

STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT



I-64 Hampton Roads Express Lanes (HREL) Segment 4C

From: 0.138 miles East of LaSalle Ave To: 0.500 miles East of Settlers Landing Road

City of Hampton, Virginia

State Project No. 0064-114-xxx

Federal Project No. NHPP-064-3(522)

Contract ID No. C00117841DB111



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SECTION 3.2 LETTER OF SUBMITTAL



A JOINT VENTURE
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June 29, 2021

Suril R. Shah, PE, DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications:
I-64 Hampton Roads Express Lanes (HREL) Segment 4C
City of Richmond, Virginia
Contract ID Number: C00117841DB111

Dear Mr. Shah:

The Myers Traylor, a Joint Venture (DBJV), Whitman Requardt & Associates (WRA), KCI Technologies (KCI) and Aldridge Electric (Aldridge), herein referred to as the Myers-Traylor Team, brings together the resources and expertise to successfully design and construct the I-64 HREL Segment 4C Project (Project). Our Team's qualifications for the Project include proven VDOT design-build capabilities, innovative bridge design and construction expertise, experience with similar EL projects, and local Hampton Roads experience. This experience is complemented by our Team's accelerated schedule capabilities, competitive pricing advantage, and innovative approaches to design and construction to meet project goals. To ensure VDOT that both members will be responsible for the project, Allan Myers and Traylor Bros. will be jointly and severally responsible for all of the design builder's obligations under the Contract with VDOT. Our Team looks forward to partnering with the Hampton Roads District to deliver another successful design-build project to the Commonwealth.

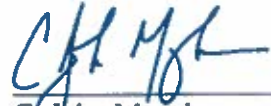
As requested by Section 3.2 of the RFQ, our Team presents the following information:

- 3.2.1 Myers Traylor, a Joint Venture is the legal entity who will execute a contract with VDOT.
- 3.2.2 Entrusted Engineer in Charge, Thomas Heil will serve as the Point of Contact for the Myers-Traylor Team.
Thomas Heil, P.E., DBIA (571) 485-0387 (Telephone)
12500 Fair Lakes Circle, Suite 150 (703) 272-7230 (Fax)
Fairfax, VA 22033 tom.heil@allanmyers.com
- 3.2.3 Executive Vice President of Operations, Aaron Myers is the Principal Officer for the Myers-Traylor Team:
Aaron Myers (804) 290-8500 (Telephone)
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)
Glen Allen, VA 23059 aaron.myers@allanmyers.com
- 3.2.4 Myers Traylor, a Joint Venture is a joint-venture partnership of Allan Myers VA, Inc., and Traylor Bros., Inc. who will have joint and several liability for the Project with no limitations. The joint venture will provide a single 100% performance bond and single 100% payment bond for the Project.
- 3.2.5 Myers Traylor, a Joint Venture will serve as the Lead Contractor and Whitman, Requardt & Associates, Inc. will serve as the Lead Designer for the Project.
- 3.2.6 All affiliated and subsidiary companies for Allan Myers VA, Inc. and Traylor Bros., Inc. are identified on Attachments 3.2.6.
- 3.2.7 Certification Regarding Debarment Forms (Attachment 3.2.7(a) or 3.2.7(b)) are included for all firms.
- 3.2.8 Myers Traylor, a Joint Venture is active, in good standing, and prequalified to bid on the Project (prequalification #JV 100). Evidence of prequalification is provided in Attachment 3.2.8.
- 3.2.9 Myers Traylor, a Joint Venture has the capability to obtain a performance and payment bond for the \$318.5M estimated contract value of the Project as exhibited by the surety letter in Attachment 3.2.9.
- 3.2.10 All team members satisfy SCC and DPOR requirements and full-size copies of individual licenses for all business entities and key personnel are provided in Attachment 3.2.10.
- 3.2.11 Myers Traylor, a Joint Venture will achieve the 6% DBE participation goal for the Project.

Respectfully,



Aaron T. Myers
Executive VP of Operations, Allan Myers



C. John Meagher
VP/Division Manager, Traylor Bros., Inc.

SECTION 3.3 TEAM STRUCTURE



A JOINT VENTURE
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The Myers-Traylor Team provides VDOT with a joint-venture construction partnership and complementary design team with the experience and comprehensive risk management capabilities to successfully deliver the I-64 HREL Segment 4C Project. Our Team’s core competencies will expedite the project delivery; minimize construction impacts for motorists, local businesses, and residents; and reduce environmental impacts. Supporting Myers-Traylor DBJV are the following firms:

- **Quinn Consulting Services** – Quality Assurance
- **Whitman, Requardt & Associates** – Lead Designer and Construction Quality Control
- **KCI Technologies** – Design support
- **Schnabel Engineering** – Geotechnical services, QC testing
- **Bowman Consulting** – Right-of-way; survey
- **Land Planning & Design Associates (LPA)** – Landscape architecture
- **Aldridge Electric** – Electric/ITS construction
- **McCallum Testing** – QA testing

3.3.1 KEY PERSONNEL


To ensure effective project management and successful risk mitigation, the Myers-Traylor Team is committing an experienced VDOT DB Team with I-64 corridor experience and expertise in complex bridge construction and rehabilitations. This Team brings extensive knowledge of the VDOT Hampton Roads District and is fervently cognizant of its current goals and concerns. Their integrated working relationships will expedite the schedule, minimize costs, and meet VDOT’s Project goals.


Figure 3.1: Personnel Experience Overview

Key Personnel	Years	Relevant Experience	Project Highlights
 DB Project Manager (DBPM), Ed Hilferty	30	<ul style="list-style-type: none"> • Extensive interstate widening experience • 20+ years DB experience • I-64 corridor widening experience 	<ul style="list-style-type: none"> • I-64 Segment II DB • Middle Ground DB • I-95 Express Toll Lanes
 Entrusted EIC (EIC), Tom Heil, PE, DBIA	36	<ul style="list-style-type: none"> • Extensive VDOT DB experience • Design & construction expertise • EIC or similar role on 5 DB projects 	<ul style="list-style-type: none"> • I-64 Segment II DB • MD 404 Dualization DB • I-66 Outside the Beltway P3
 QA Manager (QAM), Andy Kondysar, PE	35	<ul style="list-style-type: none"> • QAM on 3 VDOT DB projects • I-64 corridor widening projects • VDOT Hampton Roads experience 	<ul style="list-style-type: none"> • I-64 Segment I DB • I-64 Segment III DB • I-564 Intermodal Connector DB
 Design Manager (DM), John Maddox, PE	36	<ul style="list-style-type: none"> • VDOT DB Express Lanes experience • 10 VDOT interstate widening projects • Joint DB experience with Myers 	<ul style="list-style-type: none"> • I-95 Express Lane Extension DB • I-81 Bridge over New River • I-81 Bridge over Maury River
 Construction Manager (CM), Jeff Snow	21	<ul style="list-style-type: none"> • Extensive interstate widening experience • VDOT Hampton Roads recent projects • Successful DB project delivery 	<ul style="list-style-type: none"> • I-95 Express Toll Lanes • Rte 58 Laskin Rd Reconstruction • US 40/MD 715 Interchange DB


3.3.2 ORGANIZATIONAL STRUCTURE


The Myers-Traylor Team’s organizational structure (page 4) includes all aspects of management, design, and construction of the Project to supports cost-effective and schedule-conscious Project delivery and implement innovative design/construction approaches. Our Team brings comprehensive risk management capabilities, along with internal resources to successfully mitigate the major Project risks associated with the widening of I-64 while maintaining traffic, design and construction of the Hampton River Bridges, and geotechnical concerns for settlement and foundation down drag. The narrative below describes the roles of key and value-added personnel in managing the Project and mitigating risks to ensure successful delivery.


 **Design-Build Project Manager** Ed Hilferty will report to VDOT and serve as the primary point of contact for our Team being responsible for the overall design and construction processes for this DB Project. He will work closely with QAM Anthony Kondysar; EIC Tom Heil; DM John Maddox; and CM Jeff Snow to develop and implement a schedule and cost-conscious approach to design and construction during the proposal, design, and construction phases. Ed will ensure all contractual obligations and requirements are achieved, delivering the project safely, on-time, and within budget while proactively counteracting and resolving any disputes. He will coordinate with VDOT and the Myers-Traylor Team’s PR liaisons for public outreach; Schedule Manager Jon Mountenay to manage schedule risks before they become critical; and Safety Manager, Sandra Genter, to prioritize public safety during construction.


 **Quality Assurance Manager** Anthony Kondysar, PE, will report to DBPM Ed Hilferty and will be onsite full-time for the duration of construction to manage QA inspection/testing, maintaining the Materials Notebook, to ensure all work and materials meet contract requirements. Anthony will communicate frequently with VDOT, participate in weekly


coordination meetings, and confirm construction QC is functioning properly. Anthony will also ensure the project's design QA/QC plan is followed prior to VDOT design submittals.


 **Public Relations Liaisons** Shannon Moody and Lynn Allsbrook will work closely with VDOT and DBPM Ed Hilferty to develop and implement a comprehensive public outreach effort for the Project. Their integration with the design and construction teams will maintain our Team's focus on creating transparency, building public trust and reducing project impacts for motorists, residents, and businesses in the City of Hampton. On the I-64 Segment II and I-95/Temple Ave DB projects, Shannon shared her understanding of project success from a PR perspective and guidance on building community support. Lynn's 27-year career with the City of Hampton (former Director of Public Works) brings a wealth of knowledge from working directly with the major stakeholders in the City.


 **Schedule Manager** Jon Mountenay reports to DBPM Ed Hilferty and will communicate with key staff to maintain focus on the Project schedule. Jon will develop a realistic and detailed schedule during the proposal phase to analyze how design decisions and construction means/methods impact the schedule, budget, and compliance with contractual requirements. As the Project progresses, he will work with the design and construction teams to monitor schedule progress and maintain on-time or early completion of the project per the original contract completion date.


 **Entrusted Engineer in Charge** Tom Heil, PE, DBIA will report to DBPM Ed Hilferty and will work closely with the EOR, construction personnel, and estimators to ensure all engineering work is fully integrated and consistent with the Project's contractual/technical requirements. He will be assigned to the Project full-time once design begins and will coordinate with DM John Maddox to compile the complete AFC plan set. During construction, Tom will be on site full-time to oversee and approve all engineering decisions in coordination with the EOR, quality team, construction team, and VDOT.

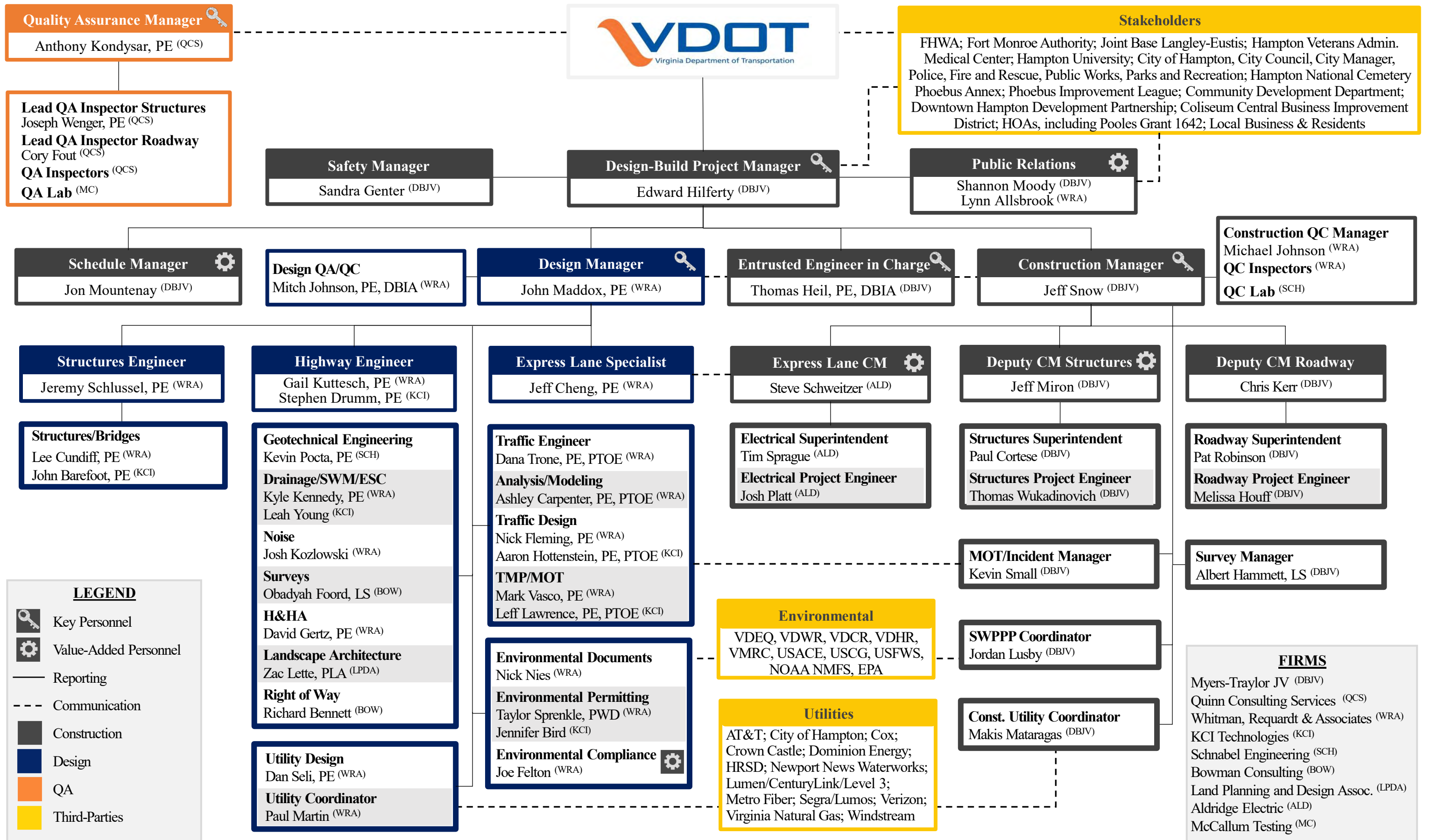
 **Design Manager** John Maddox, PE will report to DBPM Ed Hilferty, and will manage a multidisciplinary team to meet design schedule milestones and ensure design conformance with all contractual/technical requirements. Supported by Design QA/QC Manager Mitch Johnson, PE, DBIA, he will oversee adherence to the VDOT-approved Design QA/QC Plan. John will coordinate with EIC Tom Heil and CM Jeff Snow to develop an efficient, constructible design. He will engage in weekly design review status meetings and periodic constructability reviews to ensure consistency with means and methods. During construction, John will validate design assumptions, approve shop drawings, and prepare as-builts.

 **Construction Manager** Jeff Snow will report to DBPM Ed Hilferty and will be onsite full-time throughout construction. He will oversee all operations including roadway and bridge construction, MOT, and utilities. During design, Jeff will work closely with DM John Maddox, EIC Tom Heil, and DBPM Ed Hilferty to evaluate innovative design approaches and develop a sequence of work consistent with construction means/methods. With support from QC Manager Michael Johnson, Jeff will manage QC efforts to ensure the work and materials comply with the contract. He will make certain that construction performance supports green-green-green status as evaluated by VDOT for cost, schedule, and environmental management.

 **Deputy CM Structures** Jeff Miron will report to and support CM Jeff Snow and provide additional oversight of the bridge work for all of the I-64 structures. Jeff has 12 years of bridge construction experience. He has served as the Structures Manager on the elevated \$875M Honolulu Rail Transit DB project and Structures Field Engineer for the \$446M Huey P. Long Bridge Widening. Jeff will focus on the bridge structures, working with the structures design team to evaluate constructability and ensure means and methods are integrated into the overall design. He will support CM Jeff Snow by managing the bridge construction to comply with the contract and final design.

 **Express Lane CM** Steve Schweitzer reports to CM Jeff Snow and will coordinate with Express Lane Specialist Jeff Cheng, PE to deliver comprehensive technical and electrical services including pre-planning, value engineering, and installation of ITS/electrical elements to support VDOT's implementation of express lanes along the Project corridor. Steve has eight years of transportation experience and is working on the VDOT I-64 C62 EL - Segment 2 contract. His expertise involves open-road tolling components, overhead gantries, lighting, DMS signs, CCTV cameras, and other ITS devices.

 **Environmental Compliance Monitor** Joe Felton reports to DM John Maddox, PE and will serve as the Team's Environmental Compliance Lead as a value added role based on multiple environmental constraints that will require coordination and compliance throughout the life of the project. In this role, Joe will serve as the environmental compliance manager ensuring all project activities conform to the applicable environmental regulatory permit conditions, and that environmental commitment requirements identified during NEPA are met. Joe has over 20 years of experience securing permits, reviewing and developing hazardous material reports and analysis, and supporting all levels of NEPA analysis.



SECTION 3.4 EXPERIENCE OF TEAM



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RELEVANT EXPERIENCE OF THE MYERS-TRAYLOR TEAM

The Myers-Traylor Team was formed to provide VDOT with the expertise to successfully design and construct the Project improvements on schedule and within budget, while minimizing environmental impacts, safely maintaining traffic, and limiting inconveniences for residents and business in the project area. Our successful delivery of similar projects demonstrates a thorough understanding of the unique challenges associated with the Project. *Figure 4.1* summarizes the relevance of the work history forms (see *Appendix 3.4*) with respect to scope, complexity, and the relevant parameters identified by VDOT.

Figure 4.1: Relevance of Work History Forms

Project (\$M)	Interstate Design/Construction	Bridge Replacement/Rehabilitation	ITS / Tolling Infrastructure	Down drag concerns for existing foundations	Sensitive environmental Features	On-Time or Early Completion	Coordinated with Adjacent Projects	Urban Project Corridor	Innovative Design & Construction	Limited Construction Impacts/ Congestion	Effective Stakeholder Communication
VDOT I-64 Segment II DB (\$141M)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
I-476 Widening (\$207M)	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Stan Musial Bridge (\$229M)	✓	✓			✓	✓	✓		✓	✓	✓
Canton Viaduct (\$189M)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
VDOT I-64 Exit 200-205 DB (\$46M)	✓	✓	✓	✓	✓	✓			✓	✓	✓
I-95/495/295 Interchange (\$93M)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Allan Myers and Traylor Bros. are proposing on this large infrastructure project and have specifically formed a Joint Venture to minimize overall project risk, bring shared resources and expertise to this critical and complex construction project, and provide a comprehensive approach to schedule management and ultimately on-time Project delivery. To ensure VDOT that both members of the JV will be responsible for the project, Myers and Traylor will be jointly and severally responsible for all of the design builder’s obligations under the contract with VDOT. Key and support members from the joint venture team will be dedicated to the Project and bring the requisite experience in the following areas to successfully deliver the Project:


- Extensive urban corridor experience to minimize impacts to local businesses, residents, and the traveling public;
- Local knowledge of the hot button issues through our extensive experience in the Hampton Roads District;
- Strength provided by our shared construction resources to adequately staff the Project to ensure on-time delivery; and
- Detailed experience of our project management team, who will focus efforts on risk minimization, schedule management, and proactive project completion.


Myers is an industry leader in DB project delivery with a portfolio of 25 DB projects including the *I-64 Segment II DB* and, as a DBJV partner, the *I-66 Outside the Beltway P3*. Traylor has performed work on 15 DB projects, with a total estimated value of \$10.5B, including *VDOT’s Route 288 over the James River*, in which Traylor constructed two 3,662-foot-long bridges over the James River and CSXT (*Figure 4.2*). Locally within VDOT’s Hampton Roads District, Myers has constructed 18 projects valued at \$611M in VDOT’s Hampton Roads district over the past 10 years, and in 2018 established a permanent office and asphalt plant in Chesapeake, VA.


Figure 4.2: Rte 288 Bridge over James River PPTA



The DBJV has extensive interstate/highway widening experience for DOTs across the region (VDOT, MDTA, MDOT SHA, DelDOT, and PennDOT). As the Lead Contractor, Myers has worked on 11 interstate widening projects valued at \$1.5B over the past 10 years, four of which widened/constructed express lane facilities including the \$207M I-476 Widening and \$175M I-95 Corridor Express Toll Lanes. Since its inception, Traylor has completed over 135 complex bridge projects, most of which have included some combination of bridge widening, replacement, and interstate widening. On the *Howard Frankland Bridge DB project*, Traylor is currently replacing the northbound structure and widening I-275; the southbound structure was replaced by the company in 1987. Additional projects include the *Galveston Causeway and Sam Houston Tollway Ship Channel Bridge* in Texas; bridge replacement jobs that widen I-45 and BW-8, respectively, to match the increased width of the new structures. With nearly 50 years of bridge building experience, Myers has constructed 70+ projects with bridge rehabilitation/widening over the past 10 years, 22 of which included mainline interstate bridges or bridges over an interstate.

 WRA's experience includes more than 25 Virginia DB projects since 2011 and over 50 DB projects for federal/state/local agencies and private entities, assisting in developing preliminary plans and RFQ/RFP bid documents (for VDOT and other agencies) and serving as the Lead Designer/Engineer of Record responsible for the final design (for the DB Team). WRA has provided engineering services to VDOT for over 65 years on more than 20 interstate projects across the state. One of the largest bridge groups in Virginia, WRA has designed over 40 new bridges in Virginia (with structures types ranging from secondary to interstate roadways), over 30 bridge structure replacements, over 30 superstructure replacements, and 100+ bridge rehabilitation projects on secondary, primary, interstate, and urban bridge structures. Projects have included major sections of I-64 and I-664 in Hampton Roads, I-64 Widening (Exit 200 to 205) DB in Henrico and New Kent Counties, and VDOT I-95 Express Lane Extension project in Garrisonville. In addition, WRA designed the Atkinson Blvd project for the City of Newport News and the Denbigh Blvd project for VDOT: both including new bridges over I-64 and CSX with poor soils and major approach embankment settlement. WRA is also leading the preliminary designs for I-64 GAP MM200 to MM234 Express Lanes widening in Richmond and Hampton Road Districts.

 KCI has provided design services on more than 35 DB projects, including the I-64 Segment II in Hampton Roads, Transform I-66 Outside the Beltway P3 in Fairfax County, Route 288/I-64 Interchange PPTA in Richmond, and VDOT ARRA Region 2 Multiple Bridge Rehabilitation Project in Salem and Lynchburg Districts. Other DB and similar experience includes the I-95 Access Improvements in Stafford County; I-95/I-495/MD 210 Interchange Reconstruction; I-195 Interstate Access Road from I-95 to BWI; SCDOT Statewide Bridge Replacement (33 Bridges); and NCDOT Express DB Bridge Replacements (Divisions 1 and 13). Possessing a group of engineers that specialize in contractor services, KCI has unique experience addressing issues that arise during bridge widening/rehabilitation. With hundreds of similar bridge projects, KCI engineers excel at developing practical solutions to successfully rehabilitate existing structures., and recently completed rehabilitation/widening of eight structures on I-64 in Hampton Roads.

 Aldridge Electric is a significant national contractor in transportation technology installation delivering comprehensive technical and electrical services including pre-planning, design-assist, installation, commissioning, and long-term maintenance. Aldridge is a top innovator in ITS installations leading the industry in prefab execution. Aldridge (formally Chesapeake Electrical System) and WRA successfully collaborated on the VDOT I-95 Express Lane Extension DB project in Stafford County, VA from the procurement phase all the way through final testing and commissioning of the tolling infrastructure into the reversable I-95 Express Lane system. Aldridge's resume includes over \$500 million in ITS highway work including the VDOT Express Lanes in Hampton Roads.

PREVIOUS EXPERIENCE WITH PROJECT SELECTION PARAMETERS

The Myers-Traylor Team has experience working on interstate widening and bridge rehabilitation/reconstruction projects in tight urban corridors that involve each of the six specific areas of specialization in the RFQ. The purpose of the following is to provide, in greater detail, specific experience that pertains to the parameters outlined by VDOT.

Finishing Contracts On-Time or Earlier than the Original Contract Fixed Completion Date: One of the primary benefits of DB project delivery is the ability to expedite the project delivery schedule and proactively address any issue that may arise during design and construction to maintain the original contract completion date. Our team members consistently provide beneficial early completion and beneficial occupancy of interstate widening projects per the original project schedule, despite encountering various challenges during design and construction. This history of on-time or early completion is a result of a

dedicated workforce of 2500+ employees, a proactive approach to schedule management, innovative design and construction solutions, and the ability to identify/mitigate potential issues before they arise. Detailed operation-level planning and scheduling processes emphasize optimizing production, eliminating obstacles, and expediting Project delivery. Upon Project award, our Team will finalize a resource-loaded baseline CPM schedule to serve as the driving force behind all long-term and short-term planning. In addition, we will develop/review detailed look-ahead schedules for each crew in weekly planning meetings to coordinate upcoming activities, proactively identify potential schedule challenges or constraints, and determine any need for additional resources or resequencing of work to expedite delivery.

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

Project	Contract Value	Delivery Method	Award	Original Completion	Revised Completion	Actual Completion
Safe and Sound	\$540M	DB	06/2009	10/2013	12/2013	11/2012
Huey P. Long Mainspan	\$454M	DBB	08/2007	08/2012	04/2012	4/2012
LA-1 Relocated Phase 1B	\$144M	DBB	01/2006	04/2010	04/2010	3/2010
MD 404 Dualization	\$105M	DB	01/2016	11/2017	11/2017	11/2017
US 301 Realignment	\$96M	DBB	01/2016	05/2019	05/2019	05/2019
Richmond Airport Connector Road	\$39M	DB	11/2008	05/2011	05/2011	03/2011

Successfully Coordinating with Adjacent Projects: The Myers-Traylor Team regularly designs and constructs interstate corridor improvement projects which require coordination with adjacent contracts to integrate design elements, coordinate construction activities, and maintain safe traffic flow throughout the project duration. WRA's success of coordinating designs between adjacent active projects is reflected by the I-95/I-495/I-295 interchange project that connected to the Woodrow Wilson Bridge replacement project to the south and the Route 210 interchange to the north that were designed and constructed concurrently. Both the design and maintenance of traffic (MOT) required extensive coordination between projects since any design change or MOT change could impact traffic operations and schedules for multiple projects. The I-10 Mainspans over Lake Pontchartrain project was another model of partnering between Traylor, the project owner, and the adjacent project. Traylor implemented project level partnering at contract execution and focused on immediate resolution of issues at the lowest level in the organization. To resolve an issue with inconsistency in survey control between projects, Traylor's engineering team worked with the adjacent contractor and owner's engineer to develop a solution that would impact both contracts the least. The result was an efficient design modification that allowed construction to progress on both contracts without delay; all issues were resolved without schedule delays, and without dispute review, arbitration, or litigation.

Delivering Projects in Developed Urban Corridors: The Myers-Traylor Team has delivered heavy civil construction projects in urban settings across the region, including in Norfolk, VA; Richmond, VA; Washington, DC; Baltimore, MD; and Wilmington, DE. Myers' experience includes the \$52M Central Avenue Streetscape and Harbor Point Connector Bridge in the center of the City of Baltimore to connect downtown to the new Harbor Point development site, as well as two segments of the I-95 Express Tolls Lanes corridor widening for MDTA, valued at \$96M, to create more efficient mobility in a heavily populated urban setting. The IH-45 Pierce Elevated Bridge involved the rehabilitation of the 1.5 mile elevated bridge that carries the heavily traveled IH-45 through downtown Houston over more than 20 major streets (3-5 lanes each.) Disruption to the developed urban corridor was minimized due to Traylor's traffic mitigation techniques of sequencing work to alternate road closures, use of advanced warning signs, and a robust public information campaign and early completion of the northbound and southbound bridges.

Figure 4.4: IH-45 Pierce Elevated Bridge



Innovative Design Solutions and Construction Techniques: WRA's bridge group is always working with VDOT to be on the forefront of new technologies/ideas for the industry. In many instances, our maintenance or new design project details are some of the first to use them in the final plans and subsequently installation in the field. Examples include:

- 1st installed VA abutment – I-81 over Maury River and Buffalo Creek (2006/7)
- 1st retrofit of an existing abutment to a VA abutment – I-64 over Maury River (2017)

- 1st Geosynthetic Reinforced Soil-Integrated Bridge System (GRS-IBS) – Rte. 676 over Rocky Run (2015)
- 1st Lightweight inverted tee beams, not mechanically fastened together – Rte. 676 over Rocky Run (2015)

In addition, WRA designed the superstructure replacement for the I-95 bridge over Reymet Road using Accelerated Bridge Construction (ABC) techniques to reduce the impacts to the traveling public. The superstructure will be replaced in 8 long weekend closures using a combination of prefabricated bridge units (PBU) and prefabricated approach slabs.

The Myers-Traylor DBJV's extensive interstate and bridge rehabilitation/widening experience has created a depth of institutional and personnel knowledge on how to efficiently execute quality work on high traffic volume interstate construction projects. In addition, our Team's ability to self-perform all major work elements including bridge rehabilitation, interstate widening, drainage, paving, foundations, cast-in-place concrete, support of excavation, and deck overlays provides cost and schedule control for the Project. On the Huey P. Long Mainspan Bridge, Traylor employed a span-by-span erection method by building the new trusses on barges along the shore, floating them into place directly underneath the bridge and raising to final position with strand jacks. Instead of delaying bridge and marine traffic during hundreds of critical lifts over a period of months, Traylor's scheme required only two critical lifts affecting river traffic for only 2 days- a huge win for the project and the local economy. On the I-64 Segment II project, Myers and KCI faced numerous challenges (design, schedule, and constructability) presented by the RFQ concept plans that proposed an inside widening of I-64 in the area of Burma Road. To address the challenges, the team provided a localized shift of the interstate widening to the outside which allowed for clearances underneath the structure to be increased by a simple shift of the centerline and resetting two existing girders in the proper construction phase. The solution eliminated a phase of construction and allowed Myers to compress the schedule.

Limiting Impacts to the Traveling Public and Affected Businesses/Communities to Minimize Congestion: The Myers-Traylor Team has extensive experience limiting construction impacts for the traveling public and minimizing congestion on interstate/bridge widening projects. This MOT experience has included working entirely behind barrier, utilizing moveable barrier, and implementing short-term lane closures. Time-of-day restrictions and detours, if necessary, were evaluated and developed to meet project needs and expedite construction. On the WWB project, WRA took a lead role in coordinating multi-phase MOT plans and multiple construction project phasing to ensure congestion along I-95/I-495 was minimized during construction. On the US 90 Biloxi Bay Bridge project, Traylor scheduled heavy truck volume activities, such as concrete delivery, at night to avoid disruption to local traffic; held meetings with community representatives to stay abreast of their concerns; and used news outlets to keep the community informed of upcoming events on the bridge.

Developing and Managing Effective Communication Strategies with Businesses and Key Stakeholders: The Myers-Traylor Team has a track record of responding to community and stakeholder concerns with meaningful, creative solutions. Our approach to communication is to maximize public awareness of project activities; create a partnership with key stakeholders; proactively anticipate/address community concerns; and build strong relationships with stakeholders over the life of the project. Communication methods typically include stakeholder meetings, emails, social media posts, signage, website updates, and public meetings. The Central Avenue DB project in downtown Baltimore requires a high-level of communication with local business owners and residents due to its location in a congested urban area. A project website is updated regularly with project activities and impacts, door-to-door visits are made to discuss impacts with affected residents/businesses, signage informs travelers that businesses remain open through construction, and activities are coordinated with other projects in the area. Myers also works closely with the City and local elected officials on routine public meetings, media outreach, and stakeholder communication.

On the IH-45 Pierce Elevated Bridge project in the heart of downtown Houston, this elevated bridge was surrounded by numerous businesses, Traylor coordinated with businesses starting in preconstruction and throughout the construction phase. Communication was primarily done in person with the businesses immediately adjacent to the bridge on the more than 20 major streets that the project impacted. Extensive use of both mobile and fixed position changeable message boards provided information to traveling public in the project area.

Figure 4.5: Central Ave Connector Bridge DB



SECTION 3.5 PROJECT RISKS



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The Myers-Traylor Team's collective experience on 32 VDOT Design-Build (DB) projects has contributed to the following risk management strategies our Team will implement for the I-64 HREL Segment 4C Project:

- Optimizing traffic flow during construction to minimize impacts to vehicular and pedestrian traffic;
- Supporting a robust outreach program with Project stakeholders to increase transparency and public trust;
- Effectively managing utility relocations to avoid potential schedule delays and minimize Project impacts; and
- Reducing costs and controlling schedule by self-performing all major construction elements for the Project.

In consideration of the most relevant and critical risks for the Project, the Myers-Traylor Team reviewed the RFQ documents including associated plans, reports, and assessments and visited the Project site. We selected *design for the widening of I-64 WB over Hampton River at E Pembroke Ave, construction of the EB Hampton River bridge, and impact of soft soils on existing structures* as three critical risks which could significantly impact the Project's success by impacting public safety, delaying the schedule, and creating design/construction inefficiencies that increase cost.

DESIGN FOR THE WIDENING OF I-64 WB OVER HAMPTON RIVER AT E PEMBROKE AVE

Why the Risk is Critical: Through our experience performing field investigations and designs on over 80 bridge structures on or over I-64 (and I-95) throughout Virginia, including over 20 project locations in the Hampton Roads District, we have learned that no two bridges were designed and detailed the same and that the original designs do not take into account future potential widenings. This experience provides our engineers with the knowledge to understand the challenges involved in working on older infrastructure. In review of the existing bridge plans and existing conditions, combined with the requirements for the proposed final widened conditions on I-64 WB over Hampton River and E Pembroke Ave, there are significant design concerns for both the superstructure and substructure at this location. These concerns will impact our ability to provide an economical, long-term design solution to meet all past and current AASHTO Specifications and VDOT S&B design requirements. The Myers-Traylor Team has identified the following specific concerns associated with the proposed widening/rehabilitation for I-64 WB over Hampton River & E Pembroke Ave.

- **Superstructure** – Design concerns include addressing the drainage spread in temporary and permanent conditions (violation of Ch. 22 of S&B manual), concrete deck widening (design and detailing to take into account the existing pre-stressed concrete stay-in-place forms) and the superstructure design itself (proposed widening only shows a single girder/beam line to support the widening; this will significantly increase the dead load to the existing exterior girder/beam line, which may result in overstressing).
- **Substructure** – Design concerns include addressing the substructure layouts (many pile bents have piles battered outward from the existing element making the addition of piles to the outside challenging), fracture critical design/detailing (lengthening of the steel "I" Girder integral pier cap at existing Pier 37), and geometric/design constraints (existing layout with E Pembroke Ave and I-64 WB create potential conflicts at existing Pier 9 to account for the proposed widening). All these aforementioned challenges will affect the final design and detailing for the widening and rehabilitation of this bridge.

Of these concerns, the tight geometrics and design solutions at Pier 9 for both the substructure and superstructure per the RFQ plans with the skewed conditions present a significant design risk to the successful delivery of the Project. The design team must be aware of and attentive to all of the detail and intricacies associated with designing the improvements to the bridge.

Potential Impacts: With the tight geometric conditions at the existing Pier 9, the design as presented in the RFQ to accommodate the widening will have an impact on the final design/detailing along with long-term performance, as well as constructability. This will impact the Project schedule and cost. In review of Pier 5 at the E Pembroke Ave bridge, the exterior pre-stressed concrete pile is on a 1:4 batter (per as-built plans). Using a test pile length of 100 ft from the as-built plans means the in-situ pile extends outboard of Pier 5 by about 25 ft. The RFQ plans propose a modified widened Pier 9 on I-64 WB which is parallel to E Pembroke Ave superstructure to support the I-64 WB superstructure widening to avoid impacting the E Pembroke Ave superstructure & substructure. In review with our Team, if we assume either a single drilled shaft direct to a column or pre-stressed concrete piles (with equal spacings) supporting a pile cap and new column likely means the proposed RFQ pier widening will conflict with the exterior Pier 5 pile (*Figure 5.1*).

In addition to the footing layout design, the impacts with Pier 9 widening include potential pile capacity issues due to proximity of the existing piles to proposed piles, offset designs/layout to support the pier widening which will require a larger pile cap and pier cap to support the bearings for a skewed widening, non-standard geometry due to the partial skew/normal joint combination within the superstructure, and variable lengths of the proposed AASHTO girders to support I-64 WB widening.

Accommodating the tight geometrics and other challenges with Pier 9 will increase design and construction efforts to ensure the proposed solutions do not impact the lifespan of these structures. The design will require additional time to design/detail the assumed four new AASHTO girders in this location, as each design will be unique to account for the variable geometrics. This in-turn will require the additional time for the fabricator to detail and cast the new AASHTO Beams which will be different than the majority of the other AASHTO Girders. This introduces a greater potential for a fabrication issue. In addition, due to the tight geometrics, construction will require special consideration to minimize impacts (or the unforeseen potential damage) to the existing facilities. Construction methods may require specialized equipment and techniques different from the majority of the widening.

Myers-Traylor Team Mitigation Strategies: The Myers-Traylor Team's vast design and construction experience will be leveraged to mitigate the design risk associated with the Project. Our designers have successfully designed/detailed almost 200 projects for rehabilitation, widening, and/or replacements on interstates, primary, and secondary roadways – many of which included major waterway crossings and have provided VDOT cost-effective low maintenance solutions that met or exceeded the design requirements. Our design experience includes over 45 bridges on/over the I-64 corridor in Virginia, which required unique solutions to address rehabilitating and widening with tight geometrics.

The design experience is complemented by our construction team's experience rehabilitating/widening projects across the US, as well as locally in Hampton Roads and along the I-64 corridor. Examples of this work include the I-275 Howard Frankland Bridge DB project (*Figure 5.2*) where Traylor is rehabilitating and repurposing the existing bridge and constructing a new bridge structure for FDOT next to the existing bridge structure to include the addition of express lanes. This is very similar to the scope to the I-64 HREL 4C Project. Locally, Myers recently completed nine (9) bridge widenings and rehabilitations as part of the I-64 Segment II DB project.

Foundation/Geotechnical Evaluation – Our Team we will undertake a multi-pronged approach to mitigate the risk at Pier 9. We will review of the in-situ conditions with our engineering and construction staff to verify where the existing pile foundation elements are located in the field with the potential use of side scan sonar and/or physical field verifications. Using the field information, preferred construction means and methods, and geotechnical engineers' recommendations, various foundation types will be evaluated to design and detail a new foundation that minimizes impacts to the existing elements. New foundation types that will be evaluated include small diameter drilled shafts/micro-piles, and or smaller driven prestressed piles at this location. Our evaluation and design will focus on the minimization of impacts to the existing pre-stressed concrete elements supporting the two bridge structures. WRA successfully retrofitted foundation supports to minimize impact for the superstructure replacement and widening on Rte 7 over Rte 267 in Fairfax County, where micro-piles were used to save extensive retrofitting of the existing elements and support the newly widened superstructure.

Figure 5.1: Pier 5 E Pembroke Ave Bridge Foundation Conflict

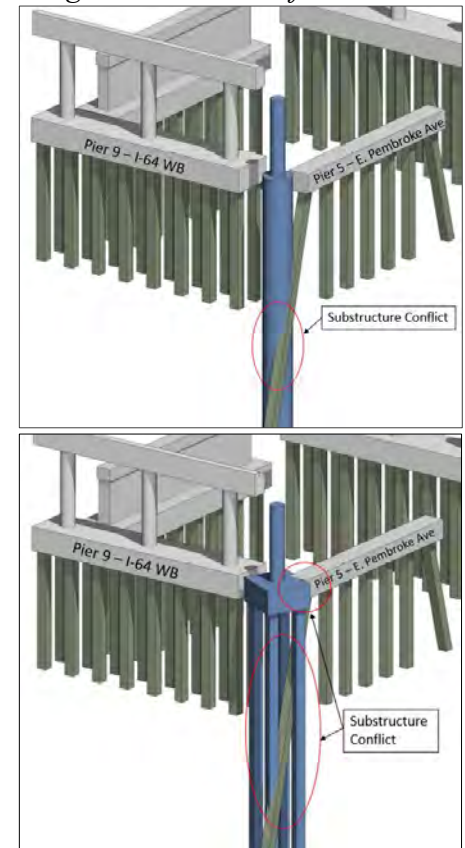


Figure 5.2: I-275 Howard Frankland Bridge DB



Design Mitigation – Our Team’s structural engineers will use the results from the foundation/geotechnical evaluation to develop a design solution to minimize the impacts at this location for the pier and superstructure. Potential design solutions that will be reviewed to minimize the impact include the use of lightweight concrete to reduce the dead loads, higher-strength concrete to reduce the member sizes, and the detailing of a pier cap to be in-line with the existing pier to mitigate the design of a special design joint and multiple AASHTO girders to support the widened superstructure. As part of the design mitigation, our Team will review how the proposed modified elements will affect the original design, which followed the 1977 AASHTO specs.

An example where the above mitigation strategies were employed include Route 3 over Rappahannock River (Chatham Bridge) in Downtown Fredericksburg. Constructed in the 1940’s, WRA was tasked with a superstructure replacement and widening on the existing substructure to minimize the impact in this tight urban area. After review of the existing conditions, WRA designed and detailed a pier extension supported by the existing substructure to support the widened superstructure. This required analysis of the original 1940’s design to verify that the existing piers and foundations could support the new superstructure and substructure loads. To help mitigate the impacts, lightweight concrete was used in the widened superstructure elements and re-built/widened pier caps. (Figures 5.3 and 5.4).

Mitigation Solution – Using a similar thought process, our Team reviewed the existing conditions at Pier 9 and vetted several conceptual designs to accommodate the widening and reduce the impacts in this tight area. One potential mitigation as presented in Figure 5.6 would involve the addition of two piles in-line with the existing Pier 9 and an extension of the pile cap/column and pier cap. The mitigation strategy modifies the existing column and pier cap to extend outward and in-line with the existing pile/pier cap which allows the widened superstructure to be framed normal to the pier cap as opposed to a skew. This concept saves time/money and potential geometric impacts.

Our design and construction staff will collaborate extensively throughout the design portion of the Project to ensure that the design is constructable while minimizing the chances of field conflicts. This will include early review and determination of equipment needs and clearances to be successful in this location. Delays associated with the need to be cautious when working around existing structures/piles will be accounted for in the schedule to avoid compounding scheduling issues.

Figure 5.5: Existing Conditions

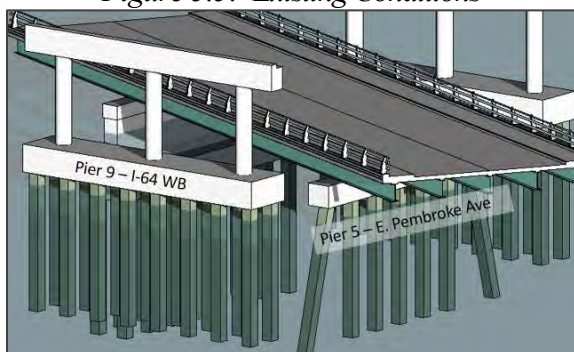


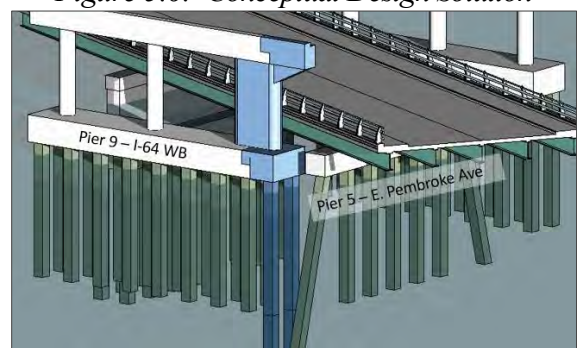
Figure 5.3: Chatham Bridge Original Condition



Figure 5.4: Chatham Bridge Pier Cap Extension



Figure 5.6: Conceptual Design Solution



Role of VDOT and other Agencies: We anticipate VDOT’s role will be consistent with the Department’s expectation for all design-build projects. We will require VDOT’s review, feedback, and approval of the design submission packages and coordination with the City of Hampton for work on/over/adjacent to the E Pembroke Ave bridge structure.

CONSTRUCTION OF THE EB HAMPTON RIVER BRIDGE

Why the Risk is Critical: The 2.4 mile long Project is located along a fully developed, urban corridor, with the longest bridge spanning 0.5 miles over the River Street Park, Hampton River, and Pembroke Ave bridge. Access to this section of the Project is encumbered by private property, narrow or steeply sloped right-of-way, and the Hampton River - which has limited depth and lacks a defined channel at the point where it crosses beneath I-64. The crossing of the Pembroke Ave bridge underneath prevents contiguous access between the west and east abutments without the need to install a temporary trestle that matches the vertical profile of the existing I-64 bridge. Doing so creates the dependency to access the trestle from the inside shoulders of I-64, further impacting motorists. S Boxwood St provides the only other on-road means to access the area east of Pembroke Ave. While these factors present unique construction access challenges to both the EB and WB bridges over the Hampton River, our Team has identified the construction of the new EB Bridge over the Hampton River between Pembroke Ave and the new east abutment as a significant risk for the Project. This particular section is further encumbered by aerial high-tension power lines running parallel to the bridge from S Boxwood St to the west and will prevent the placement of a trestle and access to the EB bridge from the south. Developing the most effective and reliable construction and access strategy is imperative to achieving schedule certainty, minimizing the impact to motorists, reducing the burden on Project stakeholders and third parties, and assuring that the Project will be delivered on time and at the best value for the Department.

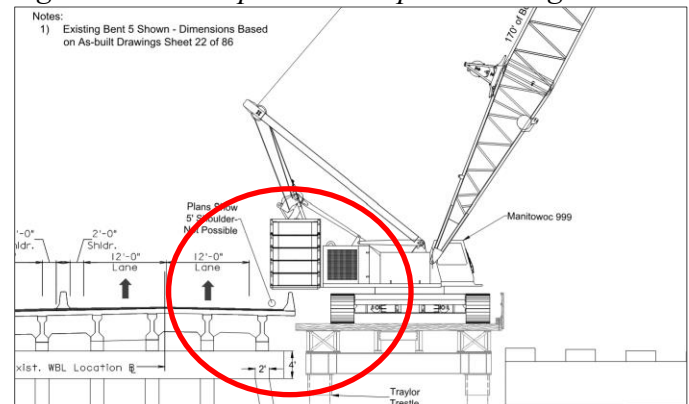
Potential Impacts: Our Team developed preliminary construction and access plans based on the geometry of the site, the proposed structure locations, and the anticipated bridge component sizes. This helped us to determine likely crane sizes and trestle designs, which revealed several issues with the potential to adversely impact the success of the Project. These issues will drive the selection of construction means and methods, sizing of construction equipment, maintenance of traffic, material delivery schemes, construction phasing, and the extent to which collaboration with VDOT and Project stakeholders is needed.

The RFQ plans illustrate a shift in the horizontal alignment of the new EB bridge to the south. This is essential to fit a temporary trestle between the EB and WB bridges as shown in the RFQ sequence of construction plans, since existing high-tension power lines run parallel to the south side of the EB bridge and would prohibit any crane activity working afloat or from a temporary trestle along that side. However, the available width for a trestle between the bridges will not likely accommodate the swing radius for the size crane needed to work exclusively from that position, causing the counterweight to foul the shoulder and/or travel lanes of the WB bridge (*Figure 5.7*).

Since trestles or work surfaces must be fairly level to meet the operating requirements of the cranes, access to the trestle would likely need to be from the inside shoulders of I-64, in the case of the elevated trestle as suggested in the RFQ. Experience working on trestles has shown the Myers-Traylor Team that the dynamic loads imposed by the moving equipment and materials can be problematic for significantly elevated trestles. This drives more robust designs and, in turn, increases costs. The transition in elevation of the trestle from the existing I-64 bridge to S Boxwood St – the only point of on-road access east of Pembroke Ave – would not be feasible in the short distance available without sacrificing the ability to use the trestle for its intended purpose for a significant portion of the new EB bridge.

Myers-Traylor Team Mitigation Strategies: The Myers-Traylor Team has extensive experience with solutions to these complex access and constructability issues. We own more than 3,200 feet of construction trestle equipment and have applied this construction access system throughout the country on more than 15 projects with similar access limitations, including the IH-45 Galveston Causeway project for TXDOT, the Conway Bypass project for SCDOT, and the LA Highway 1 project for LADOTD. This trestle system was also utilized for access in select locations on the Route 288 over James River bridge project for VDOT. Our experience extends not only to the design and construction use of these access systems, but also the coordination and permitting requirements involving the USACE, USCG, and other local authorities which includes the reflectors, markers, lighting, and other measures to ensure marine traffic safety. We leveraged this experience to advance the

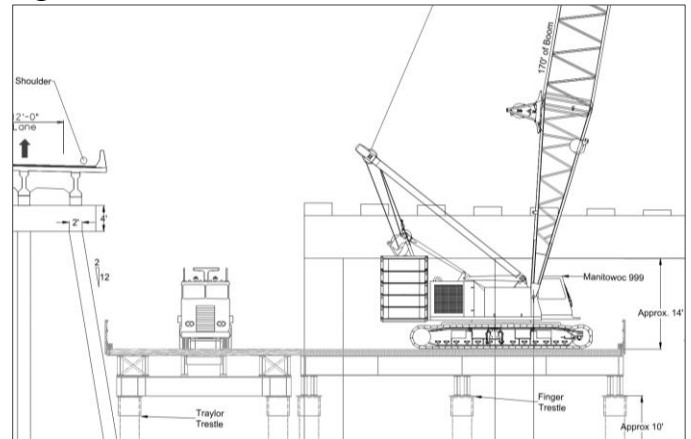
Figure 5.7: Concept Plans Temp Work Bridge



concept further, applying probable bridge elements to drive the selection of specific crane equipment and complete a preliminary layout.

Lowering the working height of the access trestle by approx. 20-ft (*Figure 5.8*) will mitigate design and cost implications with the trestle substructure. This entails constructing a low trestle with access from the east side of the river extending across the Hampton River to a point just short of the Pembroke Ave bridge. The lower trestle elevation will be coordinated to avoid impacts to boating traffic through the channel and will dead end at the Pembroke Ave bridge. An additional trestle from the west is not necessary, as the span of the new bridge over Pembroke Ave can be built utilizing cranes from the end of the trestle and from the west side of Pembroke Ave. This allows equipment and materials to transition on and off the trestle at the east end to S Boxwood St without the loss of use as a working platform.

Figure 5.8: Lower Elevation Trestle with T-roads



To provide an access road from Boxwood St to the trestle, a portion of the embankment of the existing EB roadway will be removed. While the lower trestle mitigates the prohibitive cost of the additional design and temporary bracing elements, the available width between the WB and EB bridges remains a constraint for the crane swing radius. The counterweight system no longer fouls traffic in the WB lanes, but conflicts with the WB structure itself. To overcome this obstacle, we added trestle T-roads perpendicular to the main longitudinal trestle to allow the crane to swing freely. This provides closer access to the bent locations for foundation work, reducing the working radius of the crane and decreasing the crane size required for these activities. This frees the main trestle for material delivery and permits multiple cranes working simultaneously on a variety of tasks at each location; such as driving pile while working on bent caps, setting girders, and placing decks; supporting a shorter construction schedule for the bridge. The T-roads will need to be removed prior to setting all of the girders due to the vertical limitations after setting the new girders overhead and insufficient space for the crane to erect the closest interior girders; the crane must return to the main longitudinal trestle to erect those. Alternately, a single crane could work from a T-road within the adjacent span, but would extend the crane's working radius causing a dramatic increase in crane size.

The Myers-Traylor Team has extensive experience addressing this exact issue. The Galveston Causeway Bridge constructed twin 8,592-foot long bridges over the opening to Galveston Bay; 2,000-ft of each bridge was over water too shallow to navigate with construction equipment. These areas were accessed from a trestle system running parallel to one side of each bridge, but at a full 8-lanes of width, access to foundation locations and crane capacity from the parallel trestle presented constructability issues. Our use of T-road trestle fingers provided access to the foundation locations, but an additional solution was required to allow erection of the 150,000-lb bulb-T girders into position at the farthest locations from the crane trestle. A beam launcher was designed to address this exact issue, allowing crane equipment to place beams onto the bent caps out of their final position, where they were re-handled by the beam launcher and set into their final position on the bent caps (see *Figure 5.9*).

Adapting this beam launcher solution, we advanced our I-64 EB Bridge construction access concept (see *Figure 5.10*) to include erection of the girders from the T-road trestle fingers, temporarily placing all eight girders on the southern half of the bent cap to provide working room for the crane. Following this step, the crane will remove the trestle T-road from the span and then relocate to a T-road in the next open span before using the beam launcher to reposition the girders into their final locations to the north. This stepwise process will continue, one span at a time, working from one end to the other until

Figure 5.9: Galveston Causeway Bridge Girder Erection from Trestle with Beam Launcher

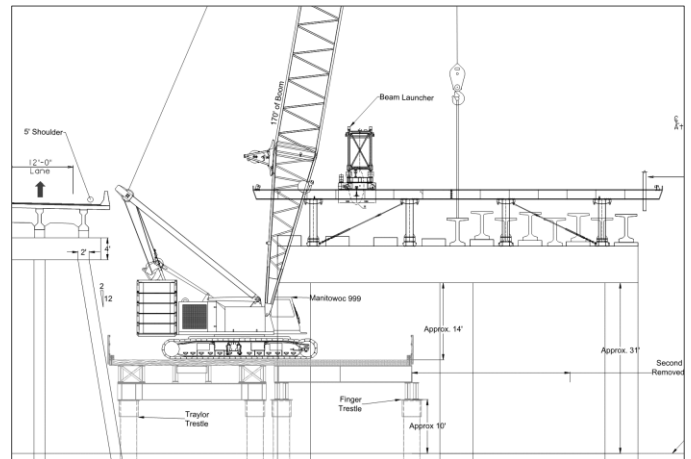


the girders on the entire structure are erected. Smaller cranes that can operate without conflict on the longitudinal trestle between the EB and WB structures will service the new bridge deck and remaining superstructure construction activities.

Delivery of long bridge elements, such as piling and girders from temporary nighttime lane closures on the WB bridge, will be utilized as a part of the overall construction access solution. This will reduce the crane size needed for these large loads while avoiding delivery of such elements on small residential streets like S Boxwood St. These deliveries could be scheduled to occur during off-peak hours, minimizing interruptions to motorists.

Role of VDOT and other Agencies: In addition to VDOT, there are several other entities/agencies with which coordination is essential to ensure successful management of this risk, including USACE, USCG, VADGIF, City of Hampton, S Boxwood residents, and the Pooles Grant 1642 Condo Owners Association, Inc. We anticipate VDOT’s role will be consistent with other recent design-build projects, providing review and approval of the construction submission packages.

Figure 5.10: EB Girder Erection with Beam Launcher and T-roads



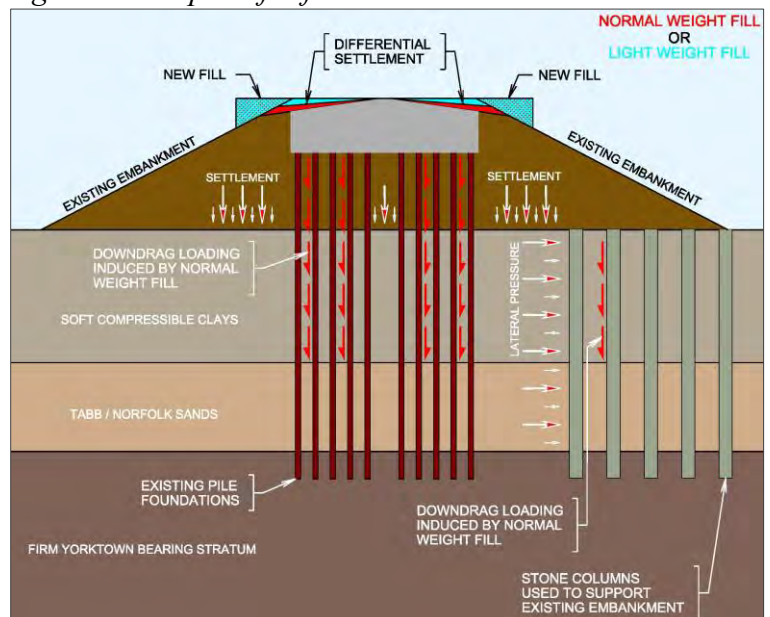
IMPACT OF SOFT SOILS ON EXISTING STRUCTURES

Why the Risk is Critical: The existing boring logs indicate the presence of compressible material on this site near existing bridge abutments at LaSalle Ave, Armistead Ave, King St, and the Hampton River from near the ground surface to depths of about 10 to 20 ft below the ground surface outside of the existing embankment areas. *We expect that the most concerning areas for compressible material will be at King St Bridge and the Hampton River Bridge.* At the King St Bridge, the existing logs indicate up to 10 ft of loose sand from about the ground surface to a depth of about 25 ft at the east abutment of the bridge. In addition, the original construction drawings indicate the use of stone columns to support the I-64 embankments east of King St that are adjacent to the branch of the Hampton River, which indicate weak and compressible soils in this area. For the Hampton River Bridge, existing boring logs indicate between 7 and 12 ft of clay and organic silt across the entire alignment of the bridge, including the peninsula and abutments. These clays extend from the ground surface to depths of 10 to 40 ft.

The potential settlement due to the new embankment loading poses critical risk to existing foundation structures through the imposition of new loads on the existing foundations and stone columns for which they were not designed. This loading causes the potential for differential settlements of existing structures and stability issues of the embankment slopes. These differential settlements could cause uneven pavement and impact public safety.

Potential Impacts: At the approaches to both King St and Hampton River bridges, the loose/soft alluvium will compress from the added stress of embankment construction and may require lightweight materials, ground improvement, or other measures to limit ground settlements near existing structures. These settlements could cause drag loading in the existing piles, and the existing plans do not indicate whether the existing piles were designed for drag loading; however, the pile capacities are low which are in indication that they were not designed for drag loading.

Figure 5.11: Impact of Soft Soils on Structures



This additional loading could overstress foundation structures and cause failure of existing foundations that impact the safety of the roadways and bridges. The additional fill placement could also cause stability issues with slopes supported by the existing stone columns west of the King St overpass that could lead to failure of those slopes into the Hampton River. Finally, the additional embankment fill loading could cause differential settlements across the existing roadway that could lead to unsafe roadway conditions for the traveling public.

Myers-Traylor Team Mitigation Strategies: The Myers-Traylor Team will address the geotechnical risk on this Project by implementing a thorough geotechnical investigation that will exceed the MOI Chapter III requirements to better define the strength and compressibility properties of the soils on this site. This investigation will rely on lab testing such as consolidation and shear strength testing, as well as in-situ testing consisting of CPT and DMTs. In addition to the geotechnical investigation, better data will be needed on the existing foundation structures and stone columns to better determine the impact the new construction will have on the existing structures.

Our Team recommends consideration of several methods to mitigate settlement of soft soils below bridge approach embankments and loading on existing foundations, including column supported embankments and lightweight fill. **Stone columns** reduce the risk of differential settlements by transferring the load of the new embankment soils to a stratum beneath the weak compressible layers and increases the strength of these soils to help with stability of the slopes. This option is relatively expensive when compared to the other options and can be time consuming to construct. In addition, this method may not fully address existing foundations. **Lightweight fill** reduces the risk of differential settlements, down drag, and stability issues by limiting the load on the subgrade soils due to its lower unit weight than normal weight fill. If sufficient foundation details cannot be determined with accurate as-built drawings, excavation and replacement with lightweight fill may be required to prevent new loading on existing structures. Lightweight fill options can consist of:

- **Expanded shale** – About 50% the weight of normal fill (least effective of the options, most cost-effective).
- **Geofoam** – About 2% the weight of normal fill (highly effective but most expensive solution).
- **Cellular Concrete** – About 25% the weight of normal fill (more effective than expanded shale, but more expensive).
- **Foamed Glass Aggregate (FGA)** – About 15% the weight of normal fill (second best solution with a cost between cellular concrete and expanded shale).

If good data on the existing structures can be obtained, more traditional fills like geofoam and expanded shale can be used on this Project. However, if existing foundation data is not accessible, then more innovative solutions like foamed glass aggregate or cellular concrete may be required to add no new load to the site. These methods recommended are suitable for use in developed urban corridors because they reduce waiting time for settlement and reduce the impacts on the traveling public when compared with the use of wick drains and soil surcharges. Our Team does not recommend the use of wick drains and surcharges, because they will not reduce the risk of differential settlement when used in close-proximity to existing structures. **The most cost-effective solutions for this project will likely include the use of new, innovative solutions to reduce expected settlement beneath existing structures.**

The Myers-Traylor Team members are very familiar with the use of innovative solutions through various VDOT DB projects. Our Team's geotechnical engineer, Schnabel, has successfully implemented column-supported embankments, geofoam, and expanded slate on other VDOT DB projects, such as Dominion Boulevard and the MLK Expressway, and is currently working on a study with VDOT in the use of cellular concrete on the Route 360 over Goodes Bridge Rd project. In addition, Schnabel successfully used foamed glass aggregate as embankment fill on the I-95 Southbound CD Lanes over the Rappahannock River project in Spotsylvania County. WRA used geofoam on the Denbigh Blvd project to create a net zero loading condition on the widened approach embankments of the bridge; settlement monitoring showed little to no movement at the wall. WRA used 25 to 30 ft of cellular concrete for MDSHA Maryland Approach to the Woodrow Wilson Bridge to reduce the expected settlements. In Hampton Roads, Myers installed lightweight aggregate on the VDOT Route 58 (Laskin Rd) project to reduce settlement and employed vibro (aggregate) piers for foundations at our Chesapeake asphalt plant.

Role of VDOT and other Agencies: VDOT consistently recognizes the critical nature of foundation design, and the potential impacts of new construction on existing structures. Our Team will request as-built information for existing structures to develop the most cost-effective and suitable remediation for potential settlement. We anticipate VDOT's role will be consistent with other recent design-build projects, providing review and approval of the design submission packages.

ATTACHMENT 2.10 FORM C-78 RFQ



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**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

+



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ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00117841DB111
PROJECT NO.: 0064-114-xxx

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 – April 30, 2021
(Date)
2. Cover letter of RFQ Addendum #1 – June 2, 2021
(Date)
3. Cover letter of RFQ Addendum #2 – June 11, 2021
(Date)



SIGNATURE

6-29-2021

DATE

Aaron T. Myers

PRINTED NAME

Executive Vice President - Operations

TITLE

ATTACHMENT 3.1.2 SOQ CHECKLIST



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+ **WRA** +


KCI

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Attachment 3.1.2
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Attachment 2.10
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	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	Attachment 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Attachment 3.2.7
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Attachment 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Attachment 3.2.9

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

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	Attachment 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Attachment 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Attachment 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Attachment 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Attachment 3.3.1

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Entrusted Engineer In Charge	Attachment 3.3.1	Section 3.3.1.2	no	Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	Attachment 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	Attachment 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	Attachment 3.3.1
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	2-3
Experience of Offeror's Team				5-8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Attachment 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Attachment 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

ATTACHMENT 3.2.6 AFFILIATED AND SUBSIDIARY COMPANIES



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

+



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ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

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

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

ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
JV Partner: Traylor Bros., Inc.		
Parent	Traylor Construction Group, Inc.	835 N. Congress Ave. Evansville, IN 47715
Child	Traylor Precast, LLC	835 N. Congress Ave. Evansville, IN 47715
Child	Traylor Canadian Holdings, Inc.	835 N. Congress Ave. Evansville, IN 47715
Grandchild	Traylor Infrastructure Canada, ULC	20th Floor, 250 Howe Street, Vancouver, BC V6C3R8, Canada
Affiliate	Traylor SRG, LLC	835 N. Congress Ave. Evansville, IN 47715
Affiliate	Traylor-Aecon General Partnership	835 N. Congress Ave. Evansville, IN 47715
Affiliate	Columnar Holdings, LLC	5956 Sherry Lane, Ste. 1000 Dallas, TX 75225
Affiliate	Bay State Precast, LLC	835 N. Congress Ave. Evansville, IN 47715
Affiliate	Tappan Zee Constructors, LLC	555 White Plains Rd., Suite 400 Tarrytown, NY 10591
Affiliate	Regional Connector Constructors	444 S. Flower St., Ste. 2200 Los Angeles, CA 90071
Affiliate	Skanska-Traylor-Shea, a Joint Venture	444 S. Flower St., Ste. 2200 Los Angeles, CA 90071
Affiliate	Purple Line Transit Constructors, LLC	6801 Kenilworth Ave., 3rd Floor Riverdale, MD 20737
Affiliate	Shimmick/Traylor/Granite Joint Venture	960 Mapunapuna, Floor 2 Honolulu, HI 96819
Affiliate	Ship Channel Constructors, LLC	835 N. Congress Ave. Evansville, IN 47715
Affiliate	Shea-Traylor Joint Venture	216 N. 12th Street Louisville, KY 40203

ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

Affiliate	Archer Western/Traylor Joint Venture	929 West Adam Street Chicago, Illinois 60607
Affiliate	Lower Baker Constructors, LLC	835 N. Congress Ave., Evansville, IN 47715
Affiliate	Traylor Shea Precast, Joint Venture	835 N. Congress Ave., Evansville, IN 47715
Affiliate	Louisiana Diversion Co., Joint Venture	9820 Siegen Lane, Ste. 404 Baton Rouge, LA 70810
Affiliate	Ballard/Traylor Joint Venture	1197 Wilkin Road Danville, IL 61832
Affiliate	Traylor Massman Joint Venture	835 N. Congress Ave., Evansville, IN 47715
Affiliate	Traylor Granite Joint Venture	835 N. Congress Ave., Evansville, IN 47715
Affiliate	Traylor Shea Joint Venture	835 N. Congress Ave., Evansville, IN 47715
Sister	Traylor Industrial, LLC	707 Schrader Dr. Evansville, IN 47712
Sister	Onyett Fabricators, LLC	3355 N. State Road 57 Petersburg, IN 47567
Sister	Sterling Industrial, LLC	1420 Kimber Lane Evansville, IN 47715
Sister	Ballard Marine Construction, LLC	727 S. 27th Street Washougal, WA 98671
Child (Not Active)	TBI Precast, LLC	835 N. Congress Ave. Evansville, IN 47715
Affiliate (Not Active)	Traylor Mining, LLC	835 N. Congress Ave. Evansville, IN 47715
Affiliate (Not Active)	Traylor-Technopref Precast, LLC	835 N. Congress Ave. Evansville, IN 47715

ATTACHMENT 3.2.7 DEBARMENT FORMS



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

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ATTACHMENT 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-114-xxx

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

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

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

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

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

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

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



Signature

June 29, 2021

Date

Executive Vice President - Operations

Title

Allan Myers VA, Inc.

Name of Firm

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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.

	6/22/2021	Vice President
Signature Cornelius John Meagher	Date	Title

Traylor Bros., Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.



6/23/2021

President

Signature

Date

Title

Aldridge Electric, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.

Ronald K. Van Cleve Jr.

June 3, 2021

Principal, Sr. Project Manager, Right of Way

Signature

Date

Title

Bowman Consulting Group LTD

Name of Firm


ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

6/24/2021

Date

Vice President

Title

KCI Technologies, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

6/24/21 _____
Date

President _____
Title

Land Planning & Design Associates, Inc. _____
Name of Firm

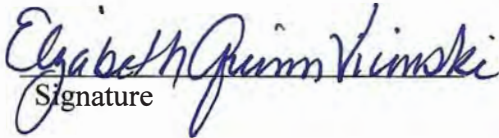
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

6/29/2021
Date

President
Title

Quinn Consulting Services, Inc.

Name of Firm

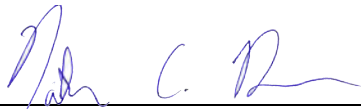
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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 / Nathan Dumas

06/24/21

Date

Vice President

Title

Schnabel Engineering, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

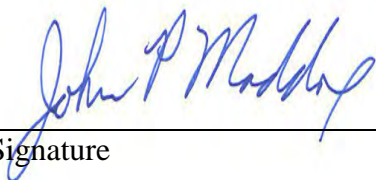
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.

	6/24/2021	Senior Vice President
_____ Signature	_____ Date	_____ Title

Whitman, Requardt & Associates, LLP

Name of Firm

ATTACHMENT 3.2.8 VDOT PREQUALIFICATION CERTIFICATE



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

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Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/16/2021

- M -

Vendor ID: M2875
Vendor Name: MURTECH, INC.
Prequal Level: Prequalified (Probationary)
Prequal Exp: 07/31/2021

-- PREQ Address --
424 MILL STREET
SALISBURY, MD 21801
Phone: (443)944-0834
Fax:

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

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

-- DBE Information --

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

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

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

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

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

-- DBE Information --

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



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/16/2021

- T -

Vendor ID: T015

Vendor Name: TRAYLOR BROS., INC.

Prequal Level: Prequalified (Currently Inactive)

Prequal Exp: 10/31/2021

-- PREQ Address --

835 N. CONGRESS AVE.
EVANSVILLE, IN 47715-0000
Phone: (812)477-1542
Fax: (812)474-3223

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES
017 - DREDGING
043 - TUNNELING
080 - DEMOLITION OF STRUCTURES

Bus. Contact: BLAIR, KENNETH W.

Email: KBLAIR@TRAYLOR.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: T1024

Vendor Name: TRI-COUNTY PAVING, INC.

Prequal Level: Prequalified (Probationary)

Prequal Exp: 10/31/2021

-- PREQ Address --

P.O. BOX 863
WEST JEFFERSON, NC 28694
Phone: (336)246-7244
Fax: (336)846-4914

Work Classes (Listed But Not Limited To)

004 - ASPHALT CONCRETE PAVING
011 - CLEARING AND GRUBBING
033 - ROADSIDE DEVELOPMENT
044 - UNDERDRAINS
101 - EXCAVATING

Bus. Contact: JORDAN, PATRICIA GOODMAN

Email: PATRICIA@TRICOUNTYPAVINGINC.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

From: "VDOT-Prequalification, rr" <prequalification@vdot.virginia.gov>
Date: May 28, 2021 at 11:12:37 AM EDT
To: Aaron Myers <Aaron.Myers@allanmyers.com>, cmeagher@traylor.com, "Caples, Harold P.E. (VDOT)" <harold.caples@vdot.virginia.gov>
Subject: **Your assigned Joint Venture is JV100**

CAUTION:External Sender.

ALLAN MYERS VA, INC
TRAYLOR BROS., INC

Thank-you for submitting the Joint Venture Agreement for **MYERS TRAYLOR A JOINT VENTURE** to the Prequalification Office.

We have processed the paperwork to assign a JV number.
This Joint Venture is assigned the # **JV100**

Please feel free to contact me if there are any concerns.

Thank-you,
Mandy Nicholas
Prequalification Supervisor

Prequalification Office
Construction Division
Virginia Department of Transportation
1401 E. Broad Street, 12th Floor
Richmond, VA 23219



Kris Pyers, Coordinator: (804) 786-2938
Mandy Nicholas, Supervisor: (804) 371-2009

[Email us!](#)

Webpage: <http://www.virginiadot.org/business/const/prequal.asp>

Notice: This e-mail, together with any attachments, is confidential, intended only for the named recipient(s) above, and may contain information that is privileged, attorney work product or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), please immediately notify the sender at and delete this e-mail from your computer. Thank you.

ATTACHMENT 3.2.9 SURETY LETTER



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

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Berkshire Hathaway
Specialty Insurance



June 29, 2021

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

Re: I-64 Hampton Roads Express Lanes (HREL) Segment 4C
RFQ No.: C00117841DB111
City of Hampton, Virginia
State Project No.: 0064-114-xxx
Federal Project No.: NHPP-064-3(522)

To Whom It May Concern:

Myers Traylor a Joint Venture is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, Berkshire Hathaway Specialty Insurance Company and Travelers Casualty and Surety Company of America. As sureties for Myers Traylor a Joint Venture, with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Myers Traylor a Joint Venture is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately Three Hundred Eighteen Million Five Hundred Thousand and No/100 Dollars (\$318,500,000.00), and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

Sincerely,

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

Elizabeth P. Cervini
Attorney-in-Fact



cc: David Jeon, Fidelity and Deposit Company of Maryland & Zurich American Insurance Company
Kevin O'Brien, Berkshire Hathaway Specialty Insurance Company
Frank Oliver, Travelers Casualty and Surety Company of America

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

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

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

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



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

By: *Robert D. Murray*
Vice President

By: *Dawn E. Brown*
Secretary

**State of Maryland
County of Baltimore**

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

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



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

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 29th day of June, 2021.



Brian M. Hodges

Brian M. Hodges, Vice President

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

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





Power Of Attorney

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

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

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

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

[Signature of David Fields]

[Signature of David Fields]

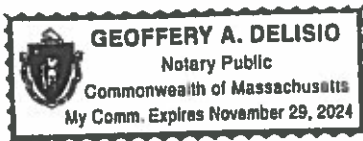
By: David Fields, Executive Vice President

By: David Fields, Vice President



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

[Notary Seal]



[Signature of Notary Public]

Notary Public

I, Ralph Tortorella, the undersigned, Officer of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this June 29, 2021.



[Signature of Officer]

Officer

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

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

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

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

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

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

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

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

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

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

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

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

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



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

POWER OF ATTORNEY

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

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



State of Connecticut

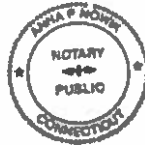
City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

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

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

My Commission expires the 30th day of June, 2021




Anna P. Nowik, Notary Public

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

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

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

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

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

I, Kevin E. Hughes, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 29th day of June, 2021




Kevin E. Hughes, Assistant Secretary

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

ATTACHMENT 3.2.10 SCC AND DPOR REGISTRATION INFORMATION



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

+



+



ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

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
Aldridge Electric, Inc.	F1190786	Corporation	Active	844 E. Rockland Rd, Libertyville, IL 60048	Class A Contractor	2705103235	2022-03-31
Allan Myers VA, Inc.	01137801	Corporation	Active	301 Concourse Blvd, Ste 300 Glen Allen, VA 23059	Class A Contractor	2701009872	2022-12-31
Bowman Consulting Group LTD	11139594	Corporation	Active	3951 Westerre Pkwy Ste 150 Richmond, VA 23233	Business Entity ENG, LS	0411000610	2022-02-28
				1300 Central Park Blvd Fredericksburg, VA 22407	Business Entity Appraisal	4008001873	2022-03-31
KCI Technologies, Inc.	F0598690	Corporation	Active	1025 Boulders Pkwy Boulders V Richmond, VA 23225	Business Entity Registration	0411000938	2022-02-28
				936 Ridgebrook Rd Sparks, MD 21152	Business Entity Registration	0407003113	2021-12-31
				4505 Falls of Neuse Rd, Ste 400, Raleigh, NC 27609	Business Entity Registration	0411000767	2022-02-28

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

Land Planning and Design Associates, Inc.	01425545	Corporation	Active	1006 E. Jefferson St, Ste B Charlottesville, VA 22902	Business Entity Landscape Architect	0407001789	2021-12-31
				21515 Ridgetop Circle, Ste 310 Sterling, VA 20166	Landscape Architect; Branch Office	0411000977	2022-02-28
McCallum Testing, LLC dba McCallum Testing Laboratories, Inc.	S5234440	Limited Liability Company	Active	1808 Hayward Ave PO Box 13337 Chesapeake, VA 23325	Business Entity ENG	0407003087	2021-12-31
Quinn Consulting Services, Incorporated	04925517	Corporation	Active	1801 Pleasure House Rd, Ste 101, 102 Virginia Beach, VA 23455	Business Entity ENG	0411001133	2022-02-28
Schnabel Engineering, LLC	S0889123	Limited Liability Company	Active	9800 Jeb Stuart Pkwy, Ste 100 Glen Allen, VA 23059	Business Entity ENG	0411000322	2022-02-28
Traylor Bros., Inc.	F0143190	Corporation	Active	835 N Congress Ave Evansville, IN 47715	Class A Contractor	2701006098	2022-10-31
Whitman, Requardt & Associates, LLP	K0003824	Limited Liability Partnership	Active	9030 Stony Point Pkwy, Ste 220 Richmond, VA 23235	Business Entity ENG	0411000133	2022-02-28
				801 South Caroline St Baltimore, MD 21231	Business Entity ENG, LS, ARC, LA	0407001676	2021-12-31

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

<i>Whitman, Requardt & Assoc - Continued</i>				11870 Merchants Walk, Ste 100 Newport News, VA 23606	Business Entity ENG	0411000244	2022-02-28
				5701 Cleveland Street, Ste 620 Virginia Beach, VA 23462	Business Entity ENG	0411000908	2022-02-28

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA, Inc.	Thomas M. Heil	Glen Allen, VA	120 East Randolph Avenue Alexandria, VA 22301	Professional Engineer	0402044111	2023-01-31
Quinn Consulting Services, Incorporated	Anthony J Kondysar	Virginia Beach, VA	3905 St Mary's Circle Williamsburg, VA 23185	Professional Engineer	0402021246	2022-07-31
Whitman, Requardt & Associates	John Patrick Maddox	Richmond, VA	2825 Willbrook Dr. Henrico, VA 23233	Professional Engineer	0402026613	2022-01-31

Entity Information

Entity Information

Entity Name: ALDRIDGE ELECTRIC, INC.

Entity ID: F1190786

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: N/A

Reason for Status: Active and In Good Standing

VA Qualification Date: 03/18/2003

Status Date: 04/28/2015

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: DE

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$100.00

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

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

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 844 E ROCKLAND RD, LIBERTYVILLE, IL, 60048 - 3358,
USA

DPOR License Lookup License Number 2705103235

License Details

Name	ALDRIDGE ELECTRIC INC
License Number	2705103235
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	844 EAST ROCKLAND ROAD, LIBERTYVILLE, IL 60048
Specialties²	Electrical (ELE) Highway / Heavy (H/H)
Initial Certification Date	2006-03-03
Expiration Date	2022-03-31

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

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DPOR License Lookup build 1,472 (built 2021-02-15 10:16:48).

Entity Information

Entity Information

Entity Name: Allan Myers VA, Inc.

Entity ID: 01137801

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 10/06/1967

Reason for Status: Active and In Good Standing

VA Qualification Date: 10/06/1967

Status Date: 11/19/2013

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$0.00

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

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

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 301 Concourse Blvd Ste 300, Glen Allen, VA, 23059 -
5659, USA

DPOR License Lookup License Number 2701009872

License Details

Name	ALLAN MYERS VA INC
License Number	2701009872
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	301 CONCOURSE BLVD SUITE 300, GLEN ALLEN, VA 23059
Specialties²	Highway / Heavy (H/H)
Expiration Date	2022-12-31

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

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Entity Information

Entity Information

Entity Name: Bowman Consulting Group Ltd.

Entity ID: 11139594

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 11/13/2020

Reason for Status: Active and In Good Standing

VA Qualification Date: 11/25/2020

Status Date: 11/25/2020

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: DE

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$750.00

Registered Agent Information

RA Type: Entity

Locality: RICHMOND CITY

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

Name: CORPORATION SERVICE COMPANY

Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA

DPOR License Lookup License Number 0411000610

License Details

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

Related Licenses ¹

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

Showing 1 to 10 of 10 entries

DPOR License Lookup License Number 4008001873

License Details

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

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DPOR License Lookup build 1,472 (built 2021-02-15 10:16:48).

Entity Information

Entity Information

Entity Name: KCI Technologies, Inc.

Entity ID: F0598690

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 12/19/1988

Reason for Status: Active and In Good Standing

VA Qualification Date: 12/19/1988

Status Date: 01/12/2021

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: DE

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$0.00

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

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

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

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

DPOR License Lookup License Number 0411000938

License Details

Name	KCI TECHNOLOGIES INC
License Number	0411000938
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	1025 BOULDERS PKWY BOULVERS V, RICHMOND, VA 23225
Initial Certification Date	2012-06-27
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402049644	HOVERMAN, KATHY LYNN	Professional Engineer License	Engineering	2022-01-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407003113

License Details

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

Related Licenses ¹

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

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number 0411000767

License Details

Name	KCI TECHNOLOGIES INC
License Number	0411000767
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	4505 FALLS OF NEUSE RD STE 400, RALEIGH, NC 27609
Initial Certification Date	2010-10-14
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035675	KOHL, ERIC SCOTT	Professional Engineer License	Engineering	2023-01-31
0402022623	FLOWE, CHARLES L	Professional Engineer License	Engineering	2021-09-30
0406000552	HESS, TIMOTHY STEVEN	Landscape Architect License	Landscape Architecture	2021-07-31

Showing 1 to 3 of 3 entries

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Entity Information

Entity Information

Entity Name: LAND PLANNING AND DESIGN ASSOCIATES, INC.

Entity ID: 01425545

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 12/21/1972

Reason for Status: Active and In Good Standing

VA Qualification Date: 12/21/1972

Status Date: 02/22/2013

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$10.00

Registered Agent Information

RA Type: Individual

Locality: CHARLOTTESVILLE CITY

RA Qualification: Member of the Virginia State Bar

Name: RICHARD G RASMUSSEN III

Registered Office Address: 250 E HIGH ST, CHARLOTTESVILLE, VA, 22902 - 0000,
USA

Principal Office Address

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

DPOR License Lookup License Number 0407001789

License Details

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

Related Licenses ¹

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

Showing 1 to 6 of 6 entries

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DPOR License Lookup License Number 0411000977

License Details

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

Related Licenses ¹

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

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Entity Information

Entity Information

Entity Name: McCallum Testing LLC

Entity ID: S5234440

Entity Type: Limited Liability Company

Entity Status: **Active**

Formation Date: 09/11/2014

Reason for Status: Active

VA Qualification Date: 09/11/2014

Status Date: 12/10/2019

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: N/A

Registered Agent Information

RA Type: Individual

Locality: CHESAPEAKE CITY

RA Qualification: Member of the Virginia State Bar

Name: EDWIN H. GREEN

Registered Office Address: 501 INDEPENDENCE PARKWAY, SUITE 201,
CHESAPEAKE, VA, 23320 - 5174, USA

Principal Office Address

Address: 1808 Hayward Avenue, Chesapeake, VA, 23320 - 0000,
USA

DPOR License Lookup License Number 0407003087

License Details

Name	MCCALLUM TESTING LABORATORIES INC
License Number	0407003087
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	1808 HAYWARD AVENUE PO BOX 13337, CHESAPEAKE, VA 23325
Initial Certification Date	1992-05-14
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034560	EBBERT, JON WAYNE	Professional Engineer License	Engineering	2022-07-31

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Entity Information

Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED

Entity ID: 04925517

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 10/24/1997

Reason for Status: Active and In Good Standing

VA Qualification Date: 10/24/1997

Status Date: 12/01/2008

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$50.00

Registered Agent Information

RA Type: Individual

Locality: ARLINGTON COUNTY

RA Qualification: Member of the Virginia State Bar

Name: JOHN H QUINN JR

Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

Principal Office Address

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

DPOR License Lookup License Number 0411001133

License Details

Name	QUINN CONSULTING SERVICES INCORPORATED
License Number	0411001133
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	1801 PLEASURE HOUSE RD STE 101,102, VIRGINIA BEACH, VA 23455
Initial Certification Date	2014-06-25
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402040981	CLARKE, RICHARD LAYNE	Professional Engineer License	Engineering	2023-05-31

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Entity Information

Entity Information

Entity Name: Schnabel Engineering, LLC

Entity ID: S0889123

Entity Type: Limited Liability Company

Entity Status: **Active**

Formation Date: 12/19/2002

Reason for Status: Active

VA Qualification Date: 12/19/2002

Status Date: 11/15/2010

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: N/A

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

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

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 9800 JEB STUART PARKWAY, SUITE 200, GLEN ALLEN,
VA, 23059 - 0000, USA

DPOR License Lookup License Number 0411000322

License Details

Name	SCHNABEL ENGINEERING, LLC
License Number	0411000322
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	9800 JEB STUART PKWY STE 100, GLEN ALLEN, VA 23059
Initial Certification Date	2003-04-16
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402018670	DIGGS, PAUL EMMETT	Professional Engineer License	Engineering	2023-02-28

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Entity Information

Entity Information

Entity Name: TRAYLOR BROS., INC.

Entity ID: F0143190

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: N/A

Reason for Status: Active and In Good Standing

VA Qualification Date: 08/13/1959

Status Date: 09/19/2008

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: IN

Annual Report Due Date: 08/31/2021

Registration Fee Due Date: 08/31/2021

Charter Fee: \$1250.00

Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

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

Name: NATIONAL REGISTERED AGENTS, INC.

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

Principal Office Address

Address: 835 N Congress Ave, Evansville, IN, 47715 - 2452, USA

DPOR License Lookup License Number 2701006098

License Details

Name	TRAYLOR BROS INC
License Number	2701006098
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	835 N CONGRESS AVE, EVANSVILLE, IN 47715
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1961-07-29
Expiration Date	2022-10-31

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

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Entity Information

Entity Information

Entity Name: WHITMAN, REQUARDT & ASSOCIATES, LLP

Entity ID: K0003824

Entity Type: General Partnership

Entity Status: **Active**

Formation Date: N/A

Reason for Status: GP - LLP Status Only

VA Qualification Date: 08/10/2000

Status Date: 08/10/2000

Industry Code: 0 - General

Period of Duration: N/A

Jurisdiction: MD

Annual Continuation Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: N/A

LLP Status: Yes

Registered Agent Information

RA Type: Entity

Locality: RICHMOND CITY

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

Name: CORPORATION SERVICE COMPANY

Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 801 S CAROLINE ST, BALTIMORE, MD, 21231 - 0000,
USA

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

DPOR License Lookup License Number 0411000133

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0407001676

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0411000244

License Details

Name	WHITMAN REQUARDT & ASSOCIATES LLP
License Number	0411000244
License Description	Business Entity Branch Office Registration
Business Type	Partnership
Rank	Business Entity Branch Office
Address	11870 MERCHANTS WALK STE 100, NEWPORT NEWS, VA 23606
Initial Certification Date	2000-08-15
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402011862	LANDRUM, J A	Professional Engineer License	Engineering	2021-08-31

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DPOR License Lookup License Number 0402044111

License Details

Name	HEIL, THOMAS M
License Number	0402044111
License Description	Professional Engineer License
Rank	Professional Engineer
Address	ALEXANDRIA, VA 22301
Initial Certification Date	2007-10-04
Expiration Date	2023-01-31

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DPOR License Lookup License Number 0402021246

License Details

Name	KONDYSAR, ANTHONY J
License Number	0402021246
License Description	Professional Engineer License
Rank	Professional Engineer
Address	WILLIAMSBURG, VA 23185
Initial Certification Date	1990-07-16
Expiration Date	2022-07-31

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DPOR License Lookup License Number 0402026613

License Details

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

Related Licenses ¹

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

Showing 1 to 1 of 1 entries

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ATTACHMENT 3.3.1 KEY PERSONNEL RESUME FORMS



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

+



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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Edward Hilferty, Vice President of Construction
b. Project Assignment: Design-Build Project Manager (DBPM)
c. Name of the Firm with which you are now associated: Allan Myers (Myers)
d. Employment History: With this Firm <u>24</u> Years - Other Firms <u>6</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Allan Myers, Vice President of Construction (2012–present): Responsible for the management of design and construction processes for design-build projects, quality management, and supervision/ oversight of all aspects of the work to ensure all contractual obligations are met. Ed manages large teams composed of design professionals, construction managers, and subconsultants all focused on providing an on-time and within budget project. He oversees contract administration, material procurement, subcontractor management, planning and scheduling of work activities, submittals, pay estimates, and labor/equipment resources. He collaborates/coordinates with owners/ clients (including VDOT) and other stakeholders to answer questions/inquiries relevant to the Project, mitigate and resolve disputes, and build/maintain positive customer relationships. Ed actively participates in public outreach meetings and ensures public concerns are promptly/appropriately addressed. Ed has experience overseeing multiple projects with construction values in excess of \$200M. Allan Myers, Senior Project Manager (2002–2012): Responsible for managing all aspects of his projects including planning and scheduling work activities, coordination with the owner and other stakeholders, design consultants, private utility owners, and public outreach for all phases of construction. Ed managed and provided supervision for large teams of construction personnel from the start of construction through final construction closeout. He oversaw the field construction activities to ensure project delivery met or exceeded all expectations of quality, safety, schedule, budget, and environmental requirements. Managed up to 10 projects for a combined value of \$125M. Allan Myers, Project Manager (1997–2002): Managed all aspects of his projects including scheduling work activities, engineering, submittals, pay estimates, coordination with owner, subs, suppliers, and stakeholders, customer satisfaction, and safety for all phases of construction. Ed supervised multiple superintendents, field managers, and office construction staff including project engineers, scheduling, safety staff, and administrative personnel. Ensures all contractual obligations were met, managed changes in contractual requirements, and proactively resolved any disputes.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Drexel University, Philadelphia, PA/BS/1994/Civil 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 another 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>
<u>VDOT I-64 SEGMENT II DESIGN-BUILD (\$141M), NEWPORT NEWS, VA</u>
Firm: Allan Myers Role: Design-Build Project Manager Dates: 01/2016 – 11/2019
Role: Responsible for all aspects of the project performance, ensuring contractual obligations are achieved, and delivering the project safely, on-time, and within budget. Oversaw design and construction, quality management, and contract administration. Coordinated with VDOT to proactively resolve disputes and participated in public meetings.
Project Description: This project widened seven miles of I-64 from four-lanes to six-lanes and included the full depth reconstruction of the existing lanes, adding one 12-foot-wide travel lane, and one 12-foot-wide paved shoulder in each direction to improve safety and ease congestion. The project also included the widening/rehabilitation of nine bridges, 19 ramps, three interchanges, four flyover bridges, extensive MOT, box culvert extensions, retaining walls, and SWM features. Widening occurred in the existing interstate median to avoid impacts to existing interchanges. Traffic impacts were successfully coordinated with the adjacent corridor widening project.
Similarities: The scope of work on this VDOT design-build project included interstate widening along I-64 and extensive bridge repairs/rehabilitation. Required coordination with adjacent projects along the urban project corridor. Design optimization included reducing utility impacts, drainage design optimization, and comprehensive maintenance of traffic planning and implementation.

Impact on the Project: Ed oversaw the project team and organizational structure that included more than 50 people for various engineering, construction, and administrative positions. Several innovative design optimizations were developed that produced schedule benefits including adjusting median widths which eliminated the need for over 10,000 LF of median barrier and long-term maintenance concerns. Relocated utilities at nine bridges without schedule disruptions resulting in eliminating 75% of potential utility impacts and reducing SWM facilities by 50% (54 to 26), saving money and reducing future maintenance. The project was constructed within budget and opened to traffic ahead of schedule.

VDOT MIDDLE GROUND BOULEVARD DESIGN-BUILD (\$39M), NEWPORT NEWS, VA

Firm: Allan Myers **Role:** Design-Build Project Manager **Dates:** 05/2014 – 04/2015

Role: Responsible for all aspects of project performance, construction, ensuring contractual obligations are achieved, and delivered the project safely, on-time, and within budget. Ed oversaw all elements of design and construction, quality management, and contracted administration and worked collaboratively with VDOT and third-party stakeholders to complete the project promptly and with transparency.

Project Description: This project extended Middle Ground Boulevard from its previous termini at Route 143 (Jefferson Avenue) 1.2 miles to Route 60. Myers was responsible for overall design and construction including 1.2 miles of primarily new mainline four-lane divided highway, widening of urban principal arterial roadways at Jefferson Avenue and Warwick Boulevard to provide turn lanes to the new roadway, and intersection improvements to improve safety and ease congestion. Additional scope of work included a bridge over CSXT Railroad; public and private utility relocations including 2,640 LF water line relocation and 1850 LF sanitary sewer relocation; acquisition of 72 parcels including 56 relocations; improvement of intersections along the mainline as well as reconstruction of private and commercial entrances affected by construction; rehabilitation or removal and replacement of unsuitable soils; installation of four new SWM basins; and replacement of a sanitary sewer pump station. Bridge design optimizations included using concrete girders in place of structural steel and modifying the bridge from three to two-spans, reducing future maintenance needed.

Similarities: The first VDOT DB project roadway project in the Hampton Roads District, this project included roadway widening and bridge construction in similar geotechnical conditions and widening of highly, congested primary arteries in an urban setting. Coordination with various project stakeholders included CSXT, the City of Newport News, and HRSD to incorporate betterments that accommodate future growth in the region. Impacted utilities included Dominion Virginia Power, Newport News Water Works, HRSD, Virginia Natural Gas, City lighting, Cox Communications, Level 3 Communications, and Verizon fiber optic/copper wire telephone.

Impact on the Project: Ed's leadership as DBPM resulted in schedule improvements and productivity gains through adjustment of MOT sequencing and changes/additions to resources allocated to the project. He also worked with Newport News/HRSD to accommodate future growth by including a sanitary sewer force main betterment in the Project. Minimized potential safety risks by implementing an alternative TMP approach. Maintained access to private and commercial property entrances during reconstruction through continuous coordination and a strong public communication plan. Traffic impacts were minimized by utilizing soil stabilization for unsuitable solids in lieu of waste which would have created additional truck traffic.

MDTA I-95 EXPRESS TOLL LANES I-695 TO CAMPBELL BLVD (\$53M), WHITEMARSH, MD

Firm: Allan Myers **Role:** Senior Project Manager **Dates:** 05/2008 – 12/2010

Role: Oversaw all aspects of construction, design coordination, and contract administration for the project. His responsibilities included oversight of all construction operations, coordination with the MDTA and the engineer of record, proactive identification of potential issues, dispute resolution at the lowest responsible level, and oversight of safety and operation planning. Ed was responsible for schedule performance and allocation of resources to meet the project needs, client satisfaction, and budget performance.

Project Description: Reconstruction and widening of 1.8 miles of I-95 as well as repairs to the existing MD 43 bridges over I-95 to improve safety and ease congestion. The existing eight-lane divided highway was reconfigured to eight general purpose lanes and four express toll lanes. Four lanes of traffic were safely maintained in each direction through this congested corridor during construction. The project interfaced with two other major projects to the north and south. Maintenance of traffic and lane shifts were safely coordinated with the adjacent projects to minimize traffic impacts and reduce the potential for safety issues. Construction included 54,000 SF of sound walls and four new SWM facilities.

Similarities: This interstate widening project maintained traffic throughout the construction of four express toll lanes, required adjacent project coordination, and included bridge construction, sign structures, SWM facilities, sound walls, and utility coordination.

Impact on the Project: Ed led the development of a value engineering proposal to change the foundation design of a critical arch culvert resulting in overall risk reduction and significant schedule benefits. He maintained excellent public relations with business parks adjacent to the corridor during construction of noise walls that required construction access through private property. Ed led and managed a project team which included 17 engineers, superintendents and administrative personnel which led to the project being completed on time and within budget.

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

and control over all engineering decisions and/or design modifications during construction.

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

Similarities: The scope of work on this VDOT design-build project included seven miles of widening along I-64 as well as bridge repair/rehabilitation. Required coordination with adjacent projects along the urban project corridor. Design optimization included reducing utility impacts, drainage design optimization, and comprehensive maintenance of traffic planning and implementation.

Impact on the Project: Tom's impact serving as the RCE on the I-64 Segment II project was most prominent when working with VDOT/Myers to recover schedule lost to delays in full design approvals. Tom worked closely with the VDOT project management team, the DBPM, QAM, and Myers CM to develop and secure phased plan-approval packages to allow issuance of AFC plans, receive Notice to Commence Construction letters, and begin construction while final roadway/bridge plans were being approved. His efforts allowed the project to progress to construction 60 to 90 days prior to final design approvals.

MD 404 DB (\$104M) CAROLINE/QUEEN ANNE/TALBOT COUNTIES, MD

Firm: Allan Myers **Role:** Responsible Charge Engineer **Dates:** 8/2016 to 7/2018

Role: Served as JV DM during procurement, design, and construction (essentially VDOT RCE function) and fully integrated into the design and construction team. Responsible for MDOT SHA liaison during design and control over all engineering decisions and/or design modifications during construction. Answered to MDSHA on all construction compliance related to design and delivery of as-built construction documents that meet the AFC plans and contract.

Project Description: Design and construction of \$104 million MD 404 into a four-lane divided highway from US 50 to east of Holly Road. The nine-mile roadway was constructed in three parallel segments by the construction JV. The scope includes clearing, earthwork, drainage, pavement reconstruction, SWM, landscaping, signing, ITS, intersection lighting, new bridge over Norwich Creek, and utility coordination.

Similarities: Similar to the I-64 HREL 4C Project, this project required highway widening within a congested corridor that serves seasonal traffic heading from the mainland to the eastern shore. Involved significant environmental resource protection, complex MOT to keep traffic moving during construction, and advanced coordinated outreach to the project stakeholders to ensure that the conflicts between construction and the traveling public were minimized. The position required full-time presence during design and part-time on-site presence during construction.

Impact on the Project: This \$104M DB Project was the highest construction priority of Governor Hogan who mandated a completed project (design and construction) in 18 months. Tom and his team delivered the completed design and continued to work with MDOT SHA to resolve construction requested design changes focused on stakeholder requests, ESC modifications/changes, and drainage/SWM issues related shallow flat slopes on the Maryland eastern shore.

VDOT I-66 OUTSIDE THE BELTWAY P3 (\$1.2B) FAIRFAX COUNTY, VA

Firm: FAM Construction (Ferrovia/Myers DBJV) **Role:** Design-Build Integrator **Dates:** 11/2017 – 01/2021

Role: Served as the DB Integrator acting as a liaison between the DB Team, the Engineer of Record (EOR) and the Department / General Engineering Consultant (GEC). Responsible for oversight of the design Approval for Construction (AFC) documents and control over engineering decisions and /or design modifications during construction. Answered to the Department on all construction compliance related design issues. Main function was to work with the EOR, DB Team, the Department, and the GEC to achieve acceptance of the AFC plans and documents to allow construction to commence.

Project Description: This project will transform 22.5 miles of I-66 into a multimodal corridor that moves more people, provides more reliably, and offers new travel options. The project is a public-private partnership among VDOT and I-66 Express Mobility Partners. Significant bridge structures include B616 Jermantown Road, a 407-ft-long, two-span steel bridge with Virginia abutments and wall piers with drainage/girder conflict; B620 Cedar Lane, a 291-ft-long, two-span steel bridge with semi-integral abutments and wall piers (staged) with drainage/girder conflict; and B621 Gallows Road, a 359-ft-long, two-span steel bridge with semi-integral abutments and wall piers (staged) with drainage/girder conflict. The project relieves congestion and threads through a dense residential/ commercial area requiring walls at all of the abutments to reduce right-of-way impacts.

Similarities: VDOT DB interstate widening project along a congested urban corridor with complex MOT. MOT components requiring phased construction, significant bridge construction/rehabilitation, and numerous utilities.

Impact on the Project: Tom was brought into the I-66 project to resolve design issues that had arisen between the DB Team, the EOR and the VDOT/GEC. These issues revolved around plan preparation and substantial comments identified by the Department that required resolution for the plans to be approved for construction, ultimately allowing construction to begin. Working closely with the Department's CM and the GEC's PM, they spearheaded a working group process to review comments, offer resolution recommendations and ensure that the final design adhered to the agreed upon approach to finalize the Approved for Construction plans.

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. **Tom is available for full-time assignment.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Anthony Kondysar, PE, Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ: Quinn Consulting Services (QCS)
d. Employment History: With this Firm 5 Years – 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): QCS, Quality Assurance Manager (2015-Present): Anthony has provided QAM services on VDOT and FHWA Design-Build projects. On his past three QAM assignments, he has overseen the rehabilitation/construction of 16 Virginia interstate highway bridges. Anthony's responsibilities have included supervision of QA inspection staff to ensure all work and testing of materials were performed correctly and at the proper frequencies. He also has monitored construction QC programs, ensuring sampling and testing were performed in accordance with contract requirements, approved for construction plans, specifications, and VDOT's Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects, July 2018. His experience also includes maintaining the Materials Notebook, approving monthly pay estimates, developing and resolving project nonconformance reports (NCRs), developing project punch lists, and delivering all Preparatory Inspection Meetings. Virginia Port Authority (2007-2015): Anthony served as PM for multiple bridge, building, waterfront, rail, pavement, and utility construction projects on shipping facilities operated by the VPA in Norfolk, Portsmouth, and Newport News, VA. His key responsibilities included oversight and consultation on civil design, waterfront structural, hydrographic surveying, architecture, environmental, fender repair, pavement maintenance, and security fencing term contracts. Alpha Corporation (2004-2007): Anthony served as QAM/PM for various projects with VPA. His responsibilities included initiation and review of reports, correspondence, and other communications required to maintain project schedule and budget; identification of potential conflicts; and recommendation of cost effective and timely solutions.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute, Blacksburg/BS/1985/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer – Virginia/1990/0402021246
g. Document the extent and depth of your experience and qualifications relevant to the Project. <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>
I-64 CAPACITY IMPROVEMENTS SEGMENT III (\$244M) YORK COUNTY, VA
Firm: Quinn Consulting Services Role: Quality Assurance Manager Dates: July 2018 – June 2021 (Projected) Role: Anthony's responsibilities include assuring project compliance with contract documents, including VDOT Minimum QA/QC requirements on DB projects. He manages all aspects of the QA program, and directs inspections by QA inspectors and independent QA testing technicians for all project activities, including rehabilitation and widening of four bridges and replacement of two bridges. Specifically, he monitors implementation and functioning of the project-specific QA/QC plan; chairs all preparatory meetings; initiates, distributes, and closes all project NCRs; oversees entries in the Materials Notebook; approves monthly payments; and maintains the punch list. Anthony proactively reviews project documentation, such as source of materials and daily inspection reports, to ensure all work conforms with contract documents and any nonconforming work is removed or repaired to prevent impacts on quality or schedule. Project Highlights: This project widens I-64 from approximately 1.15 miles west of Route 199 (Exit 234), to 1.05 miles west of Route 199 (Exit 242), extending the three-lane section of I-64 Segment II west for approximately 8.2 miles. Improvements include adding a 12-ft-wide travel lane and a 12-ft-wide shoulder in each direction. The work involves pavement reconstruction of the existing lanes, rehabilitation and widening of four bridges, three major culverts, and replacement of two bridges over Queens Creek. The project includes reconstruction of the I-64 East off-ramp to Route 143, installation of a signalized stop at the end of the ramp, sound wall installation, drainage improvements, storm water management facilities, sign structure replacements, corridor-wide landscaping, MOT, and work zone traffic control.

Similarities: This project is similar in size and scope to the 4C project, requiring multiple traffic phases and major traffic switches on the I-64 corridor. In addition, both the I-64 Segment III and 4C projects construct bridges through and over waterways necessitating enhanced environmental awareness and E/SC plans. With both projects, using the identical VDOT DB Minimum Requirements and with Anthony's experience implementing QA/QC Plans on very similar activities (earthwork, subgrade, asphalt paving, pavement marking, ITS) there will be no learning curve for the QA team.

Impact on the Project: As QAM, Andy was an integral part of the success of this project, and he used his experience in Quality Assurance and the Geotechnical disciplines to monitor and document the use of all materials in the Materials Notebook which was kept up to date and audited regularly by VDOT personnel.

I-564 INTERMODAL CONNECTOR DESIGN-BUILD (\$92.5M) NORFOLK, VA

Firm: Quinn Consulting Services **Role:** Quality Assurance Manager **Dates:** Jan 2018 – Oct 2020

Role: Anthony worked closely with the DB contractor and the Eastern Federal Lands Division of the FHWA in preparing and implementing a project-specific QA/QC plan that follows both the requirements set forth in VDOT's Minimum Requirements as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA. Anthony partnered with FHWA, the EOR, and the CM to track all field design changes, RFIs, deficiencies, and NCRs to ensure that all project changes were resolved in a way agreed to by all parties. Anthony also coordinated QA staff to ensure that QA inspectors and technicians were on site to monitor and inspect all construction activities.

Project Highlights: The I-564 Connector provides a safe, high-speed connection from the existing I-564 to Norfolk International Terminals and Naval Station Norfolk. The project is approximately 2.82 miles of new four-lane limited access highway with a reconfigured commercial vehicle inspection station for the naval station. Improvements included construction of an interchange, construction of six bridges and local connectors, and storm water management facilities.

Similarities: Both the I-64 Segment 4C and the I-564 Intermodal Connector consist of improvements to bridges in and around major interchanges. The work includes improvement and reconstruction of many of the same elements (structures, pavement, drainage, landscaping) and phased work on items such as MOT and erosion and sediment control. In addition, both I-564 and I-64 Segment 4C projects require interfacing with multiple project stakeholders including universities, military organizations, utility companies, environmental groups, the FHWA, and various VDOT Sections.

Impact on the Project: Andy's impact on this project was substantial as it was performed in conjunction the FHWA and required Andy to develop, maintain, and close out the project punch list for each structure and section of the project. Andy worked very closely with the GC, FHWA, and stakeholders to coordinate acceptance of all project elements.

I-64 CAPACITY IMPROVEMENTS SEGMENT I (\$101.5M) NEWPORT NEWS, VA

Firm: Quinn Consulting Services **Role:** Quality Assurance Manager **Dates:** Sept 2015 – Jan 2018

Role: Anthony oversaw a team of independent QA inspectors and monitored the contractor's QC team for compliance with both VDOT's Minimum Requirements and the project-specific QA/QC Plan. Anthony performed all necessary QA functions, in the field and in the office. Field work consisted of managing a team of inspectors for all aspects of the project and ensuring they were up to date on all approved project documentation. In the office, Anthony maintained the Materials Notebook and attended preparatory and progress meetings to ensure open communication with all project stakeholders.

Project Highlights: This project involved an operationally independent segment of the I-64 widening. The purpose was to provide immediate congestion relief. Four existing bridges within the corridor were repaired and widened to meet current design and safety standards. Improvements included addition of one 12-ft-wide travel lane and one 12-ft-wide shoulder in each direction, thereby widening a four-lane section to six lanes, using the existing interstate median to limit the amount of right-of-way (ROW) required to construct the project.

Similarities: Both are VDOT DB projects, which Anthony and the Quinn team have been performing from start to finish for years. Similarities include rehabilitation and widening of four bridges, roadway, survey, environmental, geotechnical, hydraulics, traffic control devices, overhead sign structures, transportation management plan, ROW, utilities, public involvement/relations and stakeholder coordination, QA/QC, landscaping, lighting, construction engineering/inspection and project management. Both the I-64 Segment I project and I-64 Segment 4C have almost identical maintenance of traffic challenges/risks in keeping traffic flowing unencumbered and safely through the respective projects. In addition, both projects are constructed in highly sensitive environmental areas that include among other things waterways and reservoirs that must be protected throughout all phases of project construction.

Impact on the Project: Andy was a major contributing factor in this project opening on time with minimal quality issues. Andy's attention to detail combined with his previous quality management and geotechnical experience allowed him to head off issues in the field before they became major issues. He also provided the quality team and Contractor with detailed activity Preparatory meeting agendas that allowed for early discussion of potential issues.

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. **Andy Kondysar has no current or anticipated assignments that overlap with the timeframe of this project as described in the RFP.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Project Assignment: John Maddox, P.E. – Senior Vice President
b. Project Assignment: Senior Vice President/Design Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ: Whitman, Requardt & Associates, LLP (WRA)
d. Employment History: With this Firm 26 Years – Other Firms 10 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Senior Vice President/Design Manager (1995 -Present): John has served as a Project Manager for major VDOT design projects continuously since 1997 and as the Design Manager on multiple VDOT Design-Build projects. He routinely manages the design of major interstate/freeway widening and reconstruction projects ranging in construction value from \$30 million to \$200 million and specializes in the design of complex projects requiring a multi-discipline design team. As Design Manager, John is responsible for the complete design effort including ensuring conformance with contract documents, constructability, risk evaluation and quality assurance/quality control throughout the project team.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Montgomery, West Virginia B.S. 1985 Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1989 Professional Engineer VA Registration #0402026613
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>
<u>ATKINSON BOULEVARD OVER I-64 AND CSX (\$53M) YORK COUNTY, VA</u>
Firm: Whitman, Requardt & Associates Role: Design Manager Dates: Sept 2017 – Dec 2020 Role: Design Manager responsible for complete engineering services for a new four-lane divided east-west arterial between Warwick Boulevard and Jefferson Avenue. Led coordination efforts with the City, VDOT, CSX and the permitting agencies. Managed the design teams for a 1,750' long bridge and approach embankments in a complex geologic setting with deep highly compressible soils. The bridge approach embankment was design to handle a settlement of approximately 3' utilizing a complex phasing of the embankment located over an existing stream with a proposed triple box culvert. John led the QA/QC for the design efforts for the project. Project Highlights: The 1.2-mile project included a major bridge crossing over CSX railroad, I-64 and wetlands for a length of 1,750 feet. The new bridge structures consist of 11 units with 85-inch bulb tee concrete girders. The bridge is one of the longest continuous concrete (jointless) bridges in VA to reduce long-term maintenance. The construction included a 400' long trestle with T-road trestle fingers over. Access to the bridge was limited by the existing wetlands, requiring the embankments to be elevated utilizing two phase MSE retaining walls to handle the proposed settlement. The project design required a full hydraulic analysis of a new triple cell box. The environmental permits for the project required extensive coordination with the COE. The project included the design of a sound barrier with a length of 1,925. Similarities: Major bridge in Hampton Roads, in soft soils with MSE embankments with 3' of settlement, MOT on I-64, sound barrier, environmental permitting. Impact on the Project: John's understanding of VDOT/FHWA environmental documents and COE permitting resulted in a corridor analysis proving the selected project location was the least environmental impactive alternative. The coordination with the COE was extensive and included the evaluation of temporary impacts for

trestles and construction access. The design coordination of bridge and approach embankments through the wetlands required innovative approaches to minimize environmental.

VDOT DB I-95 SOUTHERN EXTENSION OF THE EXPRESS LANES (\$36.9M) NORFOLK, VA

Firm: Whitman, Reardon & Associates **Role:** Design Manager **Dates:** June 2016 – Dec 2017

Role: As Design Manager, John was responsible for WRA's complete design efforts for the project included the design of a reversible single lane extension within the median of I-95 with a major extension of the ITS systems for the operations of the Express Lanes. John coordinated the Toll/ITS Task Force to facilitate the design and construction of the proposed ITS systems including advance pricing signing, gate control systems, back up generation sites, vehicle detection and CCTV cameras connected into Transurban's Traffic Operations Center. VDOT requested a major redesign of the entire project after approval of the "Approved for Construction" plans based on coordination with the proposed Transurban/VDOT P3 agreement for the extension of the Express Lanes to Fredericksburg, VA. The redesign widened the Express Lane to two reversible lanes. John was responsible for the QA/QC program for the design of the project.

Project Highlights: The 2.2-mile extension of the Express Lanes on I-95 at Garrisonville included additional access points to the I-95 general purpose lanes at the southern terminus of the project. The project storm drainage design included enclosing the entire median drainage system requiring multiple deep drainage structures and a complex evaluation of SWM requirements. WRA proposed an innovative green wall to steepen embankment slopes to avoid the relocation of an existing stream. WRA completed the final noise analysis report and designed a 4,000' long sound barrier at the Garrisonville interchange. The design efforts completed by WRA included roadway, hydraulic, SWM, retaining walls, sound barriers, utility relocation and coordination, traffic engineering, lighting, public involvement, quality assurance.

Similarities: VDOT Design-Build, interstate express lanes, ITS/tolling systems sound barrier, poor soils. MOT

Impact on the Project: John's knowledge of VDOT SWM requirements resulted in the elimination of several proposed facilities and eliminated all right of way impacts of the project allowing for the acceleration of the project and reduced future maintenance cost. The elimination of the stream impacts significantly reduced VDOT's cost for stream mitigation. The Tolling/ITS Task Force allowed for the seamless integration of the ITS systems into Transurban's Traffic Operation Center.

VDOT I-81 BRIDGE REPLACEMENT OVER THE NEW RIVER AND EXIT 105 MODIFICATIONS (\$116M) MONTGOMERY AND PULASKI COUNTIES, VA

Firm: Whitman, Reardon & Associates **Role:** Design Manager **Dates:** Feb 2011 – Dec 2014

Role: Design Manager responsible for the complete design of the project through PAC plans. John led the alternative development efforts for the replacement of the I-81 bridges and proposed interchange modifications at Exit 105, the selected alternative eliminated a major portion of the interchange improvements by replacing the Rte. 232 bridge in its existing location with phased construction of the bridge. WRA's innovative design included soil nail/MSE retaining walls at the abutments and the use of micro piles to accelerate the bridge construction. The I-81 bridges are shifted into the existing median to maintain two travel lanes in each direction during construction and the final bridge carries three lanes with full shoulders.

Project Highlights: The project included 1.72 miles of improvements to the existing four-lane interstate. The two new bridges on I-81 included three 12' lanes and two 12' shoulders approximately 80' above the river. The two I-81 bridge structures are each 1,680' and are continuous haunched structural steel that consists of 7 spans up to 270' in length. The bridge design featured continuous (jointless) deck by utilizing the VA style abutments and are some of the longest fully continuous structural steel bridges in VA. The bridges are located in a complex geologic karst setting resulting in the utilization of drilled shaft foundations within the river bottom. The COE permitting included a causeway for the bridge construction and provided for boating traffic along the river during construction. In addition, the existing bridge on Rte. 232 over I-81 was replaced with a new 2-span haunched structural steel bridge structure.

Similarities: Major interstate bridges over a river, interstate widening, MOT, geotechnically challenging project.

Impact on the Project: John's experience on designing widening projects on I-81 with high truck volumes with steep grades and high operating speed resulted in designing the median crossovers with a higher design speed of 70 mph to improve safety during construction and the phased construction by widening into the median.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Jeffrey Snow, Senior Project Manager
b. Project Assignment: Construction Manager (CM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Allan Myers (Myers)
d. Years' experience: With this Firm <u>19</u> Years With Other Firms <u>2</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Allan Myers, Sr. Project Manager (2013-Present): Manages all aspects of his projects including planning and scheduling work activities; coordination with the owner and other stakeholders, design consultants, private utility owners; and public outreach for all phases of construction. Jeff oversees construction activities to ensure project delivery that meets or exceeds all expectations of quality control (QC) ensuring the materials used and work performed meet contract requirements and approved-for-construction plans and specifications. He is on site for the duration of the construction operation, guaranteeing that schedule and budget meets or exceeds the project requirements. Jeff oversees deputy project managers, superintendents, and project engineers for large interstate widening and bridge rehabilitation projects. He has been responsible for the onsite construction management of three major interstate widening projects and more than 10 bridge reconstruction/rehabilitation projects. Allan Myers, Project Manager (2005-2013): Managed all aspects of his projects; responsibilities included planning and scheduling work activities; engineering submittals; pay estimates; coordination with owner, subcontractors, suppliers and other stakeholders; customer satisfaction; and safety for all phases of construction. Allan Myers, Project Engineer (2002-2005): Responsible for submittals and approvals of shop drawings and materials, work plans for crews, safety planning, QA/QC for structural work, and owner liaison. Jeff was responsible for the scheduling of structural crews and related subcontractors and development of weekly schedules to support expedited project delivery per the approved CPM schedules.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/2000/Civil Engineering Virginia Polytechnic Institute and State University, Blacksburg, VA/MS//2002/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2014/Virginia DEQ RLD Certification/#41837 2013/VDOT ESCC/#2-00220 – <i>Certification will be renewed prior to the commencement of construction</i>
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>
<u>I-95 EXPRESS TOLL LANES, 695 TO CAMPBELL BLVD (\$53M) WHITEMARSH, MD</u>
Firm: MD Transportation Authority Role: Construction Manager Dates: 07/2007 – 12/2010 Role: Jeff was responsible for project team leadership, managing project schedule within budget, coordination with adjacent contracts working within the same corridor, and construction quality control. He managed a variety of owner-requested scope changes and developed a strong relationship with the owner's representatives. Project Description: The project reconstructed and widened 1.8 miles of I-95 and included contingent repairs to the existing MD 43 bridges over I-95. The eight-lane divided highway was reconfigured to eight general purpose lanes and four express toll lanes. Four lanes of traffic were safely maintained in each direction throughout construction. The scope of work included phased replacement of a deteriorating large diameter structural plate pipe arch culvert under the entire width of I-95 with a pre-cast concrete arch culvert; new storm water management facilities; wetland mitigation facilities; retaining wall structures; 56,000 SF of noise walls on over 4,000 VLF of 30" and 36" diameter caissons; 7 miles of concrete barrier walls; landscaping; signing and pavement marking; intelligent transportation systems (ITS) with toll gantry foundations and conduit; new non-public turn around ramps; and underground utilities. Similarities: This project was part of a reconstruction effort through this congested corridor, widening to the outside of I-95 (NB & SB) while maintaining all lanes of traffic. The team proactively coordinated traffic impacts including

striping and traffic control devices for major traffic shifts.

Impact on the Project: Under Jeff's leadership, Myers implemented value engineering proposals including re-design of arch culvert foundations from drilled shafts to H-piles in an existing stream. Jeff was directly involved in all details of construction and the operational planning while providing a high level of QC oversight. Through the development of a positive working relationship with MDTA's onsite representative, Jeff and his team incorporated additional work requests for substructure repairs for the MD 43 bridge over I-95 and served in an "on-call" contractor role along the project corridor, completing additional slope repairs, clean up, and other miscellaneous work.

VDOT RTE 58 (LASKIN RD) RECONST./BRIDGE REPLACEMENT (\$81M) VIRGINIA BEACH, VA

Firm: Allan Myers

Role: Construction Manager

Dates: 09/2019 – 12/2022

Role: As construction manager, Jeff is responsible for managing all aspects of construction, including maintaining the project schedule, planning operations within budget, coordinating with adjacent projects, and overseeing construction quality control. Jeff and his team work closely with VDOT and the City of Virginia Beach to owner-initiated changes in design while reducing impacts to neighboring businesses and residents.

Project Description: Smart Scale Road reconstruction of Rte 58 from First Colonial Rd to Birdneck Rd for approx. 2-miles. Reconstruction and reconfiguration of the roadway within the existing footprint, from two mainline lanes in each direction with adjacent service roads to three lanes in each direction. The project replaces the existing bridge over Linkhorn Bay, to meet the new design flood elevation and includes raising the roadway as much as three feet. This imposes challenges with respect to maintenance of traffic during phased construction. The scope of work also includes upgrade of six signalized intersections along the corridor and extensive underground utility work consisting of over 60,000 LF of sanitary, storm, water, and HRSD force main piping.

Similarities: VDOT Hampton Roads District urban project corridor; phased approach to reconstruction and widening of roadway and bridge including stormwater and environmental management, geotechnical (poor soils and use of lightweight aggregate) and MOT challenges (phased construction while maintaining traffic and access to businesses and homes along the corridor). Direct coordination with the same and similar project stakeholders including public and private utilities, the City of Virginia Beach, residents and businesses.

Impact on the Project: Jeff and his team successfully collaborates with VDOT and project stakeholders, including HRSD, Virginia Natural Gas, Dominion Energy, Verizon, Cox, and VBS to maintain access and service during construction. Jeff's attention to detail and collaborative approach have been an asset in planning the multiple traffic shifts and high degree of coordination required to successfully maintain access to area residents and businesses while making room for the improvements. The project abuts Linkhorn Bay, a sensitive environmental area that drains to the ocean. Under Jeff's leadership, the team has successfully coordinated with VDOT and the DEQ to ensure the proper E&S controls are implemented and maintained including the use of cofferdams and turbidity curtains for the phased bridge reconstruction work. Personnel have been dedicated on the project to maintaining the controls and documenting those efforts for the applicable agencies.

US 40/MD 715 INTERCHANGE DB PROJECT (\$17.7M) HARFORD COUNTY, MD

Firm: Allan Myers

Role: Construction Manager

Dates: 10/2010 – 07/2012

Role: Jeff was responsible for all aspects of construction including planning and scheduling work activities; engineering submittals; paying estimates; coordination with owner, subcontractors, suppliers and other stakeholders; customer satisfaction; and safety for all phases of construction. Jeff also supervised multiple Project Engineers.

Project Description: Located adjacent to Aberdeen Proving Grounds (APG), this project accommodated additional personnel being relocated to APG as part of the U.S. Department of Defense's (DOD) BRAC initiative and improve access for over 8,700 vehicles arriving at APG each morning. The scope of work included widening of MD 715 in both directions, upgrading the US 40/MD 715 interchange, widening MD 715 bridge over US 40. A 300' long, 20' high MSE retaining wall was designed to support and relocate the ramp. The proposed storm drain consists of approx. 20,000 LF of new pipe, 4 SWM ponds and associated ESC design. SWM design features included wet ponds, detention dry ponds, grass swales, and roadside ditches.

Similarities: Like the I-64 urban project corridor, this DB project included roadway widening, bridge rehabilitation/widening, retaining walls, and stormwater management.

Detailed MOT and detour plans were prepared to address closing Ramp 6 to allow for construction. The detour plan included the design of a temporary signal along U.S. 40 to accommodate movements lost by the closure of Ramp 6.

Impact on the Project: Jeff was responsible for the management and collaboration of the design team, providing construction input into design, managing construction operations including schedule and resource management, safety and subcontractor management, and quality control. He worked closely coordinated construction with Harford County, the City of Aberdeen, and MDOT SHA to complete this DB project on schedule and within budget.

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. **Jeff's current assignment for VDOT's Rte 58 Reconstruction/Bridge Replacement project will be completed in December 2022.**

ATTACHMENT 3.4.1 WORK HISTORY FORMS



A JOINT VENTURE
**ALLAN
MYERS
TRAYLOR**
TRAYLOR BROS., INC.

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ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-64 Segment II Capacity Improvements Location: Newport News, York County, and James City County, VA	Name: Rinker Design Associates	Name of Client: VDOT Project Manager: Mike Davis Phone: 757-925-2680 Email: mike.davis@VDOT.virginia.gov	04/2019 (Substantial) 05/2019 (Final)	04/2019 (Substantial) 11/2019 (Final) <i>*Resolution of subcontractor issue delayed final acceptance</i>	\$138,747	\$141,370 <i>*Increases due to addition landscaping and bridge repairs</i>	\$141,370

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

RFQ Evaluation Criteria Met

- ✓ Opened the roadway to traffic ahead of the original contract fixed completion date
- ✓ Successfully coordinated with adjacent Segment I project
- ✓ Delivered the project in a developed urban corridor
- ✓ Used innovative design solutions and construction techniques
- ✓ Limited impacts to the traveling public and minimized congestion during construction
- ✓ Developed and managed effective communication strategies with key stakeholders

FIRM & ROLE: Myers was the Lead Contractor for this Project.

RELEVANCE TO I-64 HREL SEGMENT 4C: This VDOT design-build project reconstructed and widened I-64, adding an additional lane in each direction; rehabilitation/widening of the existing bridges along this stretch of roadway; and required coordination with the adjacent Segment I project. Proposed key personnel from this project include **DBPM Ed Helferty** and **EIC Tom Heil**.

PROJECT OVERVIEW: This seven-mile highway-widening project demolished the existing two-lane roadway and shoulders in each direction and replaced them with three lanes and new, wider shoulders. The project included widening and rehabilitation of nine bridges over the seven-mile distance; two bridges at Burma Road, Penniman Road, Jefferson Avenue, and Yorktown Road as well as a single ramp bridge at Exit 243B.

SCHEDULE PERFORMANCE: The project was fully opened to three lanes of traffic in each direction on April 10, ahead of the April 12 Substantial Completion milestone goal for the project. When issues were encountered with meeting the construction schedule, Myers supplemented subcontractor work forces with additional internal resources to expedite critical path bridge construction work. Widening work at each of the nine bridge locations occurred simultaneously to ensure the substantial completion milestone would be met. Eliminating 75% of the potential utility impacts created flexibility in the design and construction schedules to address other issues without impacting substantial completion and opening the new roadway to traffic.



COORDINATION WITH ADJACENT PROJECTS: Construction of the Project occurred in conjunction with I-64 Segments I and III which bookended the project on the east and west. Segment I to the east was finishing when the project started and Segment III was starting as the project finished, requiring coordination with both. The Myers Team proactively coordinated traffic impacts including lane shifts, striping, and traffic control devices for major traffic shifts. Myers participated in regular coordination meetings with the adjacent project teams to coordinate traffic control, stakeholder outreach and other aspects of the project.

URBAN PROJECT CORRIDOR: The I-64 project corridor had traffic volumes of roughly 52,000 vehicles per day. Each of the nine bridge rehabilitation and widenings were constructed in constrained work spaces. Bridge construction constraints were the most challenging at the 400' long Jefferson Avenue bridge due to the 130-degree skew, creating a bridge nearly parallel to the roadway on Jefferson Ave. The clearance between I-64 and construction activities for pile driving and girder erection was only 6' to live traffic. After widening was complete, the two structures were only 4' apart.

INNOVATIVE DESIGN SOLUTIONS & CONSTRUCTION TECHNIQUES: Traffic impacts were minimized by using an outside widening near Burma Road even though RFP Conceptual plans showed an inside widening. To increase clearances under the existing structures for an outside widening, the crown point was shifted toward the outside and the outer two girders were reset to match the new superelevation. This innovative solution allowed the widening to occur without encroaching on clearances beneath the existing structure. To eliminate future maintenance costs, the existing stub abutment at Jefferson Avenue was retrofitted to a Virginia Abutment. This allowed existing beams to remain in their same state of fixity while removing the old strip seal details. Eliminated the need for the open top, concrete storage basins shown in the RFP Conceptual plans by utilizing grassed swales and other channel storage facilities to manage quantitative storage needs. Elimination of the large concrete basins reduced cost and improved schedule for drainage construction items. Discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC and reduced the number of SWM facilities by 50% from 54 to 26, providing cost savings as well as reduced future maintenance.

LIMITING PUBLIC IMPACTS AND MINIMIZING CONGESTION: For this project, Myers committed a MOT Manager on staff to manage any shifts in traffic and manage the work zone. The MOT manager worked closely with the roadway design team to ensure a seamless link between design and construction, limiting shifts or change in traffic patterns. A plan was set in place to notify stakeholders, the traveling public, and those in the community in a timely manner when major shifts were made.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS: The Myers Team worked closely with VDOT Hampton Roads Public Affairs to deliver routine project updates and traffic impact information to the community and project stakeholders. Email blasts and news releases were the primary means of communicating this critical information to the public and community. Myers provided progress photos and traffic information for use in these communications. Additionally, Myers participated in stakeholder meetings, community meetings such as a Pardon Our Dust, and meetings with first responders. Variable message signs also provided advance notification to motorists regarding traffic impacts and changes.

"I've been amazed during the past few months as I've watched the widening of I-64 between Williamsburg and Newport News, Virginia. Typically, when there is road construction it's not something that drivers passing by notice. However, there is something different about Allan Myers Construction. ...It seems that construction is moving much faster than most road projects seen. Hats off to the management for operating a company that through observation appears to be at the top of their game." - Carey Parker, Local Roadway User, via Email

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-476 Widening and Reconstruction (Bethel Rd to Fretz Rd) Location: Montgomery County, PA	Name: Urban Engineering	Name of Client / Owner: PA Turnpike Commission Project Manager: Mike Shaak Phone: 717-831-7538 Email: mshaak@paturnpike.com	11/2016 <i>*09/2017 revised contractual completion date</i>	08/2017 <i>*Differing site conditions</i>	\$197,977	\$207,344 <i>*Owner approved change orders for differing site conditions, waste area management, and unit price quantities</i>	\$207,344

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

RFQ Evaluation Criteria Met

- ✓ Experience in successfully coordinating with adjacent projects
- ✓ Project in a developed urban corridor
- ✓ Used innovative design solutions and construction techniques
- ✓ Limited impacts to the traveling public and minimized congestion during construction
- ✓ Developed and managed effective communication strategies with key stakeholders

FIRM & ROLE: Myers was the Lead Contractor for this Project.

RELEVANCE TO I-64 HREL SEGMENT 4C: Part of a corridor-wide improvement program, this urban highway reconstruction and widening project increased capacity, reduced commuter delays, and improved public safety.

PROJECT OVERVIEW: With traffic volumes of 67,000 ADT and an expected increase to 100,000 vpd within 10 years, this project was part of a \$2 billion statewide initiative to upgrade the 70+ year-old Turnpike facility to meet current design standards, improve safety, and reduce congestion for drivers.

The project involved full depth reconstruction and widening of approx. 5 ½ miles of limited-access interstate from MP 25.67 to MP 31.34. The existing four-lane roadway was widened to six 12-foot travel lanes (three NB and three SB) with 12-foot shoulders and replacement of six mainline bridges and two overhead bridges. Construction was carried out in three major stages; (1) interchange work, (2) outsides of the roadway, and (3) insides of the roadway.

The project included four box culvert extensions, four arch culvert extensions, 20 retaining walls, four soil nail walls, five sign structures, and 17 sound barriers. Myers constructed 205,000 SF of MSE retaining walls which were concrete panels with metal straps. 400,000 SF of sound walls were a combination of structure and ground mount soil nail and shotcrete walls with rock sculpting. The limited project footprint met stormwater management requirements using 28 individual SWM features, including temporary and permanent basins, naturalized swales, and rain gardens.

SCHEDULE PERFORMANCE: Myers met the modified contractual schedule completion. The project also included a milestone for removal of the temporary detour to reconstruct/widen the Bustard Rd bridge over I-476. The bridge was completed ahead of schedule and the roadway was opened to traffic two days earlier than the required date.

COORDINATION WITH ADJACENT PROJECTS: As part of the corridor-wide improvements, coordination was required with two active projects during construction. The adjacent project to the south (constructed by others) and the Harleysville Bridge over I-476 (constructed by Myers) required weekly coordination of traffic patterns and stoppages, as well as coordination of any plan changes at the project interfaces.



URBAN PROJECT CORRIDOR: The urban nature of the project corridor presented significant challenges with maintenance of traffic during construction. Myers maintained a full-time traffic crew during all hours of traffic impacts to maintain signage/delineators/traffic controls. Flaggers were assigned to all ingress/egress from the mainline roadway during active work hours. Myers completed all traffic shifts during night/weekend shifts with a workforce of 50+ people around the clock. Reconstruction of the Lansdale interchange at MP31 required five phases on construction to maintain access for the 30,000+ vehicles that entered/exited the toll road at this location.

INNOVATIVE DESIGN SOLUTIONS & CONSTRUCTION TECHNIQUES: Myers was responsible for design-build H-pile and lagging systems for 16 locations to support excavation at all bridges, MSE structures, and box culverts. To maintain construction progress, Myers' developed a revised MOT concept using an hourglass configuration to safely maintain traffic without delaying the project. The hourglass shifted two-lanes of traffic twice in each direction within a 6-mile area and was implemented without major issues.

The pavement design specified six lifts of asphalt and required a stepped detail with 6" reveal at each layer; however, the 6" reveal at each step could not be present due to asphalt sloughing during paving. Prior to placing the first lift of asphalt in subsequent phases, specialized milling machines provided the necessary vertical face and reveal for each layer of asphalt.

Excessive swell on over 1 million CY of excavation required placement of fill at numerous infields within the project limits and an additional offsite disposal site. Subgrade preparation required extensive undercutting for unsuitable soils and rock encountered within 1' of the roadway subbase. One-foot rock undercuts were stabilized with 2A and accounted for approx. 30% of undercut required; one-foot undercuts for unsuitable subgrade soils were replaced with geotextile fabric and 2A aggregate (approx. 15% of required undercuts); and 2' undercuts were filled with b-rock (approx. 50% of required undercuts).

After removal, the existing concrete pavement was crushed onsite to produce suitably sized materials for fill areas and the new roadway subbase. Excess excavated material was blended with imported material to make topsoil onsite.

LIMITING PUBLIC IMPACTS AND MINIMIZING CONGESTION: To limit impacts to mainline interstate traffic during construction, Myers crews utilized local access roads to enter construction work areas wherever feasible, reducing the required mainline access points by 25% (from 18 to 13). Any work that impacted traffic was completed at night, including traffic switches, milling, paving, and striping. To minimize the overall duration of construction impacts, Myers optimized paving operations and set aggressive production goals. Crews set a company record for asphalt placed in a single-shift, placing 280 loads (6,344 tn) in 10 hours and 49 minutes. That translates to one load of asphalt every 2.3 minutes. It took exceptional coordination, cooperation and commitment from production, construction, and transportation teams to produce these results.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS: Myers construction team coordinated with the local municipalities for additional lane/road closures of the local roads below 476 to expedite construction of bridge substructures and reconstruct the local roads.

RECOGNITION: NAPA Quality in Construction Award (2018); PAPA Pavement Quality Award (2019)

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Stan Musial Veterans Memorial Bridge Location: St. Louis, MO	Name: HNTB	Name of Client/ Owner: Missouri Department of Transportation Phone: 314-453-1841 Project Manager: Randy Hitt Phone: 314-453-1841 Email: Randy.hitt@modot.mo.gov	11/11/2013	03/08/2014 <i>* Time extension due to force majeure: high water and flooding</i>	\$229,450	\$229,727	\$229,727

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

RFQ Evaluation Criteria

- ✓ Experience in successfully coordinating with adjacent projects
- ✓ Use of innovative design solutions and construction techniques
- ✓ Limited impacts to the traveling public and affected businesses and communities, including commitments to effective strategies to minimize congestion during construction
- ✓ Developed and managed effective communication strategies with business owners and other key stakeholders

FIRM AND ROLE: Traylor served as a Lead Contractor in the joint venture (comprised of Massman Construction Co., Traylor Bros., Inc., and Alberici Constructors).

RELEVANCE TO I-64 HREL SEGMENT 4C: This project involved the construction of an interstate bridge over a large waterway (the Mississippi River) with significant marine traffic. Involved coordination with railroads, business owners, key stakeholders to minimize impacts to operations.

PROJECT OVERVIEW: The first bridge built connecting downtown St. Louis and southwestern Illinois in more than 40 years, the completely new alignment helped relieve the Poplar Street Bridge (PSB), which was one of only two bridges in the U.S. to carry three interstates. Shifting I-70 from the PSB to the new Mississippi River Bridge significantly relieved traffic congestion. The project constructed a 1,500-foot main span with 400-foot towers with a total project length of 1.22 miles. The work included 12 drilled shafts (11 feet, 6 inches in diameter); 38,225 cubic yards of substructure concrete; 9,446 cubic yards of superstructure concrete (pre-stressed slab panels); 8,188 tons of fabricated structural steel; 1,257 tons of stay cable strand; and 7,563 tons of reinforcing steel.

SCHEDULE PERFORMANCE: The Mississippi River was in a flood stage for the first five months of the project, leading to a revision in the contract completion date. To keep on schedule, construction crews worked double shifts, six days a week for over a year, allowing the project to finish on schedule.

COORDINATION WITH ADJACENT PROJECTS: The project extended from anchor pier to anchor pier. The approach bridges on either side of the main bridge were contracted to two different contractors, one in Missouri and one in Illinois. The approach landed on the anchor pier constructed by Traylor. Detailed coordination throughout the project was required and no issues were encountered.

DEVELOPED URBAN CORRIDOR: The Missouri side of the project was located in a developed and growing industrial area in St. Louis. Heavy industrial traffic in this area required consideration and coordination with local businesses to ensure no disruptions to their activities. Also, we successfully coordinated with two Class 1 railroads in Missouri and five Class 1 railroads in Illinois to build temporary at grade crossings, as well as build the bridge over these tracks on both sides of the river.



INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES: All combined, the ATC and adopted VE proposals provided a reduction in construction costs by more than \$7.5 million while the reducing the quantities of foundation elements resulted in a schedule reduction of approximately 1 month.

One ATC proposed by the team reduced the number of main shaft piers by increasing the pier diameter and tying into bedrock at each river foundation. The team performed a world record pile load test of 36,057 tons, proving that they would be tied into some of the strongest foundations in the world. The project also included a major value engineering (VE) proposal that reduced footing depths and seal depths for piers 11 and 12, and increased quantities for seal concrete. Another VE proposal eliminated the need for electrical conduits by allowing cable trays. This became a standard on many projects because it is less expensive and easier to access electrical cable.

Capitalizing on past experience to safely construct the towers 122 meters above the river, the team utilized specialized equipment with included a combination of barge-mounted cranes and Favco tower cranes. The team also developed a self-climbing tower leg form system that did not require cranes for lifting operations. The forms used a system of hydraulics to raise all forms and platforms, improving both safety and efficiency.

LIMITING PUBLIC IMPACTS AND MINIMIZING CONGESTION: As a completely new alignment of interstate I-70 across the Mississippi River, potential impacts to the traveling public were concentrated at the roadway tie-ins to the existing interstate alignment and the traffic through the industrial area along the St. Louis bank beneath the new bridge. Coordination with the needs of local industry was essential to effective planning of construction phasing and maintenance of traffic to minimize impacts. Heavy commercial marine and local boating traffic in the Mississippi River through the area required close coordination with the local marine community, the US Coast Guard, and the USACE to prevent any disruptions to the river traffic.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS:

- Successfully negotiated with two Class 1 railroads in Missouri and five Class 1 railroads in Illinois to build temporary at grade crossings, as well as build the bridge over the tracks on both sides of the river.
- Worked very closely with the USCG as well as the USACE to keep the heavy St. Louis river traffic open during construction.
- Worked very closely with the Federal Aviation Administration to allow the 400-foot cranes to successfully operate in the river. St. Louis Downtown Airport is just across the river in Illinois, and St. Louis Lambert International Airport is only about 12 miles north of the bridge on I-70.
- Worked with the Metro East Sanitary Levee District on the Illinois side of the Mississippi River.
- After the project was awarded, Continental Cement built a new giant cement storage dome only 17 feet from the bridge location on the St. Louis side of the river. Developed a very good working relationship with the cement company to minimize impacts to their shipping operations while maintaining safe and efficient construction.

RECOGNITION:

- Finalist for the ASCE's 2016 Outstanding Civil Engineering Achievement competition
- MoDOT Top Performance Award for Heavy Volume Contractor, 2010, 2011, 2012 & 2013
- St. Louis Council of Construction Consumers awarded MoDOT the "Diversity Advocacy Organization of the Year"

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: Replacement of the Canton Viaduct on I-895 over Railroads, I-95 Ramps, and City Streets Location: Baltimore, MD	Name: Tutor Perini Corporation	Name of Client: MDTA Phone: 410.316.2244 Project Manager: William Pines, PE Phone: 410.456.8045 Email: wpines@mdta.maryland.gov	04/2018	07/2021 Est.	\$189,380	\$189,380 Est.	\$10,583

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

RFQ Evaluation Criteria

- ✓ Finishing contracts on time.
- ✓ Experience in successfully coordinating with adjacent projects
- ✓ Delivering projects in developed urban corridors
- ✓ Use of innovative design solutions
- ✓ Limited impacts to the traveling public, businesses and communities

FIRM AND ROLE: Prime design firm responsible for the final engineering design documents and approvals for the replacement of the Canton Viaduct on I-895 between the Baltimore Harbor Tunnel and Exit 11A. Design services were provided from WRA's Baltimore, MD office.

RELEVANCE TO I-64 HREL SEGMENT 4C: Urban interstate widening and reconstruction with complex bridge structures in soft soils and settlement. Proposed Express Lane Specialist Jeff Cheng was responsible ITS/Tolling for this project.

PROJECT OVERVIEW: Bridge replacement over three (3) I-95 ramps, nine (9) Norfolk Southern Railroad (NSRR) tracks, eight (8) CNX Marine Terminal (CNX) tracks, three (3) CSXT Railroad tracks, three (3) Canton Railroad tracks, and three (3) City streets. The replacement bridge consists of a new 3,155-foot-long 19-span straight and curved weathering steel girder structure with pile supported MSE wall approach retained fill sections utilizing lightweight foam concrete fill. The project also includes the replacement of the existing Holabird Avenue off-ramp (HAR) bridge and retained fill section with a 3-span curved weathering steel girder bridge crossing over two (2) tracks of CSXT Railroad and Ponca Street. Design services included highway, hydrologic/hydraulic analysis, SWM, ESC, geotechnical engineering, pavement, maintenance of traffic, signing, lighting, pavement markings, bridges, retaining walls, utility relocation/coordination, public involvement, permitting, and stakeholder coordination.

Bridge Engineering - The mainline I-895 bridge was replaced on the existing alignment requiring two major stages of construction while maintaining one lane of traffic in each direction. The vertical profile of the roadway was raised to maintain minimum vertical clearance over the railroads and to reduce the number of new substructure units.

Geotechnical Analysis and Design - Foundations for the new bridge consisted of micropiles to accommodate the low overhead clearances of the existing bridge to maintain the existing traffic operations while major portion of the foundations and piers were constructed. WRA developed and supervised a pre-construction test pile program to optimize the pile design using LRFD design criteria.

Maintenance of Traffic (MOT) - The MOT for the bridge replacement consisted of maintaining a single lane of traffic in each direction with crossover connecting to the tunnel. Detours for a full I-895 closure in one direction were developed to allow for a limited number of weekend closures to accommodate critical construction activities. WRA assisted with the development of incident management plans for each stage of construction. Significant coordination with MDTA Police/Operations and First Responders was performed.



ITS/Lighting/Signing Integration - The project included replacement of the lane use control signals on the tunnel approaches, replacement of overheight detection system on the north approach to the tunnel, new traffic cameras, a new automated lane closure system, lighting and all power and communication systems. A sophisticated power and communication infrastructure system supported by the bridge was developed to provide service to each of the bridge mounted ITS devices.

SCHEDULE PERFORMANCE: Daily incentives and liquidated damages were included in the contract documents. During design WRA developed detailed CPM schedule for construction. This enabled WRA to evaluate the sequencing and contract requirements to allow flexibility during construction and maximize the opportunity to reduce the number of days within a single lane configuration. The Contractor ended up completing the replacement of the bridge in 740 days, collecting the full incentive.

COORDINATION WITH ADJACENT PROJECTS: Due to the proximity to the tunnel, all MOT set-ups for the Canton Viaduct project required the ability to accommodate any configuration of bore closures for the Baltimore Harbor Tunnel. Detailed MOT plans were developed for every possible combination of MOT for Canton Viaduct and maintenance operations in the tunnel.

DEVELOPED URBAN CORRIDOR: The tight urban setting required unique design of SWM facilities. With no drainage outfall permitted on railroad property and the bridge spanning over large areas of railroad property, a sophisticated scupper and downspout system was developed to convey the drainage to an acceptable outfall location. Underground SWM facilities were incorporated into the design.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES: A first-of-its-kind in Maryland fully-automated Traffic Management System (TMS) was deployed in the work area utilizing six portable traffic sensors installed on I-895 and 13 branded portable VMSs installed on all the major roadways approaching I-895 that provided real-time congestion warning information to motorists to minimize the traffic impacts. The system also incorporated third party traffic data using blue tooth readers to assist with providing travel time delays that were displayed on the portable VMSs. The project also included the development of plans and specifications for an automated lane closure system (ALCS) on southbound I-895 and northbound I-895 approaching the Baltimore Harbor Tunnel that consisted of a series of 22 gates at each location. Due to construction complexity at the I-95 bridge over I-895 a retained fill section supported by concrete footing and piles. Lightweight foam concrete fill (LFCF) with MSE wall panels was used for the backfill material.

LIMITING PUBLIC IMPACTS AND MINIMIZING CONGESTION: WRA evaluated various MOT alternatives including full closure, four-phased construct maintaining two lanes of traffic, using movable barrier maintain two lanes in the peak direction and two-phased construction maintaining one lane in each direction. WRA performed significant traffic modeling using VISSIM/CORSIM/Synchro/HCS on I-895, as well as I-95 and I-695 (two major alternative routes) in an effort to determine the best solution to minimize phases without major impacts to the Baltimore area traffic.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS: The project employed various public outreach strategies to inform key stakeholders, business owners, and toll payers. Frequent coordination meetings were held with stakeholders on an individual basis, allowing WRA and MDTA to address specific details associated with each stakeholder. Emails were distributed to EZ Pass customers, door hangers were distributed, and multiple public open houses were held to notify the community of the project impacts. WRA also participated in MDTA's first live Tele-Town Hall meeting to inform toll payers of the purpose and need, improvements, and schedule of the project and respond to questions. WRA was proactive in coordinating design progression with all four (4) railroads.

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-64 Widening Exit 200 to 205 Location: Henrico and New Kent Counties, VA	Name: Corman-Branch, a Joint Venture	Name of Client: VDOT Phone: 804-674-2452 Project Manager: Scott Fisher Phone: 804-674-2452 Email: scott.fisher@vdot.virginia.gov	07/2017	08/2019	\$43,385	\$46,586 <i>* Owner-initiated change orders for sound barriers</i>	\$3,631

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

RFQ Evaluation Criteria

- ✓ Experience in successfully coordinating with adjacent projects
- ✓ Use of innovative design solutions and construction techniques
- ✓ Limited impacts to the traveling public and affected businesses and communities, including commitments to effective strategies to minimize congestion during construction
- ✓ Developed and managed effective communication strategies with business owners and other key stakeholders

FIRM AND ROLE: Prime design firm responsible for the final engineering design documents and approvals. Design services were provided from WRA's Richmond, VA office.

RELEVANCE TO I-64 HREL SEGMENT 4C: This design-build project widened I-64 for 4.5 miles and included bridge widening with deep foundations. Proposed design staff involved in this project included *DM John Maddox, Jeremy Schlussel, Gail Kuttesch, Kyle Kennedy, Taylor Sprenkle, Jeff Cheng, David Gertz, Nick Nies, Joe Felton, Paul Martin, and Mitch Johnson.*

PROJECT OVERVIEW: Median widening to add one 12' lane and one 10' shoulder (6' graded, 4' paved) in each direction between Route I-295 (Exit 200) to Route 249 (Exit 205). Extension of accel/decel lanes at two DMV weigh stations (one in each direction) and connection of the pedestrian tunnels in between. Design services included highway, hydrologic/hydraulics, SWM, ESC, geotechnical engineering, pavement, noise analysis and sound barrier, maintenance of traffic, signing, lighting, pavement markings, bridge, retaining walls, utility relocation/coordination, public involvement, permitting, and stakeholder coordination.

Bridge Engineering - The project widened two existing bridges (B-624 and B-625) over the Chickahominy River. The existing bridges each consisted of four simple span AASHTO Girders with three intermediate piers for a total length of 280 ft. The widened portion of the bridges modified the existing roadway crown point, which required coordination with the roadway design and special detailing on the bridge structure to accommodate this modification. In addition to the widening, the existing concrete decks were removed and replaced along with rehabilitation of all of the elements which were to remain in place. The widened piers and abutments are supported on deep pile foundations designed for scour protection. The final configuration detailed the widened bridge such that it appears that it was built with the original 1960s bridge structure.

ITS/Lighting/Signing Integration - The project included installation of two ITS conduits and 96-count fiber SMFO communications cable on the eastbound shoulder between the west project limit and the existing CCTV at MM 203.4, installation of three additional traffic monitoring cameras, lighting along the extended weigh station accel/decel lanes, seven overhead sign structures, and signing/pavement markings.

Hydraulic Analysis and Stormwater Management - An H&HA was completed for the bridges over the Chickahominy River. Two SWM detention basins were constructed within the median of I-64. In both locations, these were graded beyond the clear zone to eliminate the need for guardrail and additional impervious pavement. Repairs to existing storm drainage pipes and box culverts were completed with the project.

Geotechnical Analysis and Design - Geotechnical services included pavement, slope recommendation, foundation design services for the bridge, retaining walls and sound barrier. Investigations were performed to ensure the existing shoulders could accommodate temporary traffic shifts. The impacts of additional embankment at the bridge approaches were evaluated for the effects of down drag on the existing piles.



Maintenance of Traffic - With the high traffic volumes on I-64 and the I-64/I-295 interchange, requirements for the work zone were restrictive with significant penalties for impacts to I-64 traffic operations. Prior to widening the median, portions of the outside shoulders were strengthened to accommodate traffic. After widening was complete, traffic was shifted onto the new pavement while the outside ramp lengthening, sound barrier construction, and clearzone clearing was completed. In coordination with VDOT's Regional Traffic Engineer, the speed limit was reduced during construction. Lane closures were limited to nights and coordinated with regional traffic operations and emergency responders.

Sound Barriers - WRA performed noise data collection and final analyses to confirm the preliminary limits in the VDOT conceptual plans. As a result, the sound barrier wall was extended to a total length of 6,700 LF, including a portion of retaining wall/sound barrier system.

SCHEDULE PERFORMANCE: Close integration of the design and construction staff ensured that early work packages accelerated the start of construction including shoulder strengthening, SWM/ESC, and MOT signage/barrier service. The design eliminated all right of way impacts allowing for the timely delivery of final plans. These early design efforts were critical to the project finishing on time and received an incentive bonus, despite multiple flooding events and a significant extension to the sound barriers.

COORDINATION WITH ADJACENT PROJECTS: The project team coordinated with DMV on installation of equipment upgrades for the scales and facilities.

DEVELOPED URBAN CORRIDOR: I-64 traffic volumes are similar to volumes and commuter traffic are similar to traffic operations in an urban area. The design avoided all right-of-way impacts by using a retaining wall/sound barrier system and designing SWM within the median.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES: The proposed design eliminated the extension of several major box culverts by using an MSE wall to retain the embankment fill over the existing box culverts. This approach also reduced environmental impacts by eliminating the stream impacts and the complex construction methods and dewatering for the construction of the box culverts.

LIMITING PUBLIC IMPACTS AND MINIMIZING CONGESTION: Early evaluation of the existing paved shoulder to temporarily carry traffic resulted in the existing shoulders requiring only a minor milling and overlay to eliminate the existing rumble strips. These strategies significantly reduced the number of required lane reductions, reduced traffic shifts to accommodate construction, and minimized congestion associated with the construction activities. All temporary lane closures were performed at night when traffic volumes were at their lowest. The Team worked closely with the DMV regarding impacts to their entrances and exits, which led to the temporary closure of the weigh stations for internal equipment upgrades while significantly improving traffic operations and reducing congestion during construction.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS: WRA supported VDOT and the team to develop a stakeholder communication plan which included targeted radio, television, and social media alerts as well as regular stakeholder meetings. Stakeholders identified early in the project included first responders, the DMV, motor carrier services, weigh station staff, Henrico and New Kent Counties, utility companies, local residents, business, and county schools. The team maintained and updated email newsletter to keep stakeholders well informed about the project status. WRA also conducted and managed the required public meetings for the proposed sound barriers, led the design coordination with DMV to extend the decel and accel lanes to the weigh station and the connection of the pedestrian tunnel under I-64. The coordination resulted in DMV agreeing to temporarily close the weigh station during construction significantly improving traffic operations during construction. Communication with property owners adjacent to the DMV weigh stations and the sound barrier was ongoing throughout construction.

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-495/I-295 Interchange Reconstruction for Woodrow Wilson Bridge (Contract MA-4) Location: Prince George's County, MD	Name: G.A. & F. C. Wagman, Inc.	Name of Client: MDOT SHA Phone: 410.545.8838 Project Manager: Eric Marabello Phone: 410.545.8770 Email: emarabello@mdot.maryland.gov	05/2005	11/2009	\$81,587	\$93,187 <i>* Addition of owner requested retaining walls and tie-ins with National Harbor Development</i>	\$3,980

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

RFQ Evaluation Criteria

- ✓ Experience in successfully coordinating with adjacent projects
- ✓ Use of innovative design solutions and construction techniques
- ✓ Limited impacts to the traveling public and affected businesses and communities, including commitments to effective strategies to minimize congestion during construction
- ✓ Developed and managed effective communication strategies with business owners and other key stakeholders

FIRM AND ROLE: Whitman, Requardt & Associates, LLP (WRA), in a Joint Venture with JMT, performed preliminary and final design engineering services for a new \$205 million interstate interchange in conjunction with the \$1 billion Woodrow Wilson Bridge (WWB) replacement project and the \$1+ billion development of National Harbor. The project design was led by WRA's Baltimore, MD office with bridge design support from the Richmond, VA office.



RELEVANCE TO I-64 HREL SEGMENT 4C: WRA successfully delivered the I-95/495/295 complex interchange project on an accelerated schedule, within a developed urban corridor, with complex bridge structures and challenging geotechnical conditions. Proposed staff *Jeremy Schlüssel* and *Jeff Cheng* were involved with the design of this project.

PROJECT OVERVIEW: The interchange was phased into four construction contracts with this MA-4 contract the final contract to complete the interchange. Widening and reconstruction of I-95/I-495 (1.3 miles) inner loop to complete the construction of the six highway lanes in each direction in an **express/local** configuration from WWB to the MD 210 Interchange and widening/reconstruct of I-295. This contract completed the I-95/I-495/I-295 Inner Loop roadways to allow the opening of the WWB second bridge. WRA's design services included highway, drainage, SWM, ESC, MOT, signing, lighting, traffic signalization, landscape architecture, bridge foundations, retaining walls, reinforced side slopes, bridges, and retaining walls.

Structure Design – Design of three I-95 mainline bridges, two pedestrian trail bridges, and thirteen retaining walls. MSE retaining walls were utilized for the first time for MDOT, many of which were two-stage wire-faced MSE walls with facing placed after substantial settlement had occurred, eliminating the effect of settlement on the wall aesthetics.

Hydraulic Analysis, Stormwater Management (SWM) and Erosion and Sediment Control (ESC) – A complete new open storm drain system was designed to convey roadway drainage to swm facilities outfalling to the Potomac River. A multi-phased ESC plan was required to implement ESC to prevent sediment from being discharged into the environmentally sensitive Smoot's Cove of the Potomac River.

Geotechnical Design – WRA performed all geotechnical services during design and construction of the project, including subsurface investigation, foundation design, retaining wall design, subgrade analyses, shoreline protection, ground improvement, and construction support. To meet the project schedule and design criteria established by MDOT SHA and FHWA, design phase geotechnical services in this area of the project included recommendations for staged construction, wick drains, high strength geotextile, surcharge fill, geotechnical instrumentation, temporary fabric wrapped walls, two-stage MSE walls, and lightweight fill consisting of lightweight foam concrete fill.

Roadway Reconstruction – Existing I-95/I-495 inner loop four lane roadway was completely reconstructed to a six -lane two-way roadway consisting of a four-lane local roadway and **two-lane express roadway**. A portion of the I-95 inner loop was reconstructed and converted to I-95/I-495 Outer Loop two-lane Express roadway. This project also completed ramps to the National Harbor Development (NHD) complex.

Maintenance of Traffic – The roadway alignments were designed to maintain six lanes of through traffic at all times and maintain connections to I-295 and MD 210. Extensive multi-phase maintenance of traffic plans were required to maintain traffic along the I-95/I-495 and I-295 corridor. This contract maintained traffic to the existing WWB bridge as the new WWB outer loop bridge was being completed. The design required both temporary and permanent devices, including signing, signalization, marking, lighting, and ITS devices (CCTV, CMS, RWIS, side-fire detectors and TAR signing). The project required the design of a power distribution system that provides electrical service to all traffic control devices at the interchange.

Traffic Control Devices – Traffic engineering services included the design of completely new interchange signing, roadway lighting, ITS, pavement marking. Coordination with VDOT was required to maintain ITS devices within the interchange but under VDOT control.

SCHEDULE PERFORMANCE: WRA maintained the project design and construction schedules by partnering with the adjacent projects and private developments throughout design and construction. WRA developed four different bid packages for the interchange project construction to achieve the schedules of the project and adjoining projects, including an early works package to address the poor soil conditions at the northern end of the WWB. WRA modified the design to accommodate changes in the NHD ramps while maintaining critical construction schedules for the I-495/95 phasing with the WWB. All design schedules were met under accelerated conditions.

COORDINATION WITH ADJACENT PROJECTS: The coordination of five major design projects along I-495/I-95 corridor in both VA and MD was one of the most complex projects in the region and included extensive coordination throughout the corridor on MOT, signing and ITS facility for each phase of construction. The I-495/I-95/I-295 interchange design and construction required extensive coordination with the WWB, MD 210 Interchange and the National Harbor development all under design and construction simultaneously.

DEVELOPED URBAN CORRIDOR: I-495/I-95/I-295 interchange is in a highly urbanized area with traffic volumes over 200,000 vehicles per day with closely spaced ramps and complex multi-level interchanges requiring extensive retaining walls and sound barriers to minimize property impacts and noise impacts to adjacent development. The contract included a hiker/biker trail originating from MD 210, running along the Potomac River and overpassing I-95/I-495 to WWB. Full access to the future NHD was provided with ramp connections from I-95/I-495 and I-295.

INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES: WRA proposed utilizing dynamic pile monitoring and CAPWAP analyses to shorten pile lengths, the first time ever for MDOT, resulting in significant savings on pile costs. Due to the predicted settlement of up to 3' in the approaches to the WWB, WRA proposed two-stage MSE retaining wall to allowing for the final aesthetics facing of the retaining wall to be placed after substantial settlement had occurred.

LIMITING PUBLIC IMPACTS AND MINIMIZING CONGESTION: Due to the high volume of corridor traffic, the main goal of the construction phasing was to minimize impacts to existing traffic operations and motorist safety. A significant portion of the design efforts focused on detailing plans to guide traffic through the construction area while providing construction access. Each element of design and construction was coordinated with adjacent projects.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS: WRA had a lead role coordinating the design with stakeholders including VDOT, DCDOT, FHWA, state and federal permitting agencies, and the public. Provided support for engaging the public and key stakeholders during design and construction. The highly publicized project included public notices of all major traffic shifts requiring extensive coordination with VDOT, DCDOT and local agencies.



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