacement in a two-year period, with corresponding lane closures or traffic detours on underlying City of Richmond streets. The project also included an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECPs.

Finishing Projects on Time or early:

This challenging bridge replacement and reconstruction project was completed 3 months ahead of schedule and earned a \$3,000,000 "NO EXCUSES" early completion bonus.

Use of Innovative solutions and techniques:

While the use of Accelerated Bridge Construction (ABC) Techniques was used on a previous VDOT project, additional innovations were included on this project including:

- Match-casting the pre-constructed composite bridge units assuring the quality of the finished product
- Enhancing the accuracy of the As-Built Survey by utilizing Laser Scanning technology
- Utilized "Live Load" shoring to replace the existing pier caps allowing the existing bridges to remain in operation

Previous Design-Build Experience:

While this project was delivered using the traditional design-bid-build delivery method, the design of the precast bridge units and the erection schemes for each bridge were accomplished using design build with the construction engineer contracted to AWC.

Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:

Lane closures and detours were restricted to nights and weekends with monetary penalties involved if the lanes were not reopened by the specified time. The use of Accelerated Bridge Construction Techniques (precast bridges) reduced bridge replacements from several weeks to days.

Public Relations:

VDOT led an exhaustive public information program with AWC support to inform the community about upcoming activities, lane closures, access and restrictions. Efforts included 1-on-1 meetings with businesses, community open houses, and a website with interactive maps and details.

DBE Program Commitments:

A robust outreach program was used during the pursuit phase of the project to generate interest and share information to the DBE contracting community. AWC exceeded the 5% goal and achieved 8.9 %

Similar Scope Elements:

- | | |
|--|--|
| ✓ Highway construction and widening | ✓ Robust public relations |
| ✓ Bridge construction | ✓ Stormwater management |
| ✓ Retaining wall construction | ✓ Multiple stakeholders |
| ✓ Multi-phase MOT | ✓ Work in and around environmentally sensitive areas |
| ✓ Similar construction techniques (concrete girder bridges, concrete pavement, asphalt pavement) | ✓ Urban project with high traffic volumes |

DBE Performance:

Goal 5% / Actual 8.9%

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-264 Rehabilitation Design-Build Location: Virginia Beach, Virginia	Name: Curtis Contracting, Inc.	Name of Client: VDOT Phone: (757) 494-5477 Project Manager: Frank Fabian, P.E. Phone: (757) 494-5477 Email: Frank.Fabian@vdot.virginia.gov	12/2013	11/2015	\$60,950	\$75,456 *Change order per Owner's request.	\$2,093

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.

Firm's Role:
GAI Consultants, Inc. (GAI) was the prime design consultant for this 10-mile pavement rehabilitation project on I-264.

Project Narrative:
A 10-mile pavement rehabilitation project on Interstate 264 that extends from the railroad bridge west of Witchduck Road to Parks Avenue, and includes the westbound collector-distributor lanes of I-264 for the I-64/I-264 interchange to the east of Newtown Road. All roadway segments that have reinforced concrete pavement were upgraded. Damaged concrete pavement was patched full depth and replaced prior to overlaying with up to 6.5 inches of asphalt.

Other project features included four lane miles of shoulder widening, safety hardware upgrades, and modifications and adjustments for barriers, guardrail, curbs, and signage. Drainage structures were adjusted and upgrades made in substandard locations as necessary. Three 48" storm sewer outfall pipes were installed under traffic utilizing jack and bore operations, 130 storm drain structure modifications, signs and pavement marking were updated to latest standards. GAI was also responsible for hydraulic analysis, design, and construction monitoring to address required water quality measures and to mitigate environmental permit requirements. The maintenance of traffic (MOT), involved developing 6 Interchange detour plans, over 400 nightly MOT/Lane Closures and coordination with the Hampton Roads Transportation Operation Center for Variable overhead Message Sign to inform of traffic conditions. To keep the public informed, a dedicated Public Relations Manager was required for this project and managed the numerous stakeholders, military, government, municipal, and business and residential groups.



Use of innovative design solutions and construction techniques:
This project had an aggressive 22 month schedule. Weekly design and construction progress meetings were held with the owner, as well as meetings dealing with MOT, scheduling and lane closures, to discuss coordination with the other ongoing projects. We also coordinated the work with the local city, police, fire and other emergency responders, and the traveling public. Despite the addition of over \$10,000,000 of added scope on the project critical path, CCI developed a plan and provided all of the necessary resources to mitigate any schedule impact on the original contract completion date.

Previous design-build experience:
The proposed design team members including GAI (Design PM) and Accompany Engineering (MOT Manager) worked together in a similar design team relationship. AMT provided the QAM services for this contract representing VDOT.

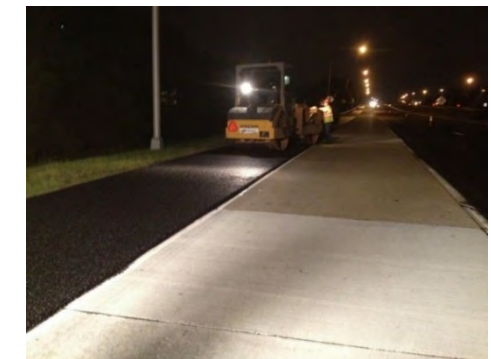
Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:
The team was innovative in their approach to the work zone safety risks. They installed an electronic traffic speed sign trailer in each lane closure to bring to the attention of the traveling motorist their speed and monitor peak hours of speed violations. This allowed for motorist to "check-up" their speed when entering a work zone and allowed for coordination with law enforcement on the necessary peak periods for their presence. The team also implemented a "Orange Cones No Phones" campaign to bring motorist awareness to the workzone and in a direct effort to reduce the number of distracted drivers.

Dealing with environmental sensitivity and permits:
The entire I-264 project area is located in the Chesapeake Bay Watershed and is extremely environmentally sensitive with sensitive wetland areas throughout. All storm sewer outfalls were analyzed for adequacy and three locations were determined to be substandard requiring 3-48" new pipes to be installed utilizing jack and bore operations. Contingency plans for a catastrophic pavement failure detailing MOT, traffic closures, detours and emergency operation procedures were designed and approved. There were no wetland impacts associated with the project. Retrofitting existing grass swales for bio-retention was analyzed, and approved for environmental permit requirements. Eliminating the need for temporary or permanent impacts associated with placement of fill in the open water areas.

Utility Coordination and Relocation:
Numerous underground utilities with facilities along the corridor were impacted. A dedicated utility coordination team managed the process from design through construction. This team was able to eliminate several relocations that saved the project several months on the schedule.

Public Relations:
The team was challenged to communicate the I-264 project scope, impact, and timeline to stakeholders, citizens, and the media. Working on behalf of the VDOT Communications Department, the team provided updates and milestones, as needed, through direct community outreach, media events, paid media advertising, and social media. To stay up-to-date on the project's progress, the public could follow @VaDOTHR or search #PavementRehab on Twitter.



- SIMILAR SCOPE ELEMENTS**
- ✓ Design-Build
 - ✓ ITS Modification & Coordination
 - ✓ Utility Coordination/Relocation
 - ✓ Roadway Widening
 - ✓ Multiphase MOT
 - ✓ Extensive Public/Multi-Stakeholder Outreach and Coordination
 - ✓ Environmental Permitting
 - ✓ SWM Design and Permitting



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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95 / I-4 / US 92 Systems Interchange Design Build Location: Volusia County, Florida	Name: Archer Western	Name of Client: FDOT, District 5 Phone: (800) 780-7102 Project Manager: Bradley Bauknecht, PE Phone: (386) 943-5429 Email: Bradley.Bauknecht@dot.state.fl.us	01/2015	07/2018 *Estimated	\$204,975	\$216,303 *Estimated	\$14,700

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.

<p>Firm's Role: GAI Consultants, Inc. (GAI) is the prime design engineer for this major design-build project. GAI's efforts include preparing final plans, securing environmental permits, coordinating with utility owners, participating in public relations activities, reviewing shop drawings and providing post-design services throughout the construction phase.</p> <p>Project Narrative: The AW-GAI Team has partnered with Florida Department of Transportation (FDOT) to complete major safety, operational and capacity improvements to I-95 in Daytona Beach. The project includes full reconstruction of the I-95 interchanges with I-4 and US 92, a collector-distributor system and 12 miles of mainline widening. Twenty new bridges, dozens of overhead signs, new lighting and a full ITS system are being constructed. In addition the AW-GAI Team worked with local stakeholders, FDOT and FHWA to develop aesthetic features that highlight this gateway to Daytona Beach.</p> <p>Prior to advertisement, FDOT developed a conceptual layout for the project. The AW-GAI Team worked with FDOT to improve upon the layout, resulting in simplified construction, reduced impacts to motorists, elimination of major utility impacts and tremendous cost savings,</p> <p>All work is in accordance with FDOT and AASHTO specifications, and included a fast-tracked Interchange Modification Report to keep the project on schedule. GAI's attention to detail and quality, coupled with an approach that meets all commitments, is the key to the project's success.</p>	<p>Use of innovative design solutions and construction techniques: This project includes numerous innovative design and construction techniques including an optimized interchange layout that minimizes r/w impacts...</p> <p>Previous design-build experience: Archer Western and GAI have successfully completed several major design-build projects in Florida.</p> <p>Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: In addition to serving local traffic, the I-95/I-4 interchange serves thousands of out-of-state visitors each day. Major local events such as the Daytona 500 and Bike Week draw an enormous number of visitors, and this section of I-95 is a critical hurricane evacuation corridor. To address these challenges, the AW-GAI team developed a traffic control plan that includes signage and route shields painted in the lane, makes all lanes available for major local events, provides a 10 ft. paved shoulder along the interstate mainline at all times and allows for fast clearing of the work zone due to a hurricane evacuation (which has occurred twice so far).</p> <p>Dealing with environmental sensitivity and permits: This project includes full replacement of the 1000' long bridges over Spruce Creek, which is designated an Outstanding Florida Waterway. While FDOT's original design included scuppers that discharge directly into the creek, the AW-GAI Team developed an alternate design that eliminated all direct discharge to the creek while at the same time avoiding the use of storm water pipes on the structure.</p> <p>Utility Coordination and Relocation: The AW-GAI Team's innovative interchange layout and drainage design eliminated all but three of the dozens of utility impacts contemplated by FDOT's conceptual layout. These savings include electric transmission poles, a cell tower and wind towers serving Daytona International Airport.</p> <p>Public Relations: A robust outreach program was used during the design and construction phases of the project to provide information to local stakeholders. The AW-GAI Team has worked closely with local officials to address major events, develop the aesthetics package and disseminate project information through websites and social media.</p> <p>Right-of-way Acquisition: By reconfiguring the I-95/I-4 interchange, the AW-GAI Team was able to avoid 17 acres and \$20 million worth of ROW acquisition that would have been required by FDOT's conceptual layout. The parcels that otherwise would have been impacted include a cell tower and proposed major commercial developments.</p> <p>Value Added Benefits: The AW-GAI Team offered an aggressive value-added and warranty package including the use of polymer binder and bonded friction course FDOT millions of dollars in future resurfacing and maintenance costs. Although other pipe materials are allowed, only RCP is used for drainage in order to maximize service life.</p>	 	<p><u>SIMILAR SCOPE ELEMENTS</u></p> <ul style="list-style-type: none"> ✓ Design-Build ✓ ITS Modification & Coordination ✓ Roadway Widening ✓ New Signals & Intersection Modifications ✓ Multi-Phase MOT ✓ Public Information Coordination ✓ Environmental Permitting ✓ SWM Design and Permitting ✓ Utility Coordination/Relocation
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ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95 at I-10 Operational Improvements Design Build Location: Jacksonville, Florida	Name: Archer Western	Name of Client: FDOT, District 2 Phone: (800) 749-2967 Project Manager: Craig Teal, PE Phone: (386) 961-7703 Email: Craig.Teal@dot.state.fl.us	02/2017	06/2020 *Estimated	\$116,979	\$116,979 *Estimated	\$9,819

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.

<p>Firm's Role: GAI Consultants, Inc. (GAI) is the prime design engineer for this major design-build project. GAI's efforts include preparing final plans, securing environmental permits, coordinating with utility owners, participating in public relations activities, reviewing shop drawings and providing post-design services throughout the construction phase.</p> <p>Project Narrative: The I-10/I-95 Operational Improvements Project is a major effort to expedite the flow of traffic through downtown Jacksonville. In order to relieve congestion due to merging and weaving, the existing multi-level interchange ramps will be both widened and modified, and the Fuller Warren Bridge, which carries I-95 over the St. Johns River will be widened.</p> <p>Part of the widening of the Fuller Warren Bridge is to accommodate a new multi-use path to connect the historic neighborhoods on each side of the river. Coordination with the City of Jacksonville and community advocacy groups such as Riverside-Avondale Preservation was essential to the development of this project. The AW-GAI Team is actively and successfully working with these stakeholders to not only complete the path, but to also convert the dry retention ponds below elevated sections of I-95 into a linear park and additional space for the growing Riverside Arts Market.</p> <p>Prior to advertising this design-build project, FDOT developed a set of concept plans. These plans presented numerous challenges related to work zone traffic control and constructibility. Consideration also had to be given to how planned projects to the north and west connect to this one. The AW-GAI Team worked hand-in-hand with FDOT to develop innovative solutions that improve constructibility and reduce impacts to motorists without compromising commitments made to the public.</p>	<p>Use of innovative design solutions and construction techniques: This project includes widening a third-level flyover ramp from two lanes to three lanes. In order to avoid impacts to the structure below, an innovative approach was developed to convert two hammerhead piers to straddle piers. Other innovations include eliminating two inside merges and improved accommodation of future projects.</p> <p>Previous design-build experience: GAI and Archer Western have successfully partnered on multiple design-build projects.</p> <p>Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: The FDOT concept plan included shifting the bridges carrying the I-95 mainline in order to create space for the widening of the third level flyover. The AW-GAI Team's structural innovation to convert the existing hammer head pier to a straddle eliminated the need to shift the I-95 mainline. Not only did this save an enormous sum of money, it greatly simplified construction and removed a major construction impact to motorists.</p> <p>Dealing with environmental sensitivity and permits: Replacing three stormwater treatment areas with park and recreation space required the AW-GAI team to work closely with regulatory agencies to identify and develop other strategies for meeting regulatory requirements. The work within the St. Johns River also requires steps for protecting manatees and other threatened species.</p> <p>Utility Coordination and Relocation: The AW-GAI Team took a proactive approach to working with each of multiple major utility owners on identifying their facilities in the project area and then developing a design to avoid those facilities.</p> <p>Public Relations: Given its location and the new pedestrian path, this project has garnered a lot of media attention. In addition to working with neighborhood groups, the AW-GAI Team has worked closely with FDOT on preparing print materials and graphics for the project website, and the EOR has made presentations about the project to several local organizations such as the Rotary Club. Public relations efforts have also included outreach to two major hospitals, the Red Cross headquarters and Black Knight Financial Services (whose national data storage facility is adjacent to the project).</p> <p>Right-of-way Acquisition: FDOT completed minor right-of-way acquisitions ahead of advertising this project, and the AW-GAI Team developed its design so that no additional right-of-way acquisitions would be necessary.</p> <p>Value Added Benefits: The AW-GAI Team is providing FDOT with an aggressive schedule of warranties that exceeds by far the minimum requirements. In addition, although other materials are allowed, all storm pipes will be RCP so as to maximize service life.</p>
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- SIMILAR SCOPE ELEMENTS**

 - ✓ Design-Build
 - ✓ Drainage Improvements
 - ✓ Bridge Widening/Replacement
 - ✓ Retaining Walls,
 - ✓ ITS Modifications
 - ✓ Signing and Pavement Markings
 - ✓ Signalization
 - ✓ Milling/Resurfacing
 - ✓ Public Information
 - ✓ New Shared Use Path
 - ✓ Environmental Permits
 - ✓ Multi-Phase MOT
 - ✓ Utility Coordination/Relocation





in association with

