



## A Design-Build Project

# Route 7 Widening & Bridge Rehabilitation over Dulles Toll Road & Airport Access Highway

From: 0.56 Miles West of Tyco Road

To: 0.13 Miles West of Tyco Road

Fairfax County

State Project #: 007-029-139, P101, R201, C501, B617, B618

Federal Project # B R-5401 (739)

Contract ID # C00082135DB77



*Submitted to*



*Submitted by*



June 19, 2014

# 3.2

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## Letter of Submittal





## FORT MYER CONSTRUCTION CORPORATION

2237 33<sup>rd</sup> Street, NE • Washington, DC • 20018 | p: 202.636.9535 | f: 202.526.8572

June 19, 2014

Stephen D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation (VDOT)  
1401 East Broad Street  
Richmond, VA 23219  
P: 804.786.6016 | F: 804.786.7221

Re: Statement of Qualifications - A Design-Build Project  
Route 7 Widening & Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway  
From: .56 Miles West of Tyco Road | To: .13 Miles West of Tyco Road  
Fairfax County, VA  
Project No. 0007-029-139, P101, R201, C501, B617, B618  
Federal Project No.: BR-5401 (738) | Contract ID # C00082135DB77

Dear Mr. Kindy:

**Fort Myer Construction Corporation (FMCC)** is pleased to provide information in response to the Request for Qualifications (RFQ) for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway project.

In over 42 years in business, FMCC has been established as a preferred contractor of choice in the Northern Virginia area by perfecting our specialty trades. Such trades include design-build projects, bridges, large-scale asphalt and concrete paving, site water, sanitary and storm utilities, electrical, and traffic signaling construction. FMCC's reputation is built on our numerous award-winning design-build projects, most recently the rehabilitation of I-66 in Fairfax County and the reconstruction of the New York Avenue Bridge in the District of Columbia.

FMCC is privileged to be partnering with **Volkert, Inc.**, an established engineering firm that has been serving VDOT for 32 years from its local office in Alexandria, Virginia. Corporate-wide, Volkert has supported design-build projects with project values totaling more than \$3 billion in the past 8 years by providing bridge, roadway, and civil design; surveying; quality control, and quality assurance services. In Virginia, Volkert has supported 8 design-build and P3 projects totaling more than \$367 million in value. The firm has a well-respected staff that knows VDOT design and construction standards and project development processes and procedures inside and out and has the demonstrated ability to provide cost-effective bridge designs with a focus on long-term durability and maintenance reduction.

FMCC and Volkert have an established working relationship having worked together on 2 design-build projects in Northern Virginia for VDOT including the I-66 Rehabilitation project and the I-495 Northern Shoulder Lane Use project, in addition to several other Design-Bid-Build projects. Knowing that design-build is a method chosen by owners for reasons such as design and cost control, risk management, schedule efficiencies and single point of delivery, this team has established a reputation for defining, designing, managing and delivering superior projects that meet owner expectations every time.

FMCC has thoroughly reviewed the Department's RFQ. Following are responses to information and/or attachments requested in section 3.0.

**3.2.1 LEGAL NAME AND ADDRESS:** Fort Myer Construction Corporation (FMCC)

2237 33rd Street, NE, Washington, DC 20018

**3.2.2 POINT OF CONTACT:** Manuel Fernandes – Vice President. Address: 2237 33<sup>rd</sup> Street, NE, Washington, DC 20018. He can be reached by phone at 202.636.9535, x2805, by fax at 202.526.8572, and by email at [mfernandes@fortmyer.com](mailto:mfernandes@fortmyer.com).

**3.2.3 PRINCIPAL OFFICER:** Jose Rodriguez – President. Address: 2237 33<sup>rd</sup> Street, NE, Washington, DC 20018. He can be reached by phone at 202.636.9535, by fax at 202.526.8572, and by email at [jrodriguez@fortmyer.com](mailto:jrodriguez@fortmyer.com).

**3.2.4 CORPORATE STRUCTURE:** FMCC will be the design-build contracting entity for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway Design-Build project. Fort Myer is a corporation titled in the District of Columbia and will be the sole major participating firm and responsible party to the design-build contract with VDOT. FMCC will hold all financial responsibility for the contract (a surety letter is provided in the Appendix).

**3.2.5 LEAD CONTRACTOR AND LEAD DESIGNER:** FMCC is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. Volkert will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

**3.2.6 AFFILIATED AND/OR SUBSIDIARY COMPANIES OF THE OFFERER:** FMCC does not have any affiliated and/or subsidiary companies to report, as indicated on Attachment 3.2.6.

**3.2.7 CERTIFICATION RE: DEBARMENT FORM PRIMARY COVERED TRANSACTIONS:** Please see attachment 3.2.7a and 3.2.7b, attached.

**3.2.8 VDOT PREQUALIFICATION NUMBER AND STATUS:** FMCC's prequalification number is F034 and its status is "active." FMCC is in good standing and prequalified to bid on the Project as outlined in VDOT's Rules Governing Prequalification Privileges. A copy of the certificate can be found in the Appendix.

**3.2.9 SURETY LETTER:** A letter from a surety or insurance company (with a Best's Financial Strength Rating of A minus and Financial Size Category VIII or better by A.M. Best Co.) has been included in the Appendix. It states the Offeror is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in Section 3.2.9, which bonds cover the Project and any warranty periods.

**3.2.10 SCC AND DPOR COMPLIANCE:** All business entities on the Fort Myer team satisfy all commercial and professional registration requirements. Full size copies of DPOR licenses and SCC registrations are included in the Appendix along with the completed Attachment 3.2.10.

**3.2.11 DBE PARTICIPATION GOAL:** FMCC is committed to achieving an eight percent (8%) DBE participation goal for the entire value of the contract.

The FMCC-Volkert design-build team is most interested in serving the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge, and resources to successfully deliver the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway project, in partnership with VDOT and with comprehensive care for the impacts of the work.

This proposal is signed in ink by an authorized representative of FMCC. We look forward to your favorable consideration of our proposal.

Sincerely,  
**Fort Myer Construction Corporation**

  
Manuel Fernandes, FMCC Vice President  
[mfernandes@fortmyer.com](mailto:mfernandes@fortmyer.com)

# 3.3

## Offer's Team Structure



### 3.3 | OFFEROR’S TEAM STRUCTURE

The Fort Myer/Volkert Team has the experience and staff to successfully manage all design and construction elements of the Route 7 over the DTR and AAH project. The Fort Myer/Volkert team is committing their most experienced and skillful managers, who collectively have several years of Design-Build (D-B) experience in this area. The two firms have a successful collaborative working relationship having worked together on the I-66 Rehabilitation project and currently on the I-495 Northern Shoulder Lane Use project, in which both firms gained valuable first-hand, local D-B experience. Exhibiting overall strength in managing multi-discipline D-B projects with a thorough understanding of VDOT’s design and D-B requirements, FMCC and Volkert selected diverse and skillful partners that share in our commitment to provide the best value solutions and whose fortes match the required practice areas identified in this procurement.

#### 3.3.1 Qualifications of Key Personnel.

We consider VDOT management and staff true Project partners, working alongside the Fort Myer/Volkert team members. Our relationships are effective, functional, and benefit from a common accountability initiative—to safely complete the project expeditiously with the highest level of quality. The Fort Myer/Volkert team is led by highly qualified and capable professionals with local roots and strong D-B experience. All of the proposed Key Personnel have noteworthy experience on transportation projects similar to the roles they will serve on the Route 7 project

#### BIJAN NADERI | D-B Project Manager (DBPM)

<b>45 Years of Experience</b>	 <b>D-B Exp.</b>	 <b>VDOT Projects</b>
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- Primary point of contact for VDOT
- Responsible for overall project execution and progress of the work including communicating with stakeholders, design coordination, construction quality management, contract administration, and managing the project schedule

for a timely completion.

- Plenty of VDOT experience in the NoVA region
- Over 45 years of experience concentrating in bridge, structural, and roadway construction.
- Well-known for his impeccable organization, Mr. Naderi will facilitate constructability reviews, work closely with the Design Manager to plan overall design to prioritize and maintain the project schedule.
- DBPM on D-B projects such as the Rehabilitation of New York Avenue Bridge and Design-Build of Lakewood Pedestrian Bridge



Skilled civil engineer with leadership experience from Multiple Award-Winning Projects like Eastern Avenue Bridge rehabilitation, Kenilworth Avenue Bridges, Anacostia Freeway Bridges, and many more

#### JULIE HARTMAN, PE | Quality Assurance Manager (QAM)

<b>17 Years of Experience</b>	 <b>D-B Exp.</b>	 <b>VDOT Projects</b>
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- Ensures the construction quality of the project meets or exceed the *VDOT Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects*, dated January 2012 (*VDOT QA/QC Guidelines*).
- Understands that a strong QA/QC program is imperative in Northern Virginia
- Served as the QAM of the \$32.6 million Middle Ground Boulevard Extension D-B project in Newport News.
- First-hand experience serving as VDOT’s representative to assure compliance, manage QA inspectors, resolve issues and non-conforming work, review testing results and materials documentation, conduct preparatory inspections and participate in intermediate inspections, coordinate with OIA/OVST inspectors
- Managed complex bridge construction projects ranging in size up to \$120 million.
- Specializes in transportation infrastructure.

#### FRED WHITE, PE | Design Manager (DM)

<b>32 Years of Experience</b>	 <b>D-B Exp.</b>	 <b>VDOT Projects</b>
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- Coordinates the individual design disciplines and

ensures the overall project design is in conformance with the contract documents

- Specializing in bridge design and structural engineering
- Managed the design of more than 75 bridges in the past 14 years for VDOT with a focus on long-term durability and low maintenance.
- Experience addressing the challenges of bridge design and construction in urban environments including maintaining traffic, complex and aging utilities, working within a limited project footprint, multi-modal issues, safety, and multiple agency coordination.
- Fully understands the challenges of ensuring the quality of a D-B project versus a traditional bid-build project having served previously as the Design Manager on the MLK (Martin Luther King Expressway Extension PPTA) project.
- Identifies potential risks and construction issues that may be encountered.

**HILARIO BARROS | Construction Manager (CM)**

**40 Years of Experience**

 **D-B Exp.**

 **VDOT Projects**

- Leadership experience as Construction Manager/General Superintendent on multiple projects that earned awards and recognition
- Strong bridge and structural experience
-  VDOT Award-Winning Design-Build project experience (\$46M – I-66 Pavement Rehab)
- Experience with complex heavy civil infrastructure projects
- In 35 years with Fort Myer, has delivered successful projects over \$200M in value, including D-B projects
- Strong bridge and structural experience and possesses field knowledge to provide value engineering on large projects.
- Ensures all safety measures meet and/or exceed all safety policies.
- He also served as a superintendent on several bridge projects including award-winning  Eastern Avenue Bridge rehabilitation, Kenilworth Ave Bridges, Anacostia Freeway Bridges, and more.

**3.3.2 Organizational Chart and Narrative**

The specific team structure and lines of authority are demonstrated in the organization chart included in this package. Similar organization structure has been successfully implemented on our previous D-B projects and has worked very efficiently. Our team is organized around 3 primary functional groups: *Design, Construction and QA*. Within each group are individuals who will lead various disciplines and categories of work that cover all the requirements for this project. However, these functional groups will work collaboratively under the direction of the D-B Project Manager (DBPM) to assure the open communication and efficient project development and execution of the Route 7 over the DTR and AAH project. This structure provides VDOT with a single point-of-contact (DBPM) for all design and construction activities with a clear separation and independence between the QA and QC programs for construction activities.

**Team Relationships and Communication**

VDOT will coordinate directly with our DBPM as the primary point of contact on this project. VDOT will also have direct communication with the QAM, helping overall QA oversight of the project. Fort Myer-Volkert Design-Build Team’s (DBT) Public Outreach manager, along with VDOT’s support, will communicate and involve all stakeholders through every step of the process to minimize additional effort by VDOT.

**D-B Project Manager, Mr. Naderi, will report to VDOT and serves as VDOT’s central point of contact.** He will have complete authority over all aspects of Fort Myer-Volkert DBT’s actions and responsibilities. He will facilitate communication among team partners and adjacent projects, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time. It will be his responsibility to work with Volkert to ensure that the design is on time and within the owner’s specifications. Mr. Naderi’s interaction from design through construction will include team

meetings, weekly design meetings and construction meetings to discuss how the Fort Myer team will build the project. Should any issues arise, it is his responsibility to address project issues with the designer, construction team, and the owner. Interaction with the Quality Assurance Manager (QAM) will be continuous to ensure that the project is compliant with the specifications. He will also be responsible to project's overall safety and communication with all stakeholders.

**Quality Assurance Manager – Julie Hartman, P.E.** will report to the DBPM. However, as VDOT's representative on the job site, she will maintain a direct working relationship with the VDOT project manager to make sure that construction complies with the plans, specifications, special provisions, and contract documents. She will supervise the QA inspectors, who will work completely independently from the QC personnel who have no authority over QA inspection staff. She will work with the CM, Hilario Barros and his QC staff to efficiently resolve quality issues and non-complying work and confirm that corrective actions are made and are effective. She will inform VDOT's project manager about issues, non-complying work, and corrective actions and provide weekly reports. Ms. Hartman has the authority to halt construction if warranted until the problems are resolved to VDOT's satisfaction. In addition, Ms. Hartman will conduct preparatory inspections and participate in intermediate, completion, and punch out inspections with the Construction Manager and VDOT representatives and coordinate with OIA/OVST inspectors.

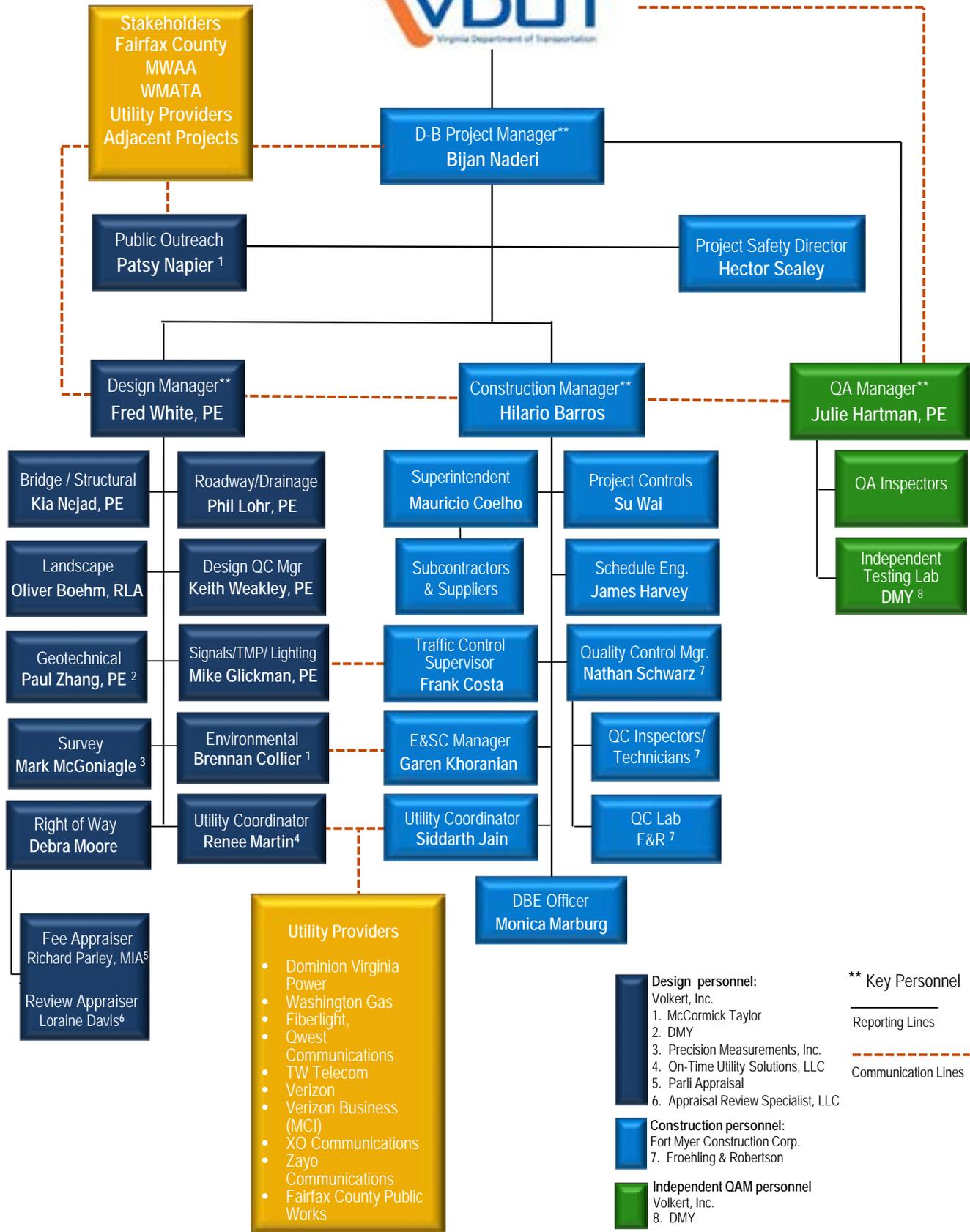
**Design Manager – Mr. Fred White, P.E.** will be responsible for coordinating the individual design disciplines and making sure that the overall project design complies with the contract documents. *He will report to the DBPM and collaborate with Hilario Barros, the CM,* to carefully plan an aggressive yet realistic integrated design and construction CPM schedule and plan and implement concurrent design and construction activities to maximize efficiency and flexibility. He will directly supervise the design discipline leaders, coordinate the work of subconsultants, and conduct progress / coordination meetings on a regular basis. Mr. White will be

responsible for establishing and overseeing the design QA/QC requirements, as outlined in VDOT's *Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects*, dated January 2012, specifically as outlined in Section 3 and 4. He will be assisted by Keith Weakley, P.E., who will provide independent design QA reviews. He may also interact with project stakeholders and utility providers.

**Construction Manager, Mr. Barros,** will report directly to the DBPM. His duties include: field utility coordination, environmental compliance, MOT, coordination with DBE officer to make sure DBE goals are met, safety, coordination of all project personnel including subcontractors and QC. He holds ultimate responsibility for managing the project schedule with his construction team, as identified in the organization chart, and to coordinate daily with the adjacent projects underway. He will coordinate daily meetings with the QA Inspector to discuss all ongoing construction activities. He will also review all reports and lab results. Anything not meeting standards will be addressed immediately with corrective actions mandated that same day. During construction, Mr. Barros will work closely with Ms. Hartman to plan / discuss ongoing construction activities, mitigate potential field issues, and resolve non-complying work with the goal of identifying issues early and resolving them before schedule and budget is affected. He will participate in preparatory, intermediate, completion, and punch out inspections with the QAM and VDOT representatives. He will also interact with key stakeholders and utility providers.

### **Other Functional Relationships**

The FMCC-Volkert team includes other specialists who are critical to the project development process. Their roles and relationships are clearly identified on Organization Chart. Members of these groups will meet on a weekly basis to review the status of various activities, review key design and construction interface areas, issues, evaluate project progress, and conduct stakeholder coordination elements. In the event that an issue needs to be evaluated immediately, co-location of these team members will facilitate instant review, discussion and resolution of issues.



**Utility Providers**

- Dominion Virginia Power
- Washington Gas
- Fiberlight,
- Qwest Communications
- TW Telecom
- Verizon
- Verizon Business (MCI)
- XO Communications
- Zayo Communications
- Fairfax County Public Works

- Design personnel:**  
Volkert, Inc.  
1. McCormick Taylor  
2. DMY  
3. Precision Measurements, Inc.  
4. On-Time Utility Solutions, LLC  
5. Parli Appraisal  
6. Appraisal Review Specialist, LLC
- Construction personnel:**  
Fort Myer Construction Corp.  
7. Froehling & Robertson
- Independent QAM personnel:**  
Volkert, Inc.  
8. DMY

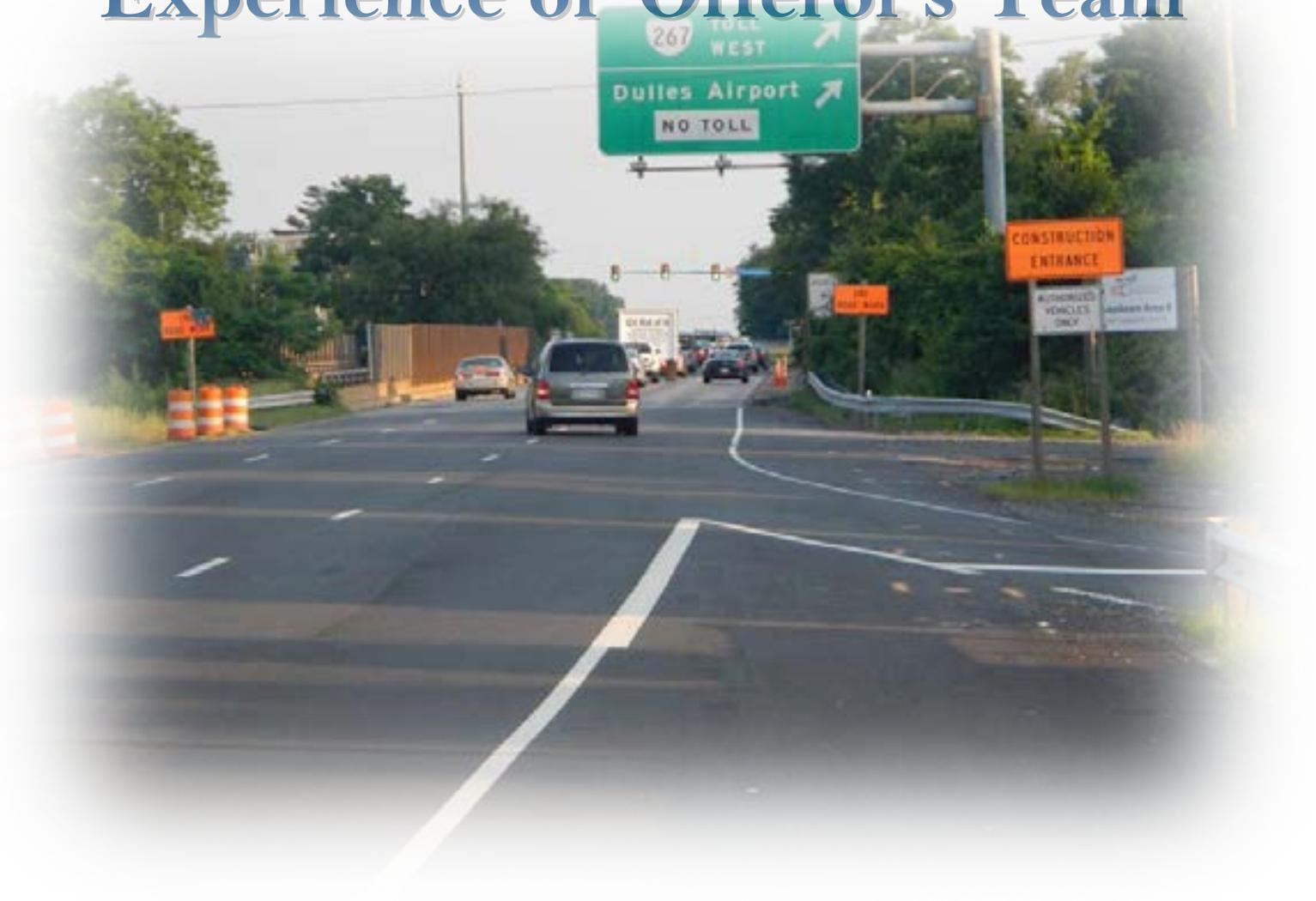
**\*\* Key Personnel**

Reporting Lines

Communication Lines

# 3.4

## Experience of Offeror's Team



### 3.4 | EXPERIENCE OF OFFEROR'S TEAM

The Fort Myer-Volkert DBT has the expertise, experience, and resources to successfully design and construct this project to meet VDOT's goals for function, quality, time, and cost. Their extensive resources based in the Northern Virginia / DC metropolitan area includes nearly 700 construction engineers, managers, estimators, craftsman and equipment operators and 2 state-of-the art asphalt plants producing virgin and recycled asphalt pavement mixes.



**an ENR-Ranked Top 400 Contractor**, will serve as the lead contractor of the Design-Build (DB) team for the Route 7 over the DTR and AAH Project. Since its inception in 1972, FMCC has extensive experience with bridge rehabilitations, replacements, and widening in urban areas. This includes steel-girder, single, dual, and triple-span bridges ranging in size and complexity throughout the region's busiest roadways and over interstates, waterways, and railroad tracks. FMCC's proven D-B experience on I-66 Pavement Rehabilitation D-B Project (VDOT), New York Ave Bridge D-B Project (DDOT), Wards 3&4 D-B project (DDOT) and other D-B projects ranging in scope and value up to \$46M demonstrates FMCC's ability to tackle the region's most challenging infrastructure projects. FMCC is currently working on two VDOT D-B projects in NOVA region, some of which share the same stakeholders.

#### Fort Myer's Recent Bridge/Structural Experience

Project	Client/Type	Value
New York Avenue Bridge Rehabilitation	DDOT D-B	\$39M
Eastern Avenue Bridge Reconstruction	DDOT D-B-B	\$9M
Reconstruction of Kenilworth Ave NE	DDOT D-B-B	\$35M
Rehabilitation of Anacostia Freeway Bridges	DDOT D-B-B	\$25.7M
Reconstruction of George Washington Parkway Bridge	FHA D-B-B	\$5.5M

Bridge Deck Replacement and Repairs on Ramp C over I-395	VDOT D-B-B	\$3.8M
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#### Fort Myer's Recent Northern VA Experience

Project	Client/Type	Value
Rehab of I-66	VDOT D-B	\$46M
Stringfellow Road Widening (A48)	VDOT D-B-B	\$22.4M
Route 7 Widening (B18)	VDOT D-B-B	\$19.4M
I-495 North Shoulder Use	VDOT D-B	\$15.4M
Braddock Road and Pleasant Valley Intersection	VDOT D-B	\$4.2M

These projects required the ability to execute construction within restricted work zones while maintaining a high volume of traffic on congested urban roadways and meeting the approved construction schedule.

#### Eastern Avenue Bridge Reconstruction

**\$9.4M**      **Client: DDOT**      **Award Winner** 



Fort Myer's reconstruction of the aging bridge over Kenilworth Avenue at Eastern Avenue, NE has a critical MOT similar to what is proposed of this Route 7 D-B project.

The project participated in the nationally recognized Highways for Life program that involves accelerated bridge construction.

**VOLKERT** will serve as the designer and QA (quality assurance) manager for the Route 7 over the DTR and AAH design-build project. Volkert is a multidisciplinary transportation engineering and construction management firm with 89 years of experience. Volkert provides comprehensive transportation engineering services including structural, civil, and traffic engineering; landscape architecture; safety inspections; construction management and inspection; and right-of-way acquisition services from 29 offices in 11 states and the District of Columbia. *Engineering News Record*

ranks Volkert #106 among the top 500 design firms in the U.S. and the *Washington Business Journal* ranks Volkert #6 among the top engineering firms in the Washington, DC metropolitan area.

Volkert has participated on teams for 22 design-build projects with values totaling more than \$3 billion since 2006. This includes providing civil, structural, traffic engineering and survey services for design-build projects ranging in size up to \$210 million and QC (quality control) and QA services for design-build projects ranging in size up to \$630 million. In addition, Volkert will soon begin conducting QA services for the I-4 Ultimate P3 Project in Orlando, a 2.3 billion project that adds 4 tolled express lanes to I-4 and includes the reconstruction of 15 interchanges and the replacement of 78 bridges.

Volkert's Mid-Atlantic Region offices, located in Alexandria and Chesapeake, Virginia, have been serving VDOT for more than 30 years. Volkert's engineers know VDOT's design-build and design-bid-build processes and VDOT's design standards and bridge construction methods. **Within the past 14 years, Volkert has worked on bridge replacement, rehabilitation, maintenance and repair, widening, and new bridge design for more than 75 bridges for VDOT.** Through 2 contracts for limited term contracts for bridge design, Volkert developed rehabilitation and replacement designs for 22 bridges including with a focus on cost-effectiveness, durability, and maintenance reduction including preliminary bridge plans to be incorporated into a D-B package. Volkert provided design and QA services for 8 design-build / PPTA projects in Virginia ranging in size up to \$210 million. These include the following design-build projects:

#### Volkert's D-B Experience in Virginia

Project	Client/Type	Value
MLK Expressway Extension	VDOT PPTA	\$210M
Elm Ave. over I-581 & NS RR	VDOT D-B	\$20M
I-66 Rehabilitation	VDOT D-B	\$43M
I-495 Northern Shoulder Lane Use	VDOT D-B	\$15M
Middle Ground Blvd Extension	VDOT D-B	\$32M

Rolling Rd / Franconia / Springfield Pkwy	VDOT D-B	\$9M
Rt 61 over the New River	VDOT D-B	\$22M
Route 29 NB over the Tye River	VDOT D-B	\$6.6M
Route 60 EB over Route 288	VDOT D-B	\$3.5M

#### Volkert's Representative Bridge Experience in Northern Virginia

Project	On/Over Interstate / Major Hwy	Widening/ Rehab/Repair
Glebe Road over Rte 50	✓	✓
GW Pkwy over I-495	✓	✓
Aden Road over NS RR		✓
1-66 Overpass Bridges	✓	✓
Seminary Rd over I-395	✓	✓
Van Dorn Street Bridge over Duke Street	✓	✓
Landmark Mall Flyover Bridge over Duke Street	✓	✓
Cameron Station Overpass Bridge over Duke Street	✓	✓
Telegraph Road over Duke Street	✓	✓
US 1 over Four Mile Run	✓	✓

With more than 70 years of combined experience in the Northern Virginia/DC metropolitan area, Fort Myer and Volkert have gained expertise in resolving challenges similar to the ones that are anticipated on the Route 7 over the DTR and AAH as show on the project-experience matrix on the following page. This includes resolving issues with complex and aging utilities; maintaining acceptable traffic movement and access; working within constrained work zones; safety; coordinating with adjacent projects, multiple agencies, and stakeholders; and public communication and public relations.

**Design Subconsultants** – Under subcontract to Volkert and directly reporting to the Design Manager, Mr. Fred White, the subconsultants' qualifications are summarized on the following page.

	Design Build / PPTA	FMCC and/or Volkert Team	Northern VA / Metro DC Area	Bridge Widening	Superstructure / Deck Replacement	Superstructure Widening	Abutment Replacement / Rehab/Widening	Pier Rehabilitation / Addition	Roadway Widening	Shared-Use Path / Pedestrian Facility	Hydraulics / Drainage	Signals / Signs / Pavement Markings / Street Lighting	Environmental Permitting	Critical MOT	Heavily Traveled Corridor / Urban Roadway	Coordination with VDOT	Public Outreach / Partnering	Coordination with Multiple Stakeholders
Contractor Work History Forms	New York Avenue Bridge	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓		✓	✓
	Kenilworth Avenue Bridge		✓	✓	✓		✓	✓			✓	✓	✓	✓	✓		✓	✓
	Anacostia Freeway Bridge		✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
Designer Work History Forms	MLK Jr. Extension	✓	✓		✓				✓	✓	✓	✓		✓	✓	✓	✓	✓
	Elm Avenue over I-581 & NS RR	✓	✓		✓	✓		✓			✓	✓		✓	✓	✓		
	Glebe Road over Route 50		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Additional Work Experience	Eastern Avenue Bridge		✓	✓			✓	✓		✓	✓	✓		✓	✓		✓	✓
	B18 (Route 7) Widening		✓	✓					✓	✓	✓	✓		✓	✓	✓	✓	✓
	A48 (Stringfellow Rd) Widening		✓	✓	✓	✓			✓	✓	✓	✓		✓	✓	✓	✓	✓
	9 <sup>th</sup> Street Bridge over I-395		✓	✓		✓		✓		✓	✓	✓			✓			
	I-66 Rehabilitation	✓	✓	✓							✓	✓		✓	✓	✓	✓	✓
	I-495 N. Shoulder Lane Use	✓	✓	✓							✓	✓		✓	✓	✓	✓	✓
	Benning Road Bridge		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			✓

The project-experience matrix shows representative experience with projects of similar scope.

 **DMY Engineering Consultants, LLC** – DMY is a certified minority-owned business (DBE) located in Dulles, Virginia that provides the full range of geotechnical engineering services and construction materials testing/inspection. DMY has in-house laboratory certified by AASHTO AMRL, CCRL, and WACEL for soils and concrete testing. The firm’s staff have significant experience with VDOT projects and DB projects for VDOT and local agencies in Northern Virginia including the Dulles Corridor Metrorail Project, I-66 Active Traffic Management Improvements, Rolling Road / Franconia-Springfield Interchange, and Route 1 Improvements.

 **Precision Measurement, Inc.** – PMI is a VDMBE-certified DBE and SWaM firm that provides full-service land surveying. With an office in Dulles and 3 other

locations in Virginia, the firm has extensive VDOT experience including the Elizabeth River Crossing PPTA project in Portsmouth and Norfolk and Route 35 over the Nottaway River D-B project and other D-B projects in Virginia for the FHWA such as the I-564 Intermodal Connector in Norfolk. PMI completes numerous surveys through 3 land surveying contracts with VDOT.

 **McCormick Taylor, Inc.** – MT provides engineering, environmental, planning and communications services for public sector transportation contracts. Established in 1946, the firm conducts a variety of environmental studies and prepares NEPA documentation through multiple on-call environmental contracts with VDOT. MT’s environmental personnel have resolved complex environmental issues and minimized known and

unknown risks for large and small projects such as the Charlottesville Bypass, Edwards Ferry Road, Port Republic Road widening, I-64 improvements (Hampton to Richmond), I-81 improvements, and the Coalfields Expressway. In addition, the firm has seen a number of projects through to construction and beyond via the design-bid-build and design-build processes.



**On-Time Utility Services (OUS)** – Utility coordination – is a Woman-Owned Minority Business (certified SWaM) providing cost-effective solutions to complex utility challenges in Northern Virginia. Based on 23+ years of experience, the staff have worked with all utility owners in the area and have in-depth knowledge of their processes and requirements as well as VDOT’s project development process and utility coordination / relocation requirements. Representative D-B projects include Gallows Road Improvement Project, Route 7 / Route 607 Interchange, and Waxpool Road Widening.

**Parli Appraisal, Inc.** – PAI has provided the full range of real estate appraisal and consultation services

in Northern Virginia for 50 years. Richard L. Parli, MAI, is a Certified General Real Estate Appraiser in Virginia with experience in the valuation of a wide variety of property types including retail shopping centers, industrial/flex properties, office buildings, multi-family apartments/condominiums, and residential subdivisions. The firm has substantial VDOT experience including the I-495 Express Lanes, the Route 29 / Linton Hall interchange, the Woodrow Wilson Bridge Replacement, and the Dulles Corridor Metrorail Project.



**Appraisal Review Specialist, LLC –ARS** has been providing appraisal review services since 1997 and the firm has developed a team of appraisers with extensive experience in eminent domain appraisal review including reviewing appraisal reports on virtually all types of property for VDOT. Lorraine Davis, SR/WA is a certified general appraiser with 26 years of experience including 7 years as Land Acquisition and Property Management Agent for VDOT. She brings in-depth knowledge of VDOT right-of-way policies and procedures.

**Similar Award-Winning Projects**

**New York Avenue Bridge Rehabilitation - DDOT** FMCC’s \$39M New York Avenue Bridge Rehabilitation over Railroad Tracks project completed for DDOT is being commended for the value engineering alternative built to improve mobility for all transportation modes around the project.

**I-66 Pavement Rehabilitation - VDOT** FMCC’s \$46M I-66 Pavement Rehabilitation project was recognized for being a paving job completed in line with best practices and standards known to yield high-quality asphalt pavement, as stated by Kurt Bechthold, the 2012 Chairman of the NAPA Board of Directors

**Wards 3 & 4 – Rehab of Multiple Urban Streets - DDOT** FMCC’s Joint Venture with Parsons Corporation (Volkert was a subconsultant) for the Innovative Design-Build Approach to Rehabilitate Multiple Urban Roadways in Wards 3 and 4 in Washington, DC

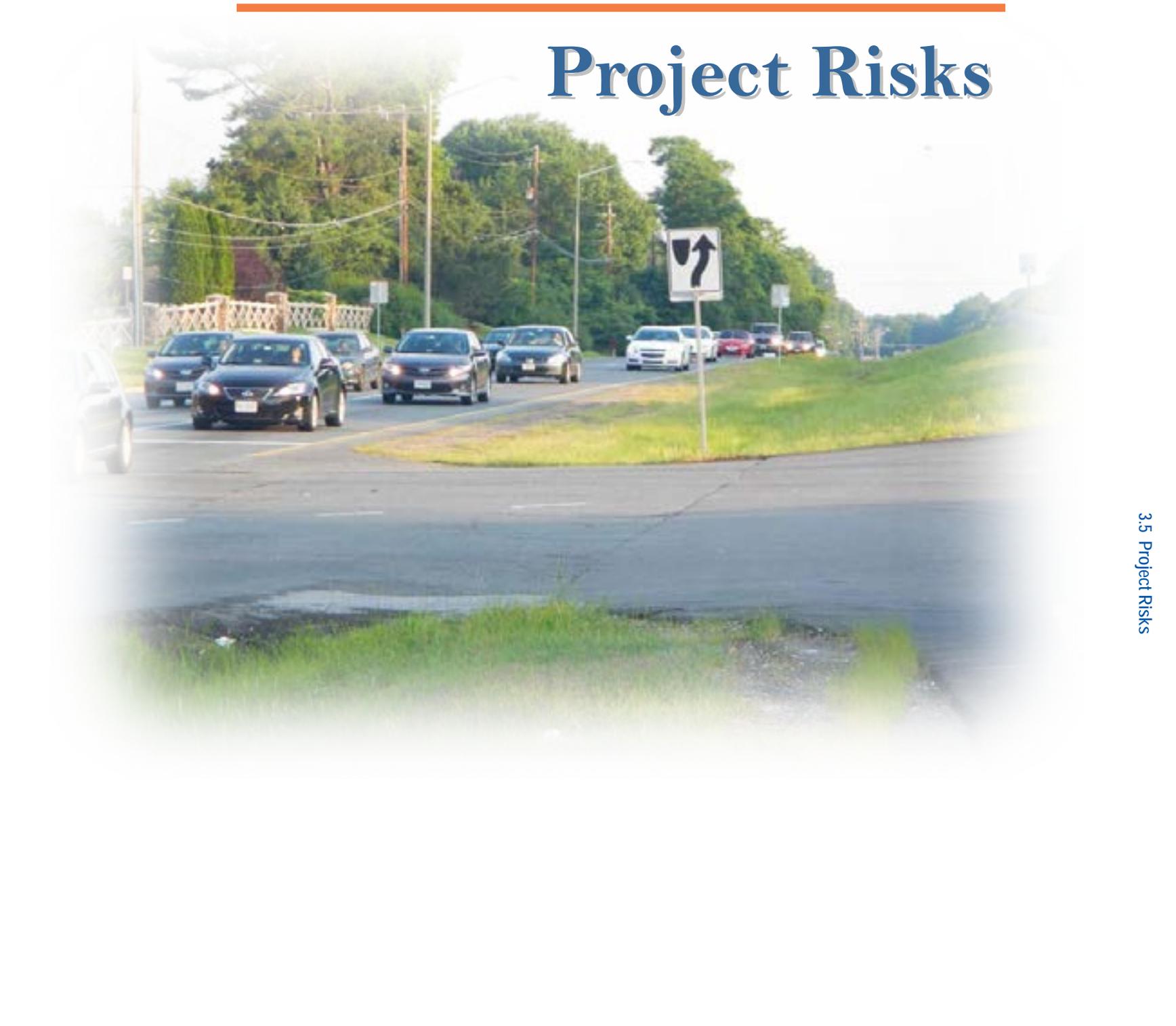
**Eastern Avenue Bridge Rehabilitation - DDOT** FMCC’s \$9M reconstruction of the aging bridge over Kenilworth Avenue at Eastern Avenue, NE had several elements similar to the Route 7 project.

Award Name	Recognized by
 <b>Best Use of Innovation</b>	
 <b>Partnered Project of the Yr.</b>	
 <b>Excellence in Engineering</b>	
 <b>Excellence in Construction of Asphalt Pavement</b>	
 <b>Global Road Achievement Recognition</b>	
 <b>Award of Excellence</b>	

# 3.5

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## Project Risks



### 3.5 | PROJECT RISKS

For any project being constructed in a highly urbanized area with major utilities, motor and pedestrian traffic, building restrictions, etc. the probability of unplanned events and unforeseen circumstances is high. Any of these events can have a major impact on the construction schedule and ultimately the cost of the project. The Fort Myer team has extensive experience in identifying and managing risks. Successful projects are due to a combination of technical knowhow and advanced risk management. Successful risk management requires the ability to drill down into the smallest details of the project scope and to develop contingencies for what-if situations that may occur throughout the life of the project. For the Route 7 over the DTR (Dulles Toll Road) and AAH (Airport Access Road), the Fort Myer team will develop a Risk Management Plan that will be made a part of the Project Management Plan. It will identify, analyze, prepare and respond to project risks throughout all phases of the project.

In addition, the team will take a partnering approach, which will include regularly scheduled coordination meetings with key stakeholders including utility owner representatives, representatives from adjacent projects, and MWAA and Fairfax County officials. Critical issues such as the ones listed will be discussed and plans coordinated with the affected stakeholders.

#### 3.5.1 – Risk Identification and Mitigation Strategy

##### Risk No. 1 Traffic Management

**Risk Identification:** Impacts to the traveling public during a construction project are always a concern, but even greater when it involves high-volume corridors such as Route 7 and the DTR. Route 7 and the DTR maintain ADT volumes of 60,000 and 110,000 vehicles per day (source: 2012 VDOT counts), respectively, providing vital links for both commuter and commercial traffic. Both corridors exhibit extreme delays during the weekday morning (6-10 AM) and evening (3-7 PM) peak commuting hours, with major queuing occurring in the project area during the morning along EB Route 7 approaching Spring Hill Road as well as along the DTR approaching I-495.



Of all the risks associated with construction, the safety of the traveling public and field personnel is most essential. However, the importance of maintaining traffic flow during construction is also paramount. Any disruption could result in several miles of backup, potentially causing regional traffic impacts during the morning and evening peak hours and delays and obstructions for emergency services. Some of the challenges associated with the proposed improvements include:

- Maintaining 2 travel lanes in each direction along Route 7 during daytime hours
- Retaining access to/from the DTR interchange ramps
- Coordinating construction activities with other projects in the area (i.e. Dulles Metrorail extension)
- Route 7 widening to Reston Pkwy)
- Incorporating staging areas for construction

**Why This Risk is Critical:** In a corridor that already has its congestion challenges, any added distractions could compromise safety and exacerbate delays. If not mitigated properly, potential impacts could include:

- Local and regional traffic delays and backups
- Delays and obstructions of emergency vehicles
- Safety of motorists and field personnel
- Schedule delays
- Liquidated damages charged to the contractor
- Potential loss of revenue on the DTR
- Damage the positive support of key stakeholders such as MWAA and Fairfax County .

**Risk Mitigation Strategy:** The FMCC/Volkert team will use a comprehensive approach to maintain traffic and safety in the project area. Key components of the plan will include:

- Effective SOC (sequence of construction) and transportation management plans
- Accelerated construction as feasible
- Public outreach
- Close coordination and partnering
- Careful monitoring during construction

Based on our observations of the existing interchange configuration and its deficiencies, the Team plans to construct the proposed improvements by establishing a 4-phased SOC (sequence of construction) that allows for 3 travel lanes in each direction along Route 7 during daytime hours, avoids impacts to the DTR mainline (i.e. for setting new piers, staging etc.) during the morning and evening peak hours, and maintains continual access to interchange ramps to/from the DTR.

Our integrated approach will include detailed coordination with adjacent projects to ensure the impacts to traffic are properly managed and not exacerbated during construction of this project.

Critical to success must include the input of all of the identified stakeholders. Early in the development of the TMP, coordination/ informational meetings will be held with local business, local governmental agencies and general public to discuss concepts of the SOC and to get feedback prior to finalizing the phasing schemes.

Additional mitigation strategy will be to have team workshops between the contractor and the design team to develop procedures to shorten the duration of construction time. Accelerated Bridge Construction techniques can be used to shorten the duration of construction. In addition, means and methods of construction will be reviewed to ensure the least impact to traffic, business interests and public use facilities.

The following details the specifics relating to each of the phases associated with the proposed SOC:

**Phase 1** would construct the center portion of the new bridge to accommodate 2, 11-foot lanes of

traffic and install barrier 11-feet from the curb along the existing northbound bridge separating the left travel lane from the remaining 2 lanes. These elements would be utilized temporarily in the next phase for northbound traffic. Pedestrian access would be maintained on the NB and SB sides.

**Phase 2** would shift the NB traffic to the temporary condition described under Phase 1. During this condition, a portion of the new NB bridge would be constructed to accommodate 3, 11-foot lanes of traffic to be used under the next phase. While the permanent ramp connection is completed under this phase, roadway modifications would be required (i.e. temporary pavement, lane shift, etc.) to allow temporary access to the WB DTR loop ramp from the temporary NB lane installed under barrier in Phase 1. SB traffic would not be affected under this phase. Pedestrian access would be maintained on the SB side only during the construction of this phase. Pedestrian traffic would be detoured from the NB side of Route 7 to the sidewalk located on the existing southbound bridge.

**Phase 3** would shift the NB traffic to the new bridge described under Phase 2. During this condition, the remaining portion of the new NB bridge would be completed and the permanent connection to the WB DTR loop ramp would be opened to traffic. SB traffic would not be impacted. Pedestrian access would be maintained on the NB and SB sides during the construction of this phase.

**Phase 4** would shift the SB traffic to the center and NB sections of the bridge described under the previous phases. While the permanent ramp connection is completed under this phase, roadway modifications would be required (i.e. temporary pavement, lane shift, etc.) to allow temporary access to the EB DTR loop ramp from the temporary condition installed under in Phase 3. Pedestrian access would be maintained on the NB side only during the construction of this phase. Pedestrian traffic would be detoured from the SB side of Route 7 to the sidewalk located on the new northbound bridge.

In addition to a meticulously established SOC, a well-developed TMP, will minimize additional delays to

what are already difficult corridors. In accordance the IIM-LD-241.5, TED-351.3 and the Virginia Work Area Protection Manual, a Category V TMP will be developed including a Temporary Traffic Control Plans, a Traffic Operations Plan, and a Public Communications Plan. As needed, traffic analyses software (Synchro, HCS, SimTraffic, Corsim, Vissim) will be used to evaluate potential impacts during each stage of construction including operational impacts to the intersections of Route 7/Jarrett Valley Drive, Route 7/ Tyco Lane and Route 7/Spring Hill Road. Various temporary traffic control strategies will be evaluated including temporary lane width reductions, lane shifts, temporary pavement, off-peak lane closures, optimized signal timings and phasing, night construction, and more. The team will focus specifically on avoiding impacts to vehicle commuters, Metrorail users, commercial entities and emergency response units (i.e. Tysons Corner Fire Station #29 located along Spring Hill Road) located within the area.

MOT will be coordinated with other projects in the area through sharing traffic control plans and coordination meetings. Throughout construction, the traffic control set up will be continuously monitored by inspectors who are certified in Intermediate Level Work Zone Traffic Control and evaluated and improved as needed.

**Role of VDOT and Other Agencies:** VDOT's support in public outreach events and utility relocation activities would be critical and helpful. Other than that, we do not anticipate any additional roles for VDOT unless unforeseen circumstances arise. VDOT's role will be oversight and approval.

## **Risk No. 2 – Utility Relocation and Coordination**

**Risk Identification:** Items of particular importance are the many known and possible unknown utilities within the boundaries of the project. Preliminary information suggests 10 utility/ communication entities including Dominion Virginia Power, Washington Gas, Fiberlight, Qwest Communications, TW Telecom, Verizon, XO Communications, Zayo Communications, and Fairfax County Public Works. Multiple owners with numerous overhead and



underground utilities in conflict with proposed work pose a significant risk throughout the life of the project.

- Impacts to the numerous communication and fiber optic lines under each bridge (with associated surface features) that serve a web of business interests and emergency facilities will require careful coordination throughout the life of the project.
- The 35 Kv. overhead power feeder system located on the outside at both ends of bridge of the Route 7 EBL Bridge will be approximately 5 feet from the proposed widened bridge. The overhead power lines will extend over the final traffic pattern and will require relocation for the safety of pedestrian and roadway traffic. In addition, the current location of the lines will be in conflict with the safety of workers and construction activities.
- The underground electrical conduit that runs across EBL and WBL of Route 7 at both ends of the bridge may be impacted by increased loading from additional fills and may also present a conflict with demolition of the bridge and approach roadway.
- A gas line designated as abandoned is attached to the Route 7 WBL Bridge. Verification will be required. If not abandoned as indicated, the team will take all appropriate action to work with the gas company directly to relocate the utility.
- A water line is located within the footprint of the WBL On-Ramp that will be modified to tie into



the widened WBL Bridge. Additional encasement for increased loading from additional fills may be required.

- A 24 inch gas line is within the footprint of the Ramps that will be modified to tie into the widened bridge and may need additional encasement for increased loading from fills.
- All utilities must remain operational during construction unless specified by the utility owner that temporary outages may be required for relocations.

**Why this risk is critical:** Utilities must be cleared prior to the start of most construction activities enabling the work to proceed uninterrupted to accommodate the 30 month construction schedule. In addition, permanent or temporary easements will need to be acquired. There are approximately 7 different communication owners and 3 utility companies that have been identified. Relocations will be on the critical path for the project and not under control of the Design-Build team. Many of the decisions regarding relocations or replacements will be made by third party utility owners.

**Risk Impact on the Project:** Utility impacts could affect the project schedule due to delays from third party work, potential increases to project costs with no added transportation value, and overall safety during construction.

**Risk Mitigation Strategy:** It is imperative to the local business community that all utilities will remain in service during the construction phase.

- OUS (On-Time Utility Solutions) has been added to the team to provide coordination between the project team and the utility owners. OUS will have direct communication with all utility owners and their third party representatives. They will assist with utility designation, obtaining necessary construction easements, coordination of scheduling activities to expedite the relocation of utilities and assist with the acquisition of permits.
- Regular coordination meetings will be held on a bi-monthly schedule between the team and all of the designated utility owners and their third-party representatives. These meetings will include:
  - Project schedule and critical path to maintain schedule,
  - Progress to-date and activities schedule on a 4-week look-ahead,
  - Information required by each party to achieve their stated goal
  - Action items and schedule of completion of each party
- Investigate alternative concepts to avoid or minimize impacts to existing utilities. Make use of any built-in redundancies identified in each of the systems to avoid impacts.
- Investigate shared use utility duct banks for all underground utilities.

- Conduct early coordination with all utility owners including UT9 Forms, and the required Utility Field Inspection meeting(s). Close coordination with each of the documented utility companies will take place to develop relocation plans that will not impact users.

**Role of VDOT and Other Agencies:** VDOT's role will be to review and approve the new design and agreements for utility relocations, so the relocation efforts can continue without any interruptions.

### **Risk No. 3 – Monetary Impacts to the Toll Road**

**Risk Identification:** Maintaining usage of the DTR is a critical risk for this project. The DTR serves as the major access to the Dulles International Airport as well as being a major commuter route for the major urban population centers and businesses that have been established along its corridor. In addition, toll generated revenue from the DTR is a critical component of funding for maintaining infrastructure for the area. Limiting the amount of construction time to minimize impacts to business caused by construction will be critical.

**Why This Risk is Critical:** The DTR has an ADT of 110,000 vehicles. Maintaining or effectively rerouting the traffic efficiently and safely poses a significant risk to this project. It will be imperative in maintaining the health of the business community to minimize disruptions. In addition, maintaining a continuous stream of revenue generated by tolling is vital to the economic well-being of the area. The size, type and placement of construction equipment used for erection, storage of materials and foundation excavation will have a direct bearing on the mitigation of impacts.

**Risk Mitigation Strategy:** The Fort Myer-Volkert team will examine alternative means and methods used for construction that will limit impacts to traffic and shorten the duration of construction. In addition, Accelerated Bridge Construction (ABC) techniques will be utilized where viable for the superstructure and substructure.

- Since the existing substructure is founded on firm material, it is anticipated that the new foundations will be founded on firm material as well.

Equipment placed in the shoulders of DTR for the driving of piles will not be required. However, some undercutting of existing subgrade material may be necessary during construction to alleviate the potential of differential settlements. The footprint necessary for footing excavation and subsequent undercutting will be minimized as much as possible. Alternative methods to stiffen the soil will be evaluated.

- The new bridge piers can be precast units that are formed off-site and can be dropped into place on the cast-in-place foundations that will shorten the duration of pier erection.
- Alternative means and means and methods will be evaluated for erection of the superstructure that will minimize placement of equipment in the medians of the DTR. Top down construction will be evaluated.

**Role of VDOT and Other Agencies:** VDOT's assistance with the DBT's communication with the Toll Authority and other agencies will be vital. We do not anticipate any additional role for VDOT unless unforeseen circumstances arise. VDOT's role will largely be one of oversight and communication.

# 3.1.2

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## SOQ Checklist



**ATTACHMENT 3.1.2**

**Project: 0007-029-139, P101, R201, C501, B617, B618**

**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix Attachment 3.1.2
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix Attachment 2.10
<b>Letter of Submittal (on Offeror's letterhead)</b>				1
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix Attachment 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix Attachment 3.2.7
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix Attachment 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix Attachment 3.2.9

**ATTACHMENT 3.1.2**

**Project: 0007-029-139, P101, R201, C501, B617, B618**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix Attachment 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix Attachment 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix Attachment 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix Attachment 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix Attachment 3.2.10
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix Attachment 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix Attachment 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	4

**ATTACHMENT 3.1.2**

**Project: 0007-029-139, P101, R201, C501, B617, B618**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				<b>7</b>
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1
<b>Project Risk</b>				<b>11</b>
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	<b>11</b>

# 2.10

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## Form C-78-RFQ



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

RFQ NO. C00082135DB77  
 PROJECT NO.: 0007-029-139, P101, R201, C501, B617, B618

**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 05/13/2014  
(Date)
2. Cover letter of RFQ Addendum No. 1 06/04/14  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
 \_\_\_\_\_  
 SIGNATURE  
 Jose Rodriguez, President

June 19, 2014  
 \_\_\_\_\_  
 DATE

# 3.2.6

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## Affiliated & Subsidiary Companies





# 3.2.7

## Debarment Forms



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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 form.

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.

	June 19, 2014	Jose Rodriguez, President
Signature	Date	Title

FORT MYER CONSTRUCTION CORPORATION

Name of Firm

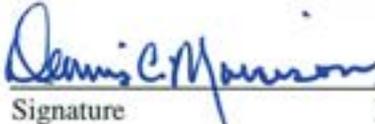
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

- 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.

	June 17, 2014	Senior Vice President
Signature	Date	Title

Volkert, Inc.  
Name of Firm



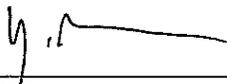
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

- 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 form.

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.

	6/3/2014	President and CEO
Signature	Date	Title

DMY Engineering Consultants Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

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

DiAnne J. Puz      June 4, 2014      President  
Signature                      Date                      Title

Precision Measurements, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

- 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.

	6/12/14	President
Signature	Date	Title
<hr/>		
On-Time Utility Solutions, LLC		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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 form.

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 16, 2014

Date

Managing Partner

Title

Appraisal Review Specialists, LLC

Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

- 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 form.

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.

	6/18/2014	President & C.O.O.
Signature	Date	Title

Froehling & Robertson, Inc.

Name of Firm

# 3.2.8

## Prequalification Certificate

VDOT  
Virginia Department  
of Transportation

Bridge Rendinger

Route 7 over Dulles Toll Road (DTR) and Airport Access Highway



TRANSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 06/12/2014  
- F -

06/12/2014  
2:37 PM  
PAGE 166

=====  
F034  
FORT MYER CONSTRUCTION CORPORATION  
PREQ. EXP : 05/31/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
2237-33RD ST., N.E. 003 - MAJOR STRUCTURES  
WASHINGTON, DC 20018-1594 004 - ASPHALT CONCRETE PAVING  
PHONE : 202-636-9535 006 - PORTLAND CEMENT CONCRETE PAVING  
FAX : 202-526-8572 045 - UNDERGROUND UTILITIES  
055 - BRIDGE REPAIRS

BUSINESS CONTACT: SHRENSKY, LEWIS FRANK  
EMAIL: FORTMYER@FORTMYER.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A

=====  
F427  
FORTY-TWO CONTRACTING, INC.  
PREQ. EXP : 05/31/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
938 E. 4TH STREET 004 - ASPHALT CONCRETE PAVING  
RICHMOND, VA 23224-5532 101 - EXCAVATING  
PHONE : 804-377-2270  
FAX : 804-249-6513

BUSINESS CONTACT: SNEAD, WILLIAM WOODROW  
EMAIL: PSNEAD@42CONTRACTING.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A  
=====

# 3.2.9

## Surety Letter

VDOT

SUP Option Underpass  
Section Looking East



Looking East



June 2, 2014

Stephen D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

**RE: Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway;  
State Project No. 0007-029-139,P101,R201,C501,B617,B618; Federal Project No. BR-5401 (738);  
Contract ID Number C00082135DB77  
RFQ Date: June 19, 2014**

Dear Mr. Kindy,

As surety for, Fort Myer Construction Corporation, Western Surety Company with A.M. Best Financial Strength Rating (A ) and Financial Size Category ( XII) is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, 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.

Best Regards,

Western Surety Company

A handwritten signature in blue ink that reads "Don K Kawamoto".

Don K Kawamoto, Attorney-in-fact

# Western Surety Company

## POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

**Joseph G Delaney, Karen M Earp, Don K Kawamoto, Individually**

of Potomac, MD, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

**- In Unlimited Amounts -**

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 14th day of October, 2013.

WESTERN SURETY COMPANY

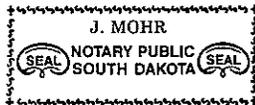


Paul T. Bruflat  
Paul T. Bruflat, Vice President

State of South Dakota }  
County of Minnehaha } ss

On this 14th day of October, 2013, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires  
June 23, 2015



J. Mohr  
J. Mohr, Notary Public

### CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 2nd day of June, 2014.



WESTERN SURETY COMPANY

L. Nelson  
L. Nelson, Assistant Secretary

**Authorizing By-Law**

**ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY**

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

# 3.2.10

## SCC & DPOR Information



## ATTACHMENT 3.2.10

**State Project No. 0007-029-139, P101, R201, C501, B617, B618**

### 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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Fort Myer Construction Corporation</b>	156814-2	S. Corporation	Active In Good Standing	2237 33 <sup>rd</sup> Street, NE Washington, DC 20018	Contractor (Class A)	2701-015396	8-31-2014
<b>Volkert, Inc.</b>	F136659-2	Foreign Corporation	Active In Good Standing	5400 Shawnee Road Suite 301. Alexandria, VA 22312	ENG, LA	0407 002610	12-31-2015
<b>McCormick Taylor, Inc.</b>	F129691-4	Corporation	Active In Good Standing	4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060	ENG	0407 004111	12-31-2015
				113 Mill Place Parkway, Unit 103 Verona, VA 24482	ENG	0411 000771	2-29-2016
<b>DMY Engineering Consultants Inc.</b>	0768895-5	S Corporation	Active, In Good Standing	45662 Terminal Dr. Suite 110 Dulles, VA 20166	ENG	0407 005631	12-31-2015
<b>Precision Measurements, Inc.</b>	0450436-1	S, Corporation	Active, In Good Standing	4215 Lafayette Center Drive, Sutie 2A Chantilly, VA 20151	LS	0411 000562	2-29-2016
<b>On-Time Utility Solutions, LLC</b>	S205467-6	Limited Liability	Active	DPOR Not Required for this Servic	NA	NA	NA

**ATTACHMENT 3.2.10**

**State Project No. 0007-029-139, P101, R201, C501, B617, B618**

**SCC and DPOR Information**

<b>Appraisal Review Specialists, LLC</b>	T0490682	Foreign Limited Liability	Active	3058 Mt. Vernon Road Hurricane, WV 25526	Appraisal Business	4008 001735	4-30-2016
<b>Parli Appraisal, Inc.</b>	03074721	Corporation	Active	3545 Chain Bridge Road #207 Fairfax, VA 22030	Appraisal Business	4008 001629	2-29-16
<b>Froehling &amp;Robertson, Inc.</b>	000272112	Corporation	Active	22923 Quicksilver Rd. Suite 111 Sterling, VA 20166	ENG	0411 000051	2-9-16
				3015 Dumbarton Road Richmond, VA 23228	ENG	0407 000098	12-31-2015

**DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)**

<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Volkert, Inc.</b>	Fred White	5400 Shawnee Road Suite 301. Alexandria, VA 22312	1920 Tysons Trace Pl. Vienna, VA 22182	Professional Engineer	0402 018024	9-30-15
<b>Volkert, Inc.</b>	Julie Hartman	5400 Shawnee Road Suite 301. Alexandria, VA 22312	1703 Holly Avenue Grottoes, VA 24441	Professional Engineer	0402 044099	10-31-15

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That FORT MYER CONSTRUCTION CORPORATION is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 11, 1974;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
June 10, 2013*

*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, December 7, 2009*

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

**Volkert, Inc.**

**(Formerly known as Volkert & Associates, Inc.)**

**(Formerly known as David Volkert & Associates, Inc.)**

**(Date of qualification – January 21, 1999)**

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



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That Volkert, Inc., a corporation incorporated under the law of Alabama, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on January 21, 1999; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
November 15, 2013*

*Joel H. Peck*  
\_\_\_\_\_  
*Joel H. Peck, Clerk of the Commission*

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Commonwealth of Virginia  
**State Corporation Commission**



Virginia.gov

CISM0180

CORPORATE DATA INQUIRY

01/23/14

09:53:41

CORP ID: F129691 - 4 STATUS: 00 ACTIVE STATUS DATE: 07/28/03  
CORP NAME: McCORMICK TAYLOR, INC.

DATE OF CERTIFICATE: 06/02/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 150.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: RICHARD A BUTALA

STREET: NORTH SHORE COMMONS A AR RTN MAIL:  
4951 LAKE BROOK DR STE 275

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
R/A STATUS: 2 OFFICER EFF. DATE: 03/05/04 LOC : 143  
ACCEPTED AR#: 213 09 8993 DATE: 06/14/13 HENRICO COUNTY  
CURRENT AR#: 213 09 8993 DATE: 06/14/13 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
13 490.00 70,000

(Screen Id:/Corp\_Data\_Inquiry)



SCC eFile

- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
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Business Entities

UCC or Tax Liens

Court Services

Additional Services

DMY ENGINEERING CONSULTANTS INC.

SCC eFile  
Business Entity Details



General

SCC ID: 07688955  
 Entity Type: Corporation  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 9/6/2013  
 Status: Active  
 Shares Authorized: 10000

Select an action

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

Principal Office

Registered Agent/Registered Office

WEIYI MA  
 45662 TERMINAL DRIVE  
 SUITE 110  
 DULLES VA 20166  
 LOUDOUN COUNTY 153  
 Status: Active  
 Effective Date: 9/6/2013

Add to My Favorites

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Home

Screen ID: e1000

Need additional information? Contact: [scinfo@scc.virginia.gov](mailto:scinfo@scc.virginia.gov) Website questions? Contact: [webmaster@scc.virginia.gov](mailto:webmaster@scc.virginia.gov)

We provide external links throughout our site.

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

Build #: 1.0.0.24956

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That PRECISION MEASUREMENTS, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is July 24, 1995;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
May 23, 2014*

*Joel H. Peck*  
Joel H. Peck, Clerk of the Commission

# Commonwealth OF Virginia



## State Corporation Commission

### CERTIFICATE OF FACT

*I Certify the Following from the Records of the Commission:*

That On-Time Utility Solutions, LLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is November 28, 2006; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
January 14, 2013*

*Joel H. Peck*  
\_\_\_\_\_  
*Joel H. Peck, Clerk of the Commission*



SCC eFile  
**Business Entity Details**

SCC eFile

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- [Check Name](#)
- [Distinguishability](#)
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- [Certificate Verification](#)
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[Business Entities](#)

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[Additional Services](#)

### Appraisal Review Specialists, LLC

#### General

SCC ID: T0490682  
Entity Type: Foreign Limited Liability Company  
Jurisdiction of Formation: WV  
Date of Formation/Registration: 2/3/2012  
Status: Active

#### Principal Office

3058 MOUNT VERNON RD  
HURRICANE WV25526

#### Registered Agent/Registered Office

INCORP SERVICES INC  
7288 HANOVER GREEN DR  
MECHANICSVILLE VA 23111  
HANOVER COUNTY 142  
Status: Active  
Effective Date: 2/3/2012

#### Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
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SCC eFile  
Business Entity Details



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- SCC eFile Home Page
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Business Entities

UCC or Tax Liens

Court Services

Additional Services

PARLI APPRAISAL, INC.

General

SCC ID: 03074721  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 8/4/1987  
Status: Active  
Shares Authorized: 10000

Principal Office

3545 CHAIN BRIDGE RD #207  
FAIRFAX VA22030

Registered Agent/Registered Office

RICHARD S YOUNG  
4216 EVERGREEN LN STE 132  
ANNANDALE VA 22003  
FAIRFAX COUNTY 129  
Status: Active  
Effective Date: 9/16/1997

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
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New Search

Home



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SCC eFile

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- [Check Name Distinguishability](#)
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[Business Entities](#)

[UCC or Tax Liens](#)

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## FROEHLING & ROBERTSON, INCORPORATED

### General

SCC ID: 00272112  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 10/11/1924  
Status: Active  
Shares Authorized: 1100000

### Principal Office

3015 DUMBARTON ROAD  
HENRICO VA23228

### Registered Agent/Registered Office

WILLIAM H HOOFNAGLE III  
1900 ONE JAMES CENTER  
901 E CARY ST  
RICHMOND VA 23219  
RICHMOND CITY 216  
Status: Active  
Effective Date: 9/21/2011

## SCC eFile Business Entity Details

### Select an action

- [File a registered agent change](#)
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## Details of license number 2701015396

Name:	FORT MYER CONSTRUCTION CORP
License Number:	2701015396
License Description:	Contractor Class A
<a href="#">Class Definitions</a>	
Business Type:	Corporation
Address:	2237 33RD ST NE WASHINGTON, DC 20018
Specialties/Classifications:	Building (BLD)
<a href="#">Classification Definitions</a>	Electrical (ELE)
<a href="#">Specialty Definitions</a>	Highway / Heavy (H/H)
Initial Certification Date:	1976-06-22
Expiration Date:	2014-08-31

**No Open Complaints**

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON

12-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0407002610

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

PROFESSIONS: ENG, LA

VOLKERT INC  
5400 SHAWNEE RD  
STE 301  
ALEXANDRIA, VA 22312



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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## Details of license number 0407004111

Name:	MCCORMICK TAYLOR INC
License Number:	0407004111
License Description:	Business Entity Registration
Business Type:	CORP
Address:	4951 LAKE BROOK DR SUITE 275 GLEN ALLEN, VA 23060
Initial Certification Date:	2001-05-22
Expiration Date:	2015-12-31



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## Details of license number 0411000771

Name:	MCCORMICK TAYLOR INC
License Number:	0411000771
License Description:	Business Entity Branch Office Registration
Business Name:	MCCORMICK TAYLOR INC
Business Type:	CORP
Address:	113 MILL PLACE PARKWAY UNIT 103 VERONA, VA 24482
Initial Certification Date:	2010-10-27
Expiration Date:	2016-02-29

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON

12-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0407005631

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

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS INC  
45662 TERMINAL DRIVE  
SUITE 110  
DULLES, VA 20166



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER

0411000562

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC  
4215 LAFAYETTE CENTER DRIVE  
SUITE 2A  
CHANTILLY, VA 20151



*Nick A. Christner*  
Nick A. Christner, Interim Director

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## Details of license number 4008001735

Name:	APPRAISAL REVIEW SPECIALISTS LLC
License Number:	4008001735
License Description:	Appraisal Business Registration
Business Type:	LLC
Address:	3058 MOUNT VERNON ROAD SUITE 12 HURRICANE, WV 25523
Initial Certification Date:	2012-04-05
Expiration Date:	2016-04-30

**No Open Complaints**



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## Details of license number 4008001629

Name:	PARLI APPRAISAL INC
License Number:	4008001629
License Description:	Appraisal Business Registration
Business Type:	CORP
Address:	3545 CHAIN BRIDGE ROAD #207 FAIRFAX, VA 22030
Initial Certification Date:	2010-02-01
Expiration Date:	2016-02-29

**No Open Complaints**



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## Details of license number 0411000051

Name:	FROEHLING & ROBERTSON INC
License Number:	0411000051
License Description:	Business Entity Branch Office Registration
Business Name:	FROEHLING & ROBERTSON INC
Business Type:	CORP
Address:	22923 QUICKSILVER DR STE 111 STERLING, VA 20166
Initial Certification Date:	1992-04-08
Expiration Date:	2016-02-29



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## Details of license number 0407000098

Name:	FROEHLING & ROBERTSON INC
License Number:	0407000098
License Description:	Business Entity Registration
Address:	3015 DUMBARTON ROAD RICHMOND, VA 23228
Initial Certification Date:	1982-08-05
Expiration Date:	2015-12-31

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
09-30-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0402018024

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

FREDERICK D WHITE  
1920 TYSONS TRACE DRIVE  
VIENNA, VI 22182



*George N. Ditsen*  
George N. Ditsen, Director

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

**EXPIRES ON  
10-31-2015**

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Telephone: (804) 367-8500

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

**JULIE WOOD HARTMAN  
1703 HOLLY AVE  
GROTTOES, VA 24441**



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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# 3.3.1

## Key Personnel Resume Forms



Looking East

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

a. Name & Title:  
**Bijan H. Naderi, Senior Project Manager**

b. Project Assignment:  
**Design Build Project Manager**

c. Name of Firm with which you are now associated:  
Fort Myer Construction Corporation



d. Years experience: With this Firm 15 Years With Other Firms 32 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):

**1968 - 1996 – Various positions as defined below:**

- J.A.Boyd & Associates – Scheduler (proving CPM Service to contactors)
- Jacobs Associates – Designer (design of temporary structure services to contractors)
- Horn Construction Co. – Designer (designing temporary structure for projects)
- Perini Corporation – Project Engineer (Field Engineer at Shady Grove Metro Station in MD)
- Bavand Consultants Engineers – Project Manager (managing numerous project in Tehran)

**1997 – 1999 - Project Manager w/ Industrial Construction Corporation (Gaithersburg, MD):**  
Field Management of rehabilitation of Ednor Bridge and related approach road project.

**1999 - current - Senior Project Manager w/ Fort Myer Construction Corporation (FMCC) (Washington, DC):** Responsible for providing managerial, technical, and administrative support for assigned projects. Also responsible to coordinate with regulatory agencies, sub-contractors, contract compliance, scheduling, change order negotiation and issuance, and invoicing.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

**BS / 1973 / Civil Engineering, San Jose State University, CA**

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

**Bijan Naderi will hold all necessary certifications prior to the commencement of construction.**

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each project, not those of the firm.*
  2. *Note whether experience is with current firm or with other firm.*
  3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

**(List at least three (3), but no more than five (5) relevant projects\* for which you have performed a similar function.)**

Project Details	Similar Scope Activities
<p><b>New York Avenue Bridge Reconstruction   Owner: DDOT</b>  <b>Start Date:</b> December 2009 <b>End Date:</b> October 2013 <b>Contract Value:</b> \$39.4M  <b>Project Role:</b> Design-Build Project Manager                      A commendable, award-winning design-build project involving the rehabilitation of a primary transportation corridor into Washington, DC, New York Avenue Bridge involved upgrading the century-old structure. At the helm was Mr. Naderi, the project manager. Included in the project were the removal, and <b>reconstruction of the twin-span bridge's superstructure and piers</b>, and construction of a new historic sidewalk rail. Beginning in January 2011, a third girder was installed to create structural redundancy. Construction also included <b>installation and removal of temporary structures to support equipment and protect personnel working</b></p>	<ul style="list-style-type: none"> <li>☑ Design-Build</li> <li>☑ Roadway</li> <li>☑ Bridge</li> <li>☑ Streetlighting</li> <li>☑ Transp. Mgmt Plan</li> <li>☑ Utilities</li> <li>☑ Public Outreach and Safety</li> <li>☑ QA/QC</li> <li>☑ Value</li> </ul>

safety measures were properly adhered to throughout the duration of the project.

- Public Outreach and Safety

**Eastern Avenue Bridge Reconstruction | Owner: DDOT**  
**Start Date: Nov. 2009 End Date: Oct. 2010 Contract Value: \$9M**  
**Project Role: Superintendent**

This **award-winning project** consisted of demolition of the old bridge structure; **raising the clearance height of the bridge deck** by 2 feet; **rehabilitation of the existing abutments** and retaining walls; **fabrication and installation of prefabricated concrete and steel piers and superstructure units**; construction of pier foundations, barriers and medians; rehabilitation of pumping stations at each end of the bridge along Eastern Avenue to **relieve drainage and flooding problems**; construction of portions of roadway including service ramps and approaches. Supervised all daily activities performed on site. Kept both subcontractors crews and FMCC crews on schedule. Provided daily quantities to project manager. Ensured that all quality control and safety measures were properly adhered to throughout the duration of the project.

- Same Team of Construction Leaders (Barros & Naderi)**
- Bridge
- Roadway
- Utilities
- QA/QC
- Const./Eng./Insp.
- Coordination with ongoing adjacent Projects
- Public Outreach and Safety

**Reconstruction of Kenilworth Avenue, Washington, DC**

**Owner: DDOT Contract Value: \$36.7M**  
**Start Date: April 2007 End Date: April 2009**

**Project Role:** Assistant Superintendent for 2 Phase reconstruction of the 1 mile of roadway, rehabilitation of 4 **bridges (substructures & superstructures)** and construction of retaining walls (reinforced concrete with form liner) Other work included a new 16" water line and storm drain system, **street lighting/traffic signal system**, and three art structures with special lighting. **Construction had to be performed over one of the busiest interstates in DC.** Mr. Barros helped supervise various daily activities performed on site. To minimized delays to nearly 130,000 daily commuters, a movable barrier system was employed to maintain three lanes in one direction at any time during construction. Helped supervise various daily activities performed on site. Kept track of daily quantities throughout the duration of the project. Enforced all safety measures.

- Same Team of Construction Leaders (Barros & Naderi)**
- Roadway
- Bridge
- Traffic Control Dev.
- Transp. Mgmt Plan
- Utilities
- QA/QC
- Public Outreach and Safety

**Rehabilitation of Anacostia Freeway, Washington, DC**

**Start Date: Aug. 2002 End Date: Aug. 2004 Contract Value: \$30.7M**  
**Project Role: Superintendent** for this **bridge and roadway reconstruction and widening project** on the Anacostia Freeway (I-295)

located in southeast Washington, DC. This two-phase project involving 3 bridges required constructing steel sheet pile cofferdams to facilitate pier rehabilitation, **driving steel H-piles for pier widening**, and **performing concrete and crack repairs to the existing piers** for the bridge over Oxen Run Bay. Other major work included the erection of new structural steel on the rehabilitated abutments and piers, **full concrete superstructure reconstruction** for all bridges, over 1500 linear feet of cast-in-place concrete retaining walls with architectural stone liner finish, and full depth widening and resurfacing of nearly two miles of the Anacostia Freeway. As superintendent, Mr. Barros was responsible for coordinating with subcontractors and field staff, keeping track of quantities, ensure all quality control and safety measures were in place.

- Same Team of Construction Leaders (Barros & Naderi)**
- Roadway
- Bridges
- Utilities
- Traffic Control Dev.
- Transp. Mgmt Plan
- Utilities
- QA/QC
- Public Outreach and Safety

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

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Hilario Barros, Superintendent</b>	
b. Project Assignment: <b>Construction Manager</b>	
c. Name of Firm with which you are now associated:  Fort Myer Construction Corporation	 <p><b>FORT MYER CONSTRUCTION</b> <i>Since 1972</i></p>
d. Years experience: With this Firm <u>35</u> Years With Other Firms <u>5</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):	
<p><b>1989 – Present – Superintendent</b>  <b>Name of Firm: Fort Myer Construction Corporation</b>  <b>Responsibilities:</b> Direct and supervise the daily field activities of various crews and subcontractors. Ensure that all safety measures meet and/or exceed all safety policies. Implement quality control policies at the job site. Ensure successful completion of projects to meet time and cost objectives with respect to self-performed and subcontracted trade work. Maintain a good business relationship with the Owner/Architect of each project.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  Completed high school in Portugal	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
<ul style="list-style-type: none"> <li>• VTCA/ VDOT Erosion and sediment control certification # 5643C</li> <li>• Osha 10 certification</li> <li>• First Aid &amp; CPR certification</li> </ul>	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p>	
<b>Project Details</b>	<b>Similar Scope Activities</b>
<p><b>Project: Design Build I-66 Pavement Rehabilitation, Fairfax County, VA</b>  <b>  Owner: VDOT Contract Value: \$46M</b>  <b>Start Date: Dec. 2010 End Date: Nov. 2012</b>  <b>Project Role: Superintendent</b>, of this award-winning project, which consisted of rehabilitation of 6.5 miles of on one of Virginia's most prominent interstates. The rehabilitation of I-66 included the construction of CIP concrete paving, asphalt overlay, installation of guardrails, concrete barriers, and <b>coordination with Virginia Department of Transportation</b> Intelligent Transportation Systems ("ITS"). Supervised all daily activities performed on site. Kept both subcontractor crews and FMCC crews on schedule. Provided daily quantities to project manager. Ensured all quality control and</p>	 <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Project</li> <li><input checked="" type="checkbox"/> Design-Build</li> <li><input checked="" type="checkbox"/> Roadway</li> <li><input checked="" type="checkbox"/> Utilities</li> <li><input checked="" type="checkbox"/> QA/QC</li> <li><input checked="" type="checkbox"/> Const./Eng./Insp.</li> <li><input checked="" type="checkbox"/> Coordination with ongoing adjacent Projects</li> </ul>

**over high-voltage wires** and rail tracks. Other work included electrical rehabilitation and replacement of **roadway lighting** and pavement restoration to New York Avenue to match the **elevation change of the bridge abutments**. Mr. Naderi worked closely with the design team and communicated constantly with the client and other key stakeholders. He also operated with the superintendent to keep the subcontractor crews and FMCC's team on schedule.

**Eastern Avenue Bridge Reconstruction | Owner: DDOT**

**Start Date:** November 2009 **End Date:** October 2010 **Contract Value:** \$9M  
**Project Role:** Project Manager

This award-winning project consisted of demolition of the old bridge structure; **raising the clearance height of the bridge deck** by 2 feet; **rehabilitation of the existing abutments** and retaining walls; **fabrication and installation of prefabricated concrete and steel piers and superstructure units**; construction of pier foundations, barriers and medians; rehabilitation of pumping stations at Eastern Avenue to **relieve drainage and flooding problems**; construction of portions of roadway including service ramps and approaches. All work was performed with critical TMP.

- Engineering
- Coordination with ongoing adjacent Projects
- Public Outreach and Safety
- **Same Team of Construction Leaders (Barros & Naderi)**
- Bridge
- Roadway
- Utilities
- QA/QC
- Const./Eng./Insp.
- Public Outreach and Safety

**Reconstruction of Kenilworth Avenue, Washington, DC | Owner: DDOT**

**Start Date:** April 2007 **End Date:** April 2009 **Contract Value:** \$36.7M  
**Project Role:** Senior Project Manager for 2 Phase reconstruction of the 1 mile of roadway, rehabilitation of 4 bridges (**substructures & superstructures**) and construction of retaining walls (reinforced concrete with form liner) Other work included a new 16" water line and storm drain system, **street lighting/traffic signal system**, and three art structures with special lighting. **Construction had to be performed over one of the busiest interstates in DC.** As PM performed duties such as scheduling, technical support, material submittals and ordering, and coordination with Subcontractors and field staff which lead to minimized delays to nearly 130,000 daily commuters by employing a movable barrier system to maintain three lanes in one direction at any time during construction.

- **Same Team of Construction Leaders (Barros & Naderi)**
- Roadway
- Bridge
- Traffic Control Dev.
- Transp. Mgmt Plan
- Utilities
- QA/QC
- Public Outreach and Safety

**Rehabilitation of Anacostia Freeway, Washington, DC**

**Start Date:** August 2002 **End Date:** August 2004 **Contract Value:** \$30.7M  
**Project Role:** Project Manager for this **bridge and roadway reconstruction and widening project** on the Anacostia Freeway (I-295) located in southeast Washington, DC. This two-phase project involving 3 bridges required constructing steel sheet pile cofferdams to facilitate pier rehabilitation, **driving steel H-piles for pier widening**, and **performing concrete and crack repairs to the existing piers** for the bridge over Oxen Run Bay. Other major work included the erection of new structural steel on the rehabilitated abutments and piers, **full concrete superstructure reconstruction** for all bridges, over 1500 linear feet of cast-in-place concrete retaining walls with architectural stone liner finish, and full depth widening and resurfacing of nearly two miles of the Anacostia Freeway. As PM, Mr. Naderi was responsible for overall project delivery and also performed duties including scheduling, technical support, material submittals and ordering, and coordination with subcontractors and field staff.

- **Same Team of Construction Leaders (Barros & Naderi)**
- Roadway
- Bridges
- Utilities
- Traffic Control Dev.
- Transp. Mgmt Plan
- Utilities
- QA/QC
- Public Outreach and Safety

**Southwest Freeway, Washington, DC**

**Start Date:** 1999 **End Date:** 2002 **Contract Value:** \$25M  
**Project Role:** Project Manager

Project Manager for the large scale highway and bridge construction project which included **reconstruction of 1.5 miles of divided highway, including six bridges** and the construction of a new bridge and concrete retaining walls with FormLiner finish. Traffic control and project coordination was very critical on this project. Mr. Naderi headed team coordination meetings on a weekly basis to ensure successful project delivery.

- Roadway
- Bridges
- Utilities
- Traffic Control Dev.
- Transp. Mgmt Plan
- Utilities
- QA/QC
- Public Outreach and Safety

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

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Fred White, Chief Structural Engineer</b>	
b. Project Assignment: <b>Design Manager</b>	
c. Name of Firm with which you are now associated:  Volkert, Inc. <span style="float: right;"></span>	
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>15</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):  <b>Name of Firm:</b> Volkert, Inc. <span style="float: right;"><b>Start Date:</b> July 1999 <b>End Date:</b> Present</span> <b>Position:</b> Vice President, Chief Structural Engineer Manages Volkert's structural engineering practice in the Mid-Atlantic Region. Manages new bridge design and bridge rehabilitations and replacements for design-build and design-bid-build projects ranging in size up to \$210 million. Responsible for design, quality, staff, subconsultant, budget, schedule, and customer service management.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: B.S., 1982, Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1987 / Professional Engineer / Virginia# 018024	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities 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> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>	
<b>Project Details</b>	<b>Similar Scope Activities</b>
<b>Martin Luther King Expressway Extension, Portsmouth  </b> <b>Owner:</b> VDOT & Elizabeth River Crossings LLC <b>Dates:</b> Design 2012-2013 <b>Construction:</b> Winter 2014-2016 <b>Contract Value:</b> \$210 M <b>Project Role:</b> Project Manager Managed a multi-disciplinary team for design and construction support services for a \$210-million, 1-mile, 4-lane, elevated limited-access, toll facility (urban principal arterial). Responsible for civil, structural, and traffic engineering; landscape architecture; and quality, subconsultant, budget, schedule, and customer service management. Coordinated with ITS, lighting, and toll system design. The project includes a new urban flyover interchange at I-264 and a new urban interchange at High Street, modifications to the 1-264/London Boulevard interchange, 2 bridge widenings on I-264, the widening of I-264 to add auxiliary lanes, side road improvements, retaining walls, new stormwater management facilities, streetscape enhancements on High Street, and a new urban plaza to serve as a gateway into the historic district. The final mainline and ramp design includes 45 steel and pre-stressed concrete spans. Pier locations and span lengths avoid conflicts with existing and proposed railroad tracks. A segment of the project incorporates 18 EPS (Expanded Polystyrene) and MSE walls as a cost-effective alternative to bridge construction. The light-weight EPS retaining walls decrease the load on the highly compressible underlying soils and reduce settlement. The context-sensitive	<ul style="list-style-type: none"> <li> PPTA /D-B</li> <li> Design Mgt.</li> <li> Urban</li> <li> Bridge Widening</li> <li> Roadway Widening</li> <li> Pedestrian Facilities</li> <li> TMP for Type C Project</li> <li> VDOT Coord.</li> </ul>

design maintained connectivity of neighborhoods, incorporated aesthetic treatments on the bridges, minimized impacts to historic resources, and maintained traffic flow on I-264 for 70,000+ motorists per day. The design maximized the use of available space for stormwater management facilities to minimize impacts on an aging and undersized storm drain system. With a fast-track design, the project progressed from 30% roadway plans to RFC (100%) drawings within a span of 10 months.

**Rehabilitation of Glebe Road over Route 50, Arlington | Owner: VDOT**

**Start Date:** June 2009 **End Date:** June 2012

**Contract Value: \$6M (\$3.4M – bridge only)**

**Project Role:** Project Manager

**Responsibilities:** Managed Stage I and Stage II design services and construction administration services for the rehabilitation of a bridge on a busy urban interchange to improve efficiency and safety along a segment of Glebe Road (urban principal arterial) at Route 50. Structural design involved the rehabilitation of a single-span built-up plate girder bridge 110 feet in length with a 35-degree skew. The design included a new concrete deck, new wing walls, and widened abutments on spread footing foundations to accommodate bridge widening of the north- and south-bound lanes to add a new left-turn lane on northbound Glebe Road, a 17-foot shared use path on one side and an 11-foot sidewalk on the other, decorative wrought-iron picket fencing, gateway pillars and LED lighting, improved site distance for right turns from Route 50 to Glebe Road, and new signals. The design eliminated the joint on the north end by using a new concrete deck extension on the south end. The design also included abutment repairs, steel-beam repairs, bearing replacements with elastomeric bearings, and superstructure painting. To accelerate construction through 10 phases of construction, precast concrete slab units were used for the deck replacement and night construction avoided traffic impacts and delays during the day in this very congested area.

- Bridge Rehab
- Deck Replacement
- Superstructure Widening
- Abutment Rehab
- Pier Rehab
- SUP
- Env. Permitting
- Urban
- High-Volume road
- Constrained Project Footprint and Work Zone
- Accelerated Construction

**Rehabilitation of 9<sup>th</sup> Street over I-395, Washington, DC | Owner: DDOT**

**Start Date:** 2006 **End Date:** 2008 **Contract Value:** \$8M

**Project Role:** Project Manager

Managed a multi-disciplinary team to design the rehabilitation of 2, 5-span, steel structures with concrete decks over a busy interstate. The bridges are 290 feet in length. The project involved a field inspection; evaluations of the bridge decks, structural steel on ramps, and the paint system for the steel girders and railings; on-site cleaning; environmental testing; and the development of an out-of-date set of construction documents to reflect current AASHTO and DDOT standards and a new scope of services. Rehabilitation design included new decks, new approach slabs, new bearings, new joints for ramps M and C, and rehabilitation of the substructures and the stair tower. Designed repairs to the pumping station roof slab and to the steel girders on the 10<sup>th</sup> Street bridge. Located in a congested area over a high-volume, high-speed interstate, Volkert's design minimized impacts to I-395 using rapid deployment of girder repairs and cleaning and painting. The design also included the replacement of a water line; reinstallation of traffic control equipment; roadway and drainage improvements; sidewalk replacement; MOT and erosion and sediment control plans; pavement markings and signing; and bridge lights.

- Bridge Rehab
- Deck Replacement
- Substructure Repairs
- Bearing Replacements
- Utility Replacements
- Roadway
- Pedestrian Facilities
- Minimized Impacts to Interstate under Bridge Const.
- Rapid Deployment Methods

**Bennin Road Bridge Replacement, Washington, DC | Owner: DDOT**

**Start Date:** 2006 **End Date:** 2003 **Contract Value:** \$27M

**Project Role:** Chief Structural Engineer

Oversight of design of a 560-lf, 8-lane, 5-span, continuous, multi-girder replacement bridge, approach roadways, sidewalks, bike lanes, path, signals, utility relocation, permitting, H&H and scour analyses, and environmental studies. The bridge contained 4 main utilities including 69kv electrical lines that power the entire District. Volkert's plan maintained utility service throughout construction with special provisions for temporary supports and new duct banks. Volkert coordinated with WMATA to maintain service of the adjacent Metrorail line and provided a special provision for vibration monitoring. The MOT maintained 3 lanes of traffic at all times for more than 60,000 motorists per day.

- Bridge Const.
- Complex Utilities
- Complex MOT
- Urban – High-Volume Road
- Multiple Agency Coordination

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>					
a. Name & Title: <b>Julie Hartman, Regional Manager, CEI Services</b>					
b. Project Assignment: <b>Quality Assurance Manager</b>					
c. Name of Firm with which you are now associated:  Volkert, Inc.					
<p>d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>15</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):</p> <p><b>Name of Firm:</b> Volkert, Inc. <b>Start Date:</b> Feb. 2012 <b>End Date:</b> Present  <b>Position:</b> Construction Manager  Ms. Hartman is responsible for management of construction inspection projects including the supervision of inspection personnel, QA activities including preparatory inspection meetings and resolution of nonconformance issues to assure compliance with VDOT standards and client satisfaction. She works collaboratively with VDOT, engineers, and contractors to resolve design, construction, and quality issues.</p> <p><b>Name of Firm:</b> City of Harrisonburg, Virginia, DPW <b>Start Date:</b> June 2007 <b>End Date:</b> Feb. 2012  <b>Position:</b> Public Works Engineer  Managed design and construction of VDOT-funded, locally administered projects; supervised inspectors; led project meetings; resolved project issues; coordinated with VDOT and FHWA officials; met with property owners; and monitored schedules and budgets.</p> <p><b>Name of Firm:</b> West Virginia Dept. of Highways <b>Start Date:</b> 2001 <b>End Date:</b> 2007  <b>Position:</b> Project Manager / Highway Engineer  Construction management of bridge (major water crossings) projects ranging in size up to \$120 million including schedule, cost, document, and claims management; supervision of inspectors; resolution of complex design, construction, and nonconformance issues; FHWA and agency coordination; and meeting facilitation.</p> <p><b>Name of Firm:</b> West Virginia Dept. of Highways <b>Start Date:</b> 1999 <b>End Date:</b> 2001  <b>Position:</b> Engineer-in-Training Level II  Supervised construction inspectors, monitored schedules and budgets, resolved construction issues with designers and contractors, reviewed RFIs, reviewed project documentation for interstate bridge and widening projects.</p>					
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: B.S., 1996, Civil Engineering					
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001 / Professional Engineer / Virginia# 018236					
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>Note your specific responsibilities and authorities for each project, not those of the firm.</li> <li>Note whether experience is with current firm or with other firm.</li> <li>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p> <table border="1"> <thead> <tr> <th>Project Details</th> <th>Similar Scope Activities</th> </tr> </thead> <tbody> <tr> <td> <b>Middle Ground Blvd. Extension Design-Build, Newport News</b>   Owner: VDOT  <b>Start Date:</b> July 2013 <b>End Date:</b> Winter 2014 <b>Contract Value:</b> \$32 M  <b>Project Role:</b> Quality Assurance Manager  Providing QA management, as part of the design-build team, for the construction of a \$32-million, new, 4-lane roadway (1.5 miles in length) including a bridge over the </td> <td> <input checked="" type="checkbox"/> Design-Build  <input checked="" type="checkbox"/> QA Mgt.  <input checked="" type="checkbox"/> Urban  <input checked="" type="checkbox"/> Roadway  <input checked="" type="checkbox"/> Bridge </td> </tr> </tbody> </table>		Project Details	Similar Scope Activities	<b>Middle Ground Blvd. Extension Design-Build, Newport News</b>   Owner: VDOT <b>Start Date:</b> July 2013 <b>End Date:</b> Winter 2014 <b>Contract Value:</b> \$32 M <b>Project Role:</b> Quality Assurance Manager Providing QA management, as part of the design-build team, for the construction of a \$32-million, new, 4-lane roadway (1.5 miles in length) including a bridge over the	<input checked="" type="checkbox"/> Design-Build <input checked="" type="checkbox"/> QA Mgt. <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bridge
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CSX Railroad, a sidewalk, a shared-use path, enhanced landscaping, street lights, signal modifications, and traffic control installation. Confirms that construction, material testing, and sampling performed by the D-B QC inspectors are in compliance. Coordinates with testing lab, reviews testing results, evaluates material documentation from suppliers to confirm compliance with specifications, and verifies accurate and complete testing documentation. Works with the contractor to anticipate and resolve field issues and to resolve nonconforming materials and construction work in the most efficient and cost-effective manner. Prepares noncompliance reports and reviews / approves nonconformance recovery plans and monitors corrective actions and retests. Prepares monthly QA reports. Reviews contractor's pay application and confirms payment of all items. Communicates and coordinates with the VDOT PM and OIA/OVST inspectors.

- SUP
- MOT /Safety Monitoring
- Schedule Monitoring
- Utilities
- VDOT Coord.

**Blennerhassett Bridge/Ohio River Bridge, Parkersburg | Owner: WVDOH**

**Start Date:** June 2005 **End Date:** June 2007 **Contract Value:** \$120M

**Project Role:** Project Manager

**Responsibilities:** Managed the \$120-million construction of a new 4,008-foot-long bridge with the longest network tied-arch of its kind in the world as of 2008. Nationally and internationally recognized, the bridge was one of *Road and Bridge Magazine's* Top Ten Bridges in 2008. Responsible for coordination and compliance with governing agencies including the USACE, US Coast Guard, ODOT, FHWA, WVDEP, WVDOH, and WV DNR. Supervised 12 inspectors. Confirmed construction, material testing, and sampling were in accordance with the contract requirements, plans and specifications. Coordinated with testing lab and reviewed testing results, evaluated material documentation, and verified accurate and complete testing documentation. Resolved field issues and nonconforming materials and construction work. Prepared noncompliance reports and approved nonconformance recovery plans and monitored corrective actions and retests. Reviewed and monitored the CPM schedule and monthly updates. Managed the shop drawing and submittal review process. Reviewed RFIs and coordinated responses. Reviewed and approved the contractor's monthly payments. Analyzed and negotiated change orders.

- Quality Mgt
- Inspection / Testing
- Resolution of Non-complying work
- Led Progress Meetings
- Schedule & Budget Monitoring
- Agency Coord.
- Shop Drawings
- RFIs

**Erickson Avenue / Stone Spring Road Improvements |**

**Owner:** City of Harrisonburg

**Start Date:** June 2007 **End Date:** Feb. 2012 **Contract Value:** \$60M

**Project Role:** Project Manager

Managed (on behalf of the City) the design and construction of a \$20-million, VDOT-funded, locally administered bridge and roadway improvement project. Improvements included a new bridge, a bridge replacement over I-81, widening of a 1.5-mile segment of roadway to 5 lanes, MSE retaining walls, bike lanes and sidewalks, signal installations and upgrades, street lights, waterline installations with 48-inch jack and bore under the railroad tracks and Blacks Run, and 1,100 feet of new railroad track and an at-grade crossing. The bridge replacement over I-81 is a 3-span, steel-girder structure, 320 feet in length. The other bridge is a 3-span, steel-girder structure over the NS Railroad and Blacks Run, 285 feet long. Managed design consultant during design phase. Met with property owners and oversaw and assisted with ROW negotiations for 66 parcels. Managed the relocation of utilities. Reviewed documentation including daily inspection reports and materials tests reports. Provided oversight of materials testing on subgrade, asphalt, pavement markings, structural concrete, miscellaneous concrete, etc. Provided guidance regarding nonconformance issues including subgrade failure and monitored corrective actions. Reviewed and monitored the CPM schedule, budget, and compliance with work zone safety, environmental, and EEO/DBE regulations. Conducted monthly progress meetings. Worked with designers and contractor to resolve design and construction issues. Analyzed and negotiated change orders. Managed shop drawing and submittal reviews. Coordinated with local, VDOT and FHWA government officials. Construction was \$20 million and total project cost was \$60 million with funding from VDOT, FHWA, and the City.

- Bridge
- Roadway
- Pedestrian Facilities
- Utilities
- Urban
- Minimized Impacts to Interstate under Bridge Const.
- Const./Eng./Insp.
- Resolution of Non-complying work
- Led Progress Meetings
- Schedule & Budget Monitoring
- Agency / VDOT Coord.

# 3.4.1

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## Work History Forms



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
<b>New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets Washington, DC</b>	T.Y. Lin International is the Prime Designer-of-Record.	DDOT Project Management Admin. (IPMA) Mr. Ali Shakeri, PE Program Manager, Wards 5&6 64 New York Avenue, NE, Washington, DC 20001 Phone: 202-671-4612	Dec. 2012	October 2013  (completion date adjusted due to required change order transforming from design-bid-build to design-build)	\$25,000	\$39,400  (change in completion date due to required change order transforming from design-bid-build to design-build)	\$23,640

**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.**



New York Avenue Design-Build project includes a value engineering alternative, completed by Fort Myer and T.Y Lin International, consisting of superstructure replacement and substructure rehabilitation of the existing West and East Bound bridges located at New York Avenue, spanning over Amtrak, CSX transportation and WMATA railroads. With concurrent improvement projects occurring on other DC roads, limiting traffic impacts on the already-congested New York Avenue corridor is a top goal of DDOT. Additional goals of the project included **upgrade of existing utility infrastructure, upgrade of superstructure, repair of bridge**

**piers and abutments, improvements to approach roadways, improvements to pedestrian sidewalks, and improvements to roadway lighting features.**

Specifically this design-build project involved the demolition, removal, lowering and reconstruction of the twin-span New York Avenue bridge superstructure and piers, widening of existing abutments and construction of a new historic sidewalk rail. Construction includes removal of the existing bridge deck, barriers, lighting, girders, beams, bracing, piers and bearings; new beam seats back wall and pier columns; reinforced concrete deck and joints at each abutment; design, installation and removal of temporary structures to support construction and safety protection of construction personnel working over high-voltage wires and rail tracks. Electrical work includes rehabilitating or replacing bridge and roadway lighting; and pavement restoration to New York Avenue to match the elevation change of the bridge abutments.

FMCC engaged T.Y. Lin to provide an innovative design that would address issues such as improved constructability and schedule compressions while achieving cost effectiveness. The proposed value engineering includes retrofitting and re engaging the existing substructure and foundations units to support a new multi-girder superstructure systems. In addition to the structural complexities, other challenges include the maintenance of traffic, coordination with railroad, and the complex geometric layout of the existing structure.

**FORT MYER CONSTRUCTION** successfully worked with the following partners/stakeholders on this project:



Awards		
	<b>Best Use of Innovation</b>	
	<b>Partnered Project of the Year</b>	
	<b>Excellence in Engineering</b>	

- Project Features**
- Design-Build Bridge replacement
  - Heavily traveled and most congested transportation corridors in DC
  - Concurrent improvement projects in the same corridor
  - Public Awareness & Safety
  - Upgrade of existing Amtrak Electrical Infrastructure
  - Improvements to roadway lighting fixtures
  - Improvements to approach roadways and pedestrian sidewalks

**Lead Designer:** T.Y. Lin, International  
Phase I involved only road work, bridge construction came in Phase II



Scope and Complexity Similarities			
	<b>Design Build</b>		<b>Utilities</b>
	<b>Structures &amp; Bridges</b>		<b>Drainage upgrades</b>
	<b>Retaining Wall</b>		<b>New signs</b>
	<b>Asphalt Paving</b>		<b>Guardrails</b>
	<b>Night Work</b>		<b>Street Lighting</b>
	<b>Geotechnical</b>		<b>Heavily Traveled Corridor</b>
	<b>Survey</b>		<b>PR – Public Outreach</b>

**Evidence of Good Performance**

Working on such a busy corridor can propose several challenges when it comes down to maintenance of traffic, but FMCC team handled the MOT with great precision and safety. The project was on time and within the budget.

Originally this was a Design-Bid-Build project, which turned into a Design-Build project in a later phase. FMCC team gained valuable experience on this project working with five major stakeholders and satisfying all their demands in a timely manner.

**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 (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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Rehabilitation of Anacostia Freeway ( I-295 at the DC and Maryland Line)		Owner: Mr. Ali Shakeri, P.E., Program Manager, Wards 7 & 8 DDOT/ Infrastructure Project Management Administration (IPMA) 64 New York Avenue, NE, Washington, DC 20002 Phone: 202.671.4612	August 2004	August 2004	\$25,733	\$30,726 <small>(variance due to client requested change order of 36" water line crossing I-295 highway)</small>	\$21,508

**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.**



A bridge and roadway reconstruction and widening project on the Anacostia Freeway (I-295) located in southeast Washington, DC. Two single-span bridges over Laboratory Road and one three-span bridge over Oxen Run Bay were reconstructed. This two-phase project required constructing steel sheet pile cofferdams to facilitate pier rehabilitation, driving steel H-piles for pier widening, and performing concrete and crack repairs to the existing piers for the bridge over Oxen Run Bay. Other major work included the erection of new structural steel on the rehabilitated abutments and piers, full concrete superstructure reconstruction for all bridges, over 1500 linear feet of cast-in-place concrete retaining walls with architectural stone liner finish, and full depth widening and resurfacing of nearly two miles of the Anacostia Freeway.



I-295 (Anacostia Freeway) is a 6-lane, divided interstate with a daily traffic volume of 86,000 vehicles. Originally constructed in 1960 for a daily traffic volume of 12,000 and resurfaced in 1981, the interstate was in great need of rehabilitation. **Volkert** provided services involving engineering and construction administration services for the rehabilitation. The scope involved pavement rehabilitation, the addition of auxiliary lanes at interchanges, and bridge rehabilitation. The project complied with requirements for federal-aid highway projects and plans were reviewed and approved by the FHWA.

 **FORT MYER CONSTRUCTION** Successfully worked with the following partners/stakeholders on this project:



**Project Features**

- Multiple Bridge replacement (Two single-span bridges and one three-span bridge)
- Full and partial depth concrete repairs
- Two phase project
- Resurfacing nearly two miles of the freeway
- Safety and hardware upgrades
- Public Outreach & Safety
- Critical maintenance of traffic
- Heavily traveled/highly congested roadway
- Innovative roadway elements utilized like variable message signs and weigh-in-motion stations

**Lead Designer:** 

Route 7 Proposed Personnel Involved in this Successful Project			
	Bijan Naderi, D-B PM 		Fred White, PE 
	Hilario Barros, CM 		Brian Graham, PE 
	Hector Sealey 		Eduardo Vargas 
	Earl Wilkins 		Cesar Vargas 

**Scope and Complexity Similarities**

	<b>Same Designer/Contractor Team</b>		<b>Utilities</b>
	<b>Same Team of Construction Leaders (Naderi and Barros)</b>		<b>Public Awareness &amp; Safety</b>
	<b>Structures &amp; Bridges</b>		<b>Drainage upgrades</b>
	<b>Retaining Wall</b>		<b>New signs</b>
	<b>Environmental</b>		<b>Guardrails</b>
	<b>Geotechnical</b>		<b>Street Lighting</b>
	<b>Survey</b>		<b>Heavily Traveled Corridor</b>
	<b>Highway &amp; Hydraulic design</b>		<b>Asphalt Paving</b>

**Evidence of Good Performance**

This project showcases Fort Myer Construction's ability to complete complex bridge and road reconstruction with safety and efficiency while working over water. Innovative roadway elements were utilized and FMCC scored high in performance evaluations from DDOT.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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 (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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
<b>Kenilworth Avenue NE &amp; I-295 Washington, DC</b>	DESIGNER: LD CA ( Legion Design / Campbell & Associates)	DDOT Infrastructure Project Management Admin. (IPMA) Mr. Ali Shakeri, PE Program Manager, Wards 7&8 64 New York Avenue, NE Washington, DC 20001 Phone: 202-671-4612	April 2009	Nov. 2009 (utility-related change orders altered original contract timeline)	\$32,983	\$37,141 (utility-related change orders and ground improvements required, affecting total contract)	\$24,500

**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.**



This project included the reconstruction/construction of four bridges and the roadway reconstruction of Kenilworth Avenue (I-295) in northeast Washington, DC. Major work included three single-span bridges over Watts Branch Creek, one three-span bridge crossing over Nannie Helen Burroughs Avenue NE, and 1/2 mile of roadway reconstruction and rehabilitation of Kenilworth Avenue NE and the adjacent east and west service roads. Successful completion of this project required drilling caissons for bridge piers, driving steel H-piles for the abutment foundations, ground

improvement by compaction grouting to stabilize bridge and retaining wall foundations, and constructing 1500 linear feet of Mechanically Stabilized Earth (MSE) walls. Other work included a new 16" water line and storm drain system, street lighting/traffic signal system, and three art structures with special lighting.

As construction had to be performed on one of DC's busiest interstates, Maintenance of Traffic was a critical component. To reduce congestion for nearly 130,000 daily commuters, Fort Myer Construction utilized a movable barrier system to maintain three lanes in any one direction during peak hours. To avoid unnecessary congestion due to easily resolvable incidents, Fort Myer kept a tow truck on site. This proved effective in minimizing delays.

Fort Myer encountered a significant unforeseen site condition in a unmarked 48" sewer line that directly conflicted with the project work. Because Fort Myer possessed the material and supplies necessary to resolve this conflict it was able to complete this project with only minimal delay.

**Project Features**

- Multiple Bridge replacement
- Full and partial depth concrete repair
- Asphalt Overlay through the project limits
- Safety and hardware upgrades
- Public Outreach & Safety
- Critical maintenance of traffic
- Heavily traveled/highly congested roadway
- MSE walls and Utility relocation



**Scope and Complexity Similarities**

<input checked="" type="checkbox"/>	<b>Same Team of Construction Leaders (Naderi/Barros)</b>	<input checked="" type="checkbox"/>	<b>Utilities</b>
<input checked="" type="checkbox"/>	<b>Bridge Widening</b>	<input checked="" type="checkbox"/>	<b>Drainage upgrades</b>
<input checked="" type="checkbox"/>	<b>Asphalt Overlay</b>	<input checked="" type="checkbox"/>	<b>New signs</b>
<input checked="" type="checkbox"/>	<b>Bridges</b>	<input checked="" type="checkbox"/>	<b>Guardrails</b>
<input checked="" type="checkbox"/>	<b>Retaining Wall</b>	<input checked="" type="checkbox"/>	<b>Street Lighting</b>
<input checked="" type="checkbox"/>	<b>Superstructure Changes</b>	<input checked="" type="checkbox"/>	<b>Heavily Traveled Corridor</b>
<input checked="" type="checkbox"/>	<b>Environmental</b>	<input checked="" type="checkbox"/>	<b>Public Outreach &amp; Safety</b>
<input checked="" type="checkbox"/>	<b>Geotechnical</b>	<input checked="" type="checkbox"/>	<b>Critical MOT</b>
<input checked="" type="checkbox"/>	<b>Survey</b>		

**Evidence of Good Performance**

The project was completed on time and within the budget. There were ZERO accidents on the project and the project was delivered with the highest standard of quality.

**Lessons Learned**

FMCC handled this project with a very effective strategy, since the project included five bridges and half mile of roadway reconstruction. There was never a traffic mitigation problem and FMCC hopes to implement the same strategies on projects of similar magnitude and nature.



Successfully worked with the following partners/stakeholders on this project:



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime / general contractor responsible for the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion (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)	
<b>Glebe Road over Route 50 Rehabilitation</b> Arlington, Virginia	NA	<b>Name of Client: VDOT NOVA District</b> Phone: 800-367-7623 <b>Project Manager: Edwin Woo, PE</b> Phone: <b>703-259-2607</b> Email: <b>edwin.woo@vdot.virginia.gov</b>	Design Dec. 2010  Construction 2012	Design Dec. 2010  Construction 2012	\$3,370 Bridge Only	\$4,897 Bridge Only	\$212

**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.**



Volkert designed the rehabilitation of a deteriorating single-span built-up plate girder bridge, 110 feet in length, as part of an interchange modification project to improve efficiency and safety along a 0.22-mile segment of Glebe Road over Route 50.

Volkert conducted an impact and performance study of various widening alternatives in conjunction with bridge rehabilitation. The results

of the study indicated that girder and substructure repairs and deck replacement would be the most feasible option.

The design included a new concrete deck, new wing walls, and widened abutments on spread footing foundations to accommodate bridge widening of the north- and south-bound lanes to add a new left-turn lane on northbound Glebe Road, a 17-foot shared use path on one side and an 11-foot sidewalk on the other, decorative wrought-iron picket fencing, gateway pillars and LED lighting, improved site distance for right turns from Route 50 to Glebe Road, and new signals.

Volkert's design eliminated the joint on the north end of the bridge with a 35-degree skew by using a new concrete deck extension on the south end. The design also included abutment repairs, steel-beam repairs, bearing replacements with elastomeric bearings, and superstructure painting.



To accelerate construction through 10 phases of construction, precast concrete slab units were used for the deck replacement and night construction avoided traffic impacts and delays during the day in this very congested area.

Volkert also provided construction phase services.



**Project Features**

- Bridge rehabilitation
- Abutment repairs, steel-beam repairs, bearing replacements, and superstructure painting
- Safety and efficiency improvements
- Accelerated construction
- Critical maintenance-of-traffic
- Heavily traveled/highly congested roadway
- LED lighting

Route 7 Proposed Personnel Involved in this Successful Project	
Fred White, PE	✔
Brian Graham, PE	✔
Conrad Gagnon, PE	✔

**Scope and Complexity Similarities**

✔	<b>Highly Urban Vehicle &amp; Pedestrian Traffic</b>	✔	<b>Night Time Construction</b>
✔	<b>Multi-Phase Construction</b>	✔	<b>Critical MOT</b>
✔	<b>Multiple Utilities</b>	✔	<b>Shared-Use Path</b>
✔	<b>Accelerated Bridge Construction Techniques</b>	✔	<b>Signage &amp; Traffic Signals</b>
✔	<b>Traffic Analysis</b>	✔	<b>Stormwater Management</b>
✔	<b>Geotechnical</b>	✔	<b>Survey</b>

**Evidence of Good Performance**

An Arlington citizen wrote to Nicholas Roper, VDOT's District Bridge Engineer, **"I travel this route many times a week and pass under the new Glebe Road Bridge. The visual contribution delivered by this construction is refreshing to experience each time I pass under. Our leadership in the VDOT Bridge Engineering Group, and all who contributed to its end result, are to be complimented on their refusal to ignore the aesthetic role public structures play in our commuter network."**

**"This project is a good example of the kind of highway investment most needed in Virginia today. It reflects small dollars with high return, re-investment in existing infrastructure in established communities, and spot improvements connecting activity centers with multi-modal benefits."**

*Mary Hynes  
Arlington County Board Chair*

**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 the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion (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)	
<b>Martin Luther King Expressway Extension</b> Elizabeth River Crossing PPTA Project Portsmouth, Virginia	<ul style="list-style-type: none"> <li>▪ Skanska USA Civil Southeast</li> <li>▪ Kiewit Construction Company</li> </ul>	<b>Name of Client: Skanska</b> Phone: <b>757-420-4140</b> <b>Project Manager: Brent Hunt</b> Phone: <b>757-673-9455</b> Email: <b>brent.hunt@skanska.com</b>	Design May 2013  Construction 2016	Design May 2013  Construction 2016	\$207,000	\$210,000	\$9,600

**h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.**



In the Tidewater area, I-264 and Route 58 serve as part of the regional highway network and are important commercial and commuter routes. In the City of Portsmouth, a direct connection does not exist between the Martin Luther King Expressway (Route 58) and I-264, forcing drivers, including a high percentage of truck and commercial traffic from the ports, to use local neighborhood streets.

As a component of the Elizabeth River Crossing PPTA project and to provide controlled-access connectivity, Volkert is managing engineering and design of the Martin Luther King extension, a \$210-million, 1-mile, 4-lane, elevated, limited-access, urban principal arterial. In addition, the project includes design of 2 new urban interchanges at I-264 and High Street, modifications to the London Boulevard interchange, an urban plaza, 2 bridge widenings on I-264, the widening of I-264 to add auxiliary lanes, side road improvements, retaining walls, and new stormwater management facilities.

Services include project management; civil, structural, traffic, and hydraulic engineering; and landscape architecture. With an extremely fast-track

design, the project progressed from 30% roadway plans to RFC (100%) drawings within a span of approximately 10 months.

Interchange modifications include improvements to a substandard loop ramp, changes to horizontal curvature, grade adjustments on ramps to connect to the Martin Luther King Expressway extension, and drainage modifications to fit the revised grading and new roadways.

The final mainline and ramp design includes 45 steel and pre-stressed concrete spans. These spans are predominantly curved and skewed to avoid conflicts with the CSX railroad yard and accommodates for future expansion consisting of 15 existing and proposed tracks.

A segment of the project incorporates 18 EPS and MSE walls as a cost-effective alternative to bridge construction and helps to reduce the project footprint and minimize right of way impacts. The lightweight EPS retaining walls decrease the load on the highly compressible underlying soils and reduce settlement.

The context-sensitive design minimizes impacts to historic resources (including a cemetery, Calvary Baptist Church, and the Prentiss Park neighborhood); maintains connectivity of neighborhoods with pedestrian friendly amenities; incorporates streetscape enhancements and an urban plaza on High Street to serve as a gateway into the historic district; incorporates aesthetic treatments on and under the bridges; and turns stormwater management ponds into attractive water features.

The design of the BMP stormwater management facilities complies with the performance criteria of the Chesapeake Bay TMDL. The design maximizes the available space for stormwater management facilities to minimize impacts on an aging and over-taxed storm drain system.

Volkert developed the sequence-of-construction plan and a Type C TMP to maintain 70,000 vehicles per day traffic on I-264, existing interchanges, and side streets through 4 phases of construction.

**Project Features**

- Bridge Concept Study
- Context sensitive design of bridges ramps, retaining walls, interstate widening, sidewalks, and signs
- Drainage and stormwater management facilities
- H&H analysis
- Type C TMP and sequence of construction plans (4 phases)

**Route 7 Proposed Personnel Involved in this Successful Project**

Fred White, PE	
Phil Lohr, PE	
Kia Nejad, PE	
Brian Graham, PE	
David Simons, PE	
Eduardo Vargas	
Conrad Gagnon, PE	

**Scope and Complexity Similarities**

	<b>Design-Build / PPTA</b>		<b>Roadway Design / Widening</b>
	<b>Congested Urban Corridor</b>		<b>Stormwater Management</b>
	<b>Complex Type C, Category V Project</b>		<b>Multi-Phased Construction</b>
	<b>Signage</b>		<b>Utility</b>
	<b>Bridge Widening</b>		<b>Survey</b>
	<b>Geotechnical</b>		

**Evidence of Good Performance**

With an extremely fast-track design, the project progressed from 30% roadway plans to RFC (100%) drawings within a span of approximately 10 months. Volkert received a \$200,000 success fee at the completion of Phase 1A.

**“I’ve been very happy with Fred, Phil, and Volkert’s production staff. They consistently meet deadlines and have been very responsive to our requests.”**

*Client Project Manager*

**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 the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion (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)	
<b>I-581/Elm Avenue Interchange Design-Build Project</b> Roanoke, Virginia	▪ <b>American Infrastructure</b>	<b>Name of Client: American Infrastructure</b> Phone: <b>804-290-8500</b> Project Manager: <b>Ben Bushey</b> Phone: <b>610-721-0754</b> Email: <b>ben.bushey@americaninfrastructure.com</b>	Design May 2013  Construction 2015	Design May 2013  Construction 2015	\$20,445 Entire Project  \$6,700 Bridge Only	\$20,445 Entire Project  \$6,700 Bridge Only	\$610

**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.**



Volkert is the structural engineer for a project designed to improve traffic flow along I-581 and Elm Avenue by reducing congestion at the interchange. Located in the heart of Roanoke, I-581 is Virginia's most heavily travelled road west of Richmond, and these mobility and accessibility improvements will benefit the entire region. This will be accomplished by adding one lane to both off ramps from I-581, extending the left turn lane in each direction on Elm Avenue, and widening two bridges on Elm Avenue.

Volkert is designing superstructure replacements and substructure widening of two bridges over a busy urban interstate and the Norfolk Southern Railroad tracks to add the new turn lane and correct the substandard vertical clearance.

The design converts a four-lane urban highway structure over I-581 to a six-lane bridge including sidewalks and lighting. One new pier (in the median) was added to the existing layout to convert three spans of simple steel girders to a four-span, continuous and jointless steel-girder bridge to meet current vertical clearance criteria. The design also converts a four-lane urban highway structure to a seven-lane bridge over the Norfolk Southern Railroad tracks including sidewalks and lighting. A jointless bridge was produced by replacing simple-span, concrete, box beams with three-span, continuous, steel girders.

Deck extensions were used on both bridges to eliminate joints at the abutments. The widening of the piers are supported by drilled shaft foundations and widening of abutments are supported by driven steel H piles. Buried approach slabs were employed to reduce maintenance and minimize disruptions to traffic.

Two lanes of traffic will be maintained in each direction by employing four stages of construction for both bridges. The development of the sequence of construction plan and transportation management plan took the high-volume, high-speed traffic on the interstate below as well as time and closure restrictions into account.

**Project Features**

- Superstructure replacements and substructure widening of two bridges
- Pier rehabilitation
- Design of jointless bridge
- Use of deck extensions on both bridges to eliminate joints at the abutments
- Development of sequence of construction plan and TMP
- Heavily traveled/highly congested roadway
- Mobility and accessibility improvements

<b>Route 7 Proposed Personnel Involved in this Successful Project</b>	
Keith Weakley, PE	
Charlie Reid, PE	
Nipon Jausurawong, PE	
Brian Graham, PE	
Conrad Gagnon, PE	

**Scope and Complexity Similarities**

	<b>Super Replacement &amp; Widening</b>		<b>Substructure Widening</b>
	<b>High Volume Traffic</b>		<b>Pier Rehabilitation</b>
	<b>TMP</b>		<b>Multi-phased Construction</b>
	<b>Utility</b>		<b>Environmental</b>
	<b>Geotechnical</b>		<b>Survey</b>

**Evidence of Good Performance**

Volkert met an extremely compressed time schedule for the original design of both bridges, and delivered the project foundation redesigns within an extremely quick turnaround time.



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