

SOQ for a Design-Build Project Interstate 66 Active Traffic Management (I-66 ATM)



Submitted to
VDOT

State Project No.:
0066-96A-917, P101, N501

Federal Project Nos.:
IM-5A01(253) & IM-5A01(274)

Contract ID Number:
C00098017DB46

Submitted by



AECOM



SOQ for a Design-Build Project Interstate 66 Active Traffic Management (I-66 ATM)

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SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)

**3.2 Letter of Submittal
(on Offeror's letterhead)**



FORT MYER CONSTRUCTION CORPORATION

2237 33rd Street, NE • Washington, DC 20018-1594 • (202) 636-9535 • FAX (202) 526-8572

December 22, 2011

Mr. Joseph Clarke, P.E.
Alternative Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, Virginia 23219

**Re: Request for Qualifications – A Design Build Project
I-66 Active Traffic Management
VDOT Contract ID No. C00098017DB46
VDOT Project No. 0066-96A-917, P101, N501
Federal Project Nos. IM-5A01(253) & IM-5A01(274)**

Dear Selection Committee:

VDOT is looking for a design-build team to design and construct the I-66 Active Traffic Management Project in Arlington, Fairfax and Prince William Counties. The project involves installation of integrated systems to remotely monitor, verify and quickly implement operational strategies for managing recurring congestion and non-recurring traffic incidents.

Fort Myer Construction Corporation (“Fort Myer”) has been in business as a General Contractor for almost 40 years and as an Electrical Contractor for 12 years. Our Electrical Division staff consists of Master Electricians, Electrical Apprentices, IMSA Certified Technicians, BICSI Certified Technicians and equipment operators all with many years of experience in the transportation work place. The Electrical Division is supported by our other divisions consisting of concrete, asphalt, utility and bridge. These multiple discipline divisions allow us to be less dependent on subcontractors for construction completion especially on time sensitive projects.

Over the years, Fort Myer has worked with many of the 11 systems proposed for this project. Our experience has grown with the transportation market demand. Fort Myer has worked on projects involving overhead sign structures, CCTV, variable message boards, overhead lane directional signs and vehicle detection. We have also worked on projects with associated ITS components including weigh in motion systems, Uninterruptible Power Supply (UPS) Systems for traffic control cabinets, and traffic count stations.

Fort Myer has a long and successful history of working with VDOT and has many ongoing projects with the Northern Region Operations. Among current projects, Fort Myer is the prime contractor for the I-66 Pavement Rehabilitation Design-Build project

which is scheduled to be completed in November 2012. As Fort Myer is installing the ITS loops and traffic detection devices as a part of this project, we are well aware of the existing conditions related to hardware, software interface, maintenance of traffic, public awareness, work safety, etc on this I-66 corridor. Furthermore, the current I-66 Rehabilitation project is scheduled to be completed around the start date of the I-66 ATM project which will provide a smooth and confident transition to the Fort Myer team.

Fort Myer and its designer, AECOM Technical Services, Inc. (“AECOM”), have the experience, skilled engineers, construction staff, equipment, and resources to provide VDOT with superior design-build services for the I-66 Active Traffic Management project.

We have chosen AECOM as our lead designer because of their extensive ITS experience throughout the world as well as their experience with Active Traffic Management. AECOM supported the development of the M-42 Active Traffic Management system in the U.K. and recently prepared Active Traffic Management Guidelines in Florida. These guidelines share best practices of ATM deployments within Europe and the United States; provide a template summarizing typical design concepts, costs and benefits; identifies implementation considerations to be addressed; and recommends next steps.

Additionally, we have included Digital Traffic Systems, Inc. (DTS) as a subconsultant on this project. DTS’s recent ITS construction experience in Virginia includes the design and installation of over 115 field camera sites for interstate and primary road traffic monitoring and incident management throughout the VDOT I-81 Corridor where traditional ITS communications methods, such as fiber, were unavailable (VDOT Contract # 122RO); design and installation of six overhead sign structures, furnishing and installing two walk in Dynamic Message Signs, four lift face dynamic message signs, four battery back UPSs for all six variable message signs, fiber plant and standby generators for the Chesapeake Bay Bridge and Tunnel District. DTS is currently prequalified to undertake ITS installation and maintenance work with VDOT, FDOT, GDOT, and several other states. DTS is a Virginia certified Small Business (Certification# 6959) with its transportation headquarters located on Staples Mill Road in Richmond, Virginia.

Our team has thoroughly reviewed the RFP information package, visited the project site, studied the issues, and are prepared to implement this project for VDOT. Fort Myer and AECOM have worked with each other on similar projects.

A. Official Representative and Point of Contact

Primary Contact: Michael Holland, Vice President of Electrical Division
Fort Myer Construction Corporation
2237 33rd Street, Northeast
Washington, DC 20018
Telephone: (202) 636-9535 x. 2318 Facsimile (202) 526-8572
MHolland@FortMyer.com

Secondary Contact: Manuel Fernandes, Vice President of Estimating
Fort Myer Construction Corporation
2237 33rd Street, Northeast
Washington, DC 20018
Telephone: (202) 636-9535 x. 2805 Facsimile (202) 526-8572
MFernandes@FortMyer.com

B. Principal Officers

Primary Officer: Jose Rodriguez, President
Fort Myer Construction Corporation
2237 33rd Street, Northeast
Washington, DC 20018
Telephone: (202) 636-9535 Facsimile (202) 526-8572
FortMyer@FortMyer.com

Secondary Officer: Lewis F. Shrensky, Executive Vice President
Fort Myer Construction Corporation
2237 33rd Street, Northeast
Washington, DC 20018
Telephone: (202) 636-9535 Facsimile (202) 526-8572
LShrensky@FortMyer.com

Fort Myer is organized as a Virginia corporation and is registered (and in good standing) with the State Corporation Commission. Additionally, Fort Myer has no affiliated and/or subsidiary companies other than the legal business entity "Fort Myer Construction Corporation".

Furthermore, Fort Myer is committed to achieving a fifteen (15%) DBE participation goal for the entire value of the contract. The Fort Myer design build team is committed to meeting VDOT's goal for schedule and cost and exceeding its expectations for quality for the I-66 Active Traffic Management project. If you have any questions regarding our proposal, please contact our personnel above.

Very truly yours,

FORT MYER CONSTRUCTION CORPORATION


Jose Rodriguez
President

3.2.2. Principal officer information

Primary Contact: Michael Holland, Vice President of Electrical Division
Fort Myer Construction Corporation
2237 33rd Street, Northeast
Washington, DC 20018
Telephone: (202) 636-9535 x. 2318 Facsimile (202) 526-8572
MHolland@FortMyer.com

3.2.3. Offeror's Corporate Structure



Fort Myer is organized as a Virginia corporation and is registered (and in good standing) with the State Corporation Commission. Additionally, Fort Myer has no affiliated and/or subsidiary companies other than the legal business entity "Fort Myer Construction Corporation".

As the Design-Builder for this contract, Fort Myer combines years of experience together with extensive equipment, manpower, and the necessary resources to meet a wide range of requirements. For example, Fort Myer has utilized its experience and knowledge on several design-build projects including the current \$43M design-build project on one of Virginia's more prominent Interstates – I-66. The I-66 Pavement Rehabilitation project includes 6.5 miles of concrete barrier modifications, roadway rehabilitation, ITS equipment and electrical modification. Fort Myer is scheduled to complete this project ahead of schedule.

In addition, Fort Myer was the general contractor in the Reconstruction of Pennsylvania Avenue for the District Department of Transportation (DDOT). This massive undertaking included a 1.2 miles section of Pennsylvania Avenue with multiple ITS features, from the DC line into the city. A temporary installation of two overhead lane control systems with a total of 45 signs on 15 overhead temporary span wire crossings tied into the TMC for rush hour adjustments. The project included installation of a count station, loops, microwave detectors and CCTV cameras. The project also included 9 signalized intersections requiring communication cabling also connected to the TMC. Conduits, manholes and cabling for all systems, multiple tie-in locations from Pepco for power.

Other recent projects that Fort Myer has constructed include the \$27M Design-Build of Various Roadways in Wards 3 & 4; the \$4.3M Design-Build Metropolitan Branch Trail; and currently the \$24M Reconstruction of New York Avenue Bridge. More recently, the company is finalizing the Reconstruction of Constitution Avenue, in which approximately one mile of roadway, sidewalks, storm drainage and traffic signals were reconstructed.

Fort Myer is recognized as a team player meeting the tightest schedules while providing a first rate product. Over the past 39 years, Fort Myer has often been the subject of public recognition by its customers and the business community. In 2008, Fort Myer Construction was awarded a Craftsmanship Award by the National Park Service for the Design and Construction of the Concrete Labyrinth. In 2006, Fort Myer Construction was awarded a Global Road Achievement by the International Road Federation for the Innovative design-build approach to rehabilitate urban roadways.

Fort Myer's capability to be responsive to the needs of its clients rest on the resources and relationships it has developed over its many years as a local business.

Fort Myer has its own fleet of equipment including bucket trucks, digger derick, cable pulling equipment, boom truck, excavators, loaders, gradalls and dump trucks to support its commitments. In fact this equipment is parked and maintained at our corporate headquarters located within minutes of the I-66 project site. Additionally, Fort Myer has affiliations with local landfills where Fort Myer controls

the opening and closing of these facilities to support its operations, which is especially valuable in dealing with the variables that may impact the best planned construction schedules. These same landfills are a desired resource for approved fill material used in completing grading requirements.

Fort Myer also maintains excellent relationships with the small and minority/disadvantaged contracting market and regularly contracts with small and minority/disadvantaged contractors to successfully accomplish its projects. Fort Myer has always met or exceeded its contract requirements for small and disadvantage businesses. Fort Myer is committed to utilizing such companies, if feasible to assist in the construction of this particular project.

AECOM AECOM will be the Designer of Record and subconsultant to Fort Myer. A leader in ITS for more than four decades, AECOM's services encompass research, planning, design, software development, systems integration, construction management, training, operations and maintenance. AECOM's unparalleled ITS portfolio encompasses projects around the world. Whether providing design, systems engineering, construction management, operations and maintenance for VDOT's Hampton Roads Transportation Operations Center; consultancy services on the M-42 Active Traffic Management system in the U.K.; or developing Managed Motorways for the Centenary Motorway in Brisbane, Australia, AECOM's capabilities mark it as a leader in the ITS industry.

AECOM is a leader in delivering engineering services for alternative delivery transportation infrastructure projects. AECOM has completed the design of nine design-build projects in the Mid-Atlantic/Metro DC region with five that are already constructed and open to traffic. AECOM is also actively involved in and plays an important role on major Managed Lanes Design-Build projects in the United States. In 2010, AECOM was awarded a Global Road Achievement by the International Road Federation for "Traffic Management and ITS" in support of the 95 Express Managed Lanes project in Miami, Florida..

On the North Tarrant Express (NTE) PPP in Texas, AECOM, as lead designer, is providing design services for this portion of the project, which consists of reconstructing 7 miles of 13 miles along IH 820 and SH 121/183 and adding four tolled Managed Lanes, direct connectors, frontage roads and auxiliary lanes to approximately double the existing capacity. AECOM developed the ITS and tolling system functional requirements and preliminary design as well as roadway and bridge design. The Concession Facility is expected to be fully operational by 2015.

The I-595 Corridor Roadway Improvement project in Florida consists of the reconstruction of the I-595 mainline and all associated improvements to frontage roads and ramps for a total length of approximately 10.5 miles. AECOM is responsible for overall management of all aspects related to the design and coordination with the Concessionaire. AECOM provided design services associated with a toll equipment building and three ITS communication hubs, and ITS infrastructure design services for the deployment of various ITS elements for the Managed Lanes and general purpose lanes. The ITS devices to be deployed as part of the project include 35 Changeable Message Signs, 7 Lane Control Signs, 52 CCTV cameras, 8 Freeway Dynamic Message Signs, 7 Arterial Dynamic Message Signs, 93 Microwave Vehicle Detectors, and 6 Highway Advisory Radio signs, and 3 warning gates and a barrier gate at every access point to the Express Lanes. This \$1.8 billion P3 contract is ahead of schedule and is expected to be completed by 2014.

DTS Digital Traffic Systems, Inc. (DTS) will be a subcontractor to Fort Myer. DTS is a Virginia certified Small Business (Certification# 6959) with its transportation headquarters located in Richmond, Virginia. DTS is an ITS service provider and Integrated Sensor Systems installation, maintenance, and services company, focused on serving the Transportation Information Systems Sector. The firm is



familiar with the project management, scheduling, dispatch, training, and field maintenance skills required to install, commission and maximize the operational performance and utility of fixed and portable ITS devices and traffic sensors for real-time monitoring of transportation network conditions and operations.

DTS has provided VDOT with performance based ITS on-call maintenance services since 2004 under Contract 106-PC and its successor contract 107-FH, in maintaining ITS field devices along the entire I-81 corridor. Under the scope of these contracts, DTS maintains a wide variety of ITS field devices along 500 interstate miles that overlaps two operational regions within Virginia. The deployed ITS assets include: CCTV cameras (both solar and AC powered sites), remote video encoder technologies, ESS (RWIS) stations, communications networks (including T-1, DSL, and wireless backbones), software systems, Restricted Weather/Fog Warning Systems, In-road Restricted Visibility Lighting, Dynamic Message Signs, Highway Advisory Radio, traffic monitoring devices, and other traffic management field equipment. Emergency corrective response is provided on a 24/7 basis along with scheduled preventive maintenance for enhanced reliability.

DTS, through VDOT Contracts 1005ES, 1006ES, 1007ES, and 1008ES and predecessor contracts, has over 10 years of experience providing VDOT with performance based statewide maintenance services for over 400 Continuous Count Stations and 200 non-intrusive traffic monitoring sites across Virginia. DTS has facilitated many technical and operational enhancements to improve asset performance, data quality, reliability, and importantly, to leverage existing infrastructure to cost effectively deliver both planning and real-time operational data for multiple uses.

3.2.4. Affiliated/subsidiary companies

Fort Myer Construction Corporation has no affiliated and/or subsidiary companies.

AECOM Technical Services, Inc. list of subsidiaries and/or affiliates: as of June 22, 2011

Domestic Subsidiaries (100% owned)

AECOM, Inc., a Delaware corporation (FEIN: 06-0852759)
2 Technology Park Drive
Westford, Massachusetts 01886

AECOM Services, Inc., a California corporation (FEIN: 95-2084998)
515 S. Flower Street
Los Angeles, California 90071

AECOM USA, Inc., a New York corporation (FEIN: 13-5511947)
605 Third Avenue
New York, New York 10158

Davis Langdon, Inc., a California corporation (FEIN: 94-3230154)
515 S. Flower Street
Los Angeles, California 90071

Economic Research Associates, a California corporation (FEIN: 95-3611116)
515 S. Flower Street
Los Angeles, California 90071

EDAW, Inc., a Delaware corporation (FEIN: 20-8662876)
150 Chestnut Street
San Francisco, California 94111

Earth Tech Environment & Infrastructure, Inc., a Wisconsin corporation (FEIN: 39-0246950)
515 S. Flower Street
Los Angeles, California 90071

Earth Tech WE Holding, Inc., a Delaware corporation (FEIN: 51-0362984)
515 S. Flower Street
Los Angeles, California 90071

Tishman Construction Corporation, a Delaware Corporation (FEIN: 13-4012829)
321 West 44th Street
New York, NY 10036

Domestic Affiliates (not 100% owned)

Commonwealth Engineering & Construction, LLC, a Texas limited liability company (19% owned)

Foreign Subsidiaries (100% owned)

Grupo Rust International di Venezuela C.A. (Venezuela)

Foreign Affiliates (not 100% owned)

Shanghai Earth Tech Eng. Cons. Co. Ltd. (China) (48% owned by ATS)
AECOM INGENIERIA S.A. de C.V. (Mexico) (99% owned by ATS)



November 29, 2011

Fort Myer Construction Corporation
2237 33rd Street, N.E.
Washington, D.C. 20018

Re: Bid Bond
I-66 ATM

As you requested, we are pleased to provide the attached good guy letter documents. This bond has been executed based upon the information we received from your office.

Please note the bond must be signed by an authorized representative of your company and if applicable, sealed with the corporate seal. We urge you to check all bond documents, including signatures, dates, amounts, job description, Power of Attorney and any other attachments to avoid the possibility of having a low bid rejected. Additionally, please verify that the bid bond form attached is the form required by the specifications.

The Bid Bond authorization is based upon your original estimate. If the bid exceeds this estimate by 10% or more, the bond must be reauthorized by the surety. Please contact us for additional authority.

Your bid results are very important. Please send your bid results to my email address shown below as soon as they are available.

Thank you for the opportunity to service your surety needs. Should you have any questions, please do not hesitate to contact me or any member of your Willis surety team.

Very truly yours,

A handwritten signature in blue ink that reads "Dale".

Dale Hall, VP/Bonds

Virginia Department of Transportation
1221 East Broad Street
Main Building, Fourth Floor
Richmond, VA 23219

November 29, 2011

Re: Fort Myer Construction Corporation/Design-Build Interstate 66 Active Traffic Management (I-66 ATM) State Project No. 0066-96A-917,P101,N501; Federal Project Nos. IM-5A01(253) & IM-5A01(274); Contract ID Number C00098017DB46

Dear Sir or Madam:

As surety for Fort Myer Construction Corporation, Western Surety Company, a C N A company, with an A.M. Best Financial Strength Rating of A and Financial Size Category of IX is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction (\$32 million), and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Very truly yours,
Western Surety Company

By:


Forrest D. Hall, Jr., 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

Forrest D Hall Jr, Joseph G Delaney, Karen M Earp, 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 Senior Vice President and its corporate seal to be hereto affixed on this 8th day of November, 2011.



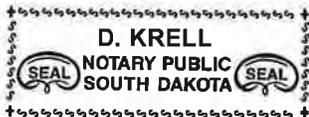
WESTERN SURETY COMPANY

Paul T. Bruflat
Paul T. Bruflat, Senior Vice President

State of South Dakota }
County of Minnehaha } ss

On this 8th day of November, 2011, 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 Senior 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
November 30, 2012



D. Krell
D. Krell, 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 29th day of November, 2011.



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

3.2.8. Professional Service Evidence (SCC and DPOR)

Each business entity (prime and subconsultants) on this proposed team who is practicing or offering to practice professional services in Virginia are indicated as shown under the Tab called “SCC & DPOR for Each Firm” and “DPOR of Key Personnel”. Full size copies of the registrations/licenses are attached.

SCC

Firm	SCC Registration	Type of Corporation	Status
Fort Myer Construction Corporation	01508142	Corporation	Active
Digital Traffic Systems, Inc.	F1468200	Foreign Corporation	Active
AECOM Technical Services, Inc.	F107850-2	Corporation	Active
EMSI Engineering, Inc.	03132719	Corporation	Active

DPOR Each Office

Firm	Office	Registration Type	DPOR Registration #	Expiration Date
Fort Myer Construction Corporation	2237 33rd Street, Northeast Washington, DC 20018	ELE BLD H/H	2701015396	08-31-2012
Digital Traffic Systems, Inc.	8401 A. Jefferson St. NE Albuquerque, NM 87113	Highway/Heavy, Electronic/Communication Ser, Alternative Energy Systems, Electrical	2705080143	10-31-2013
AECOM Technical Services, Inc.	2101 Wilson Boulevard Suite 800 Arlington, VA 22201	ARC, ENG	0411000671	02-29-2012
EMSI Engineering, Inc.	9720 Capital Ct. Suite 400 Manassas, VA 20110	ARC, ENG	0407002869	12-31-2011

DPOR Key Personnel

Key Personnel	Address	Registration Type	DPOR Registration #	Expiration Date	Office Location
Daniel Worke	6706 Dorothy Giles CT Alexandria, VA 22315	Professional Engineer	#0402033209	12-31-2012	Arlington, VA
Nikola Muzic, PE	Oak Valley Drive, Vienna, VA 22181	Professional Engineer	#0402018351	02-29-2012	Arlington, VA
Daniel Corey, PE	1700 Market Street Suite 1600 Philadelphia, PA 19103	Professional Engineer	#0402044013	11-30-2013	Philadelphia, PA
Mikhail Lozovatsky, PE	8500 Mountainholly Dr Pikesville, MD 21208	Professional Engineer	#0402044617	04-30-2012	Baltimore, MD
Viktor V. Bolotsko	9923 Blake Lane Oakton, VA 22124	Master Electrician	#2710045164	12-31-2012	Washington, DC

Our team is not providing services not regulated by the Board i.e. real estate appraisal. Therefore we are not providing DPOR license information for those services.

3.2.9. Achieving a fifteen percent (15%) DBE participation goal

Fort Myer is committed to achieving the fifteen (15%) DBE participation goal for the entire value of the contract. The Fort Myer design build team is committed to meeting VDOT’s goal for schedule and cost and exceeding its expectations for quality for the I-66 Active Traffic Management project.



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)

3.3 Offeror's Team Structure

3.3. Offeror's Team Structure

3.3.1 Qualifications of Key Personnel

Licensure, Certification and training requirements for these staff are current and meet the requirements set forth in the RFP. The Professional Engineers are licensed in the Commonwealth of Virginia.

Key Staff

Design-Build Project Manager –Michael Holland, VP Electrical Division, Fort Myer Construction Corporation. Michael will be responsible for the overall design-build management of the project. He will manage this project with a design-build management approach and will report to VDOT and deliver the project on time and on budget. He will be responsible for the overall Project design, construction quality management and contract administration. Michael has over 30 years of experience working in the electrical construction industry. He is knowledgeable of the diverse array of ITS products available to the transportation industry as well as the unique electrical, electronic and data attributes required to ensure proper operation. Michael has worked most recently with VDOT on the Design Build of I-66 Pavement Restoration Project, which included ITS components. Also, he is presently working with Daniel Worke (AECOM) on a Vehicle Detection System project, which has a Design-Build segment for DDOT.

Quality Assurance Manager – Nikola Muzic, PE, AECOM. Nikola is a registered PE in Virginia and an electrical engineer with 35 years of experience in system development, field investigations, detailed design, testing and commissioning of electrical engineering work on infrastructure facilities projects, including ITS equipment. He is familiar with VDOT standards and procedures having worked on several VDOT projects. He will be responsible for providing quality assurance and quality control in accordance with VDOT's Minimum Requirements for Quality Assurance and Quality Control for Design-Build and Public-Private Transportation Act Projects. He will be independent from the construction operations for the Project and will be responsible for the Quality Assurance (QA) inspection and testing of all materials and systems used, including the ITS and power/communication network, to include ensuring conformance with the Contract Documents and adherence to the Design-Build QA/QC Plan. The Quality Assurance Manager will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the "approved for construction" plans and specifications.

Design Manager – Daniel Worke, PE, AECOM. Daniel is a registered PE in Virginia and has 18 years experience with the design of ITS and advanced traffic control system projects. He is very knowledgeable of VDOT standards and procedures having worked on several VDOT and DDOT traffic engineering and ITS projects. His most recent assignments have included serving as Design Manager of DDOT's conversion of the existing analog video system to an IP-based video streaming system for 15 CCTV camera locations, including associated equipment at the TMC, and design of non-intrusive detection technologies and PS&E preparation for 128 stations. He will report directly to the Design-Build Project Manager and will be responsible for overall management of the QA/QC programs for design and ensure the project design is completed in accordance with the requirements of the Contract Documents. He will ensure drawings, specifications, and other design submittals are prepared in such a manner as they will be acceptable to VDOT and will maintain close communication with Mike Holland to ensure the Project is completed in accordance with the requirements of the Contract Documents. He will provide response to the Department's review comments, and obtain approval of drawings, specifications, and other design submittals. All design staff will report to Daniel.

Design-Builder Construction Manager – John Gordon, Fort Myer Construction Corporation. John will be responsible for construction management and the construction portion of the Design-Build QA/QC Plan. He has over 20 years of experience working in the electrical field performing this type of work. He will be on the Project site for the duration of construction operations, will manage the construction process to include all QC activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. He will participate in constructability reviews during the design process. By the start of the project he will hold a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification, a VDOT Erosion and Sediment Control Contractor Certification (ESCCC), and will have successfully completed OSHA training in electrical safety for Arc Flash Protection. He currently is Lockout/Tagout certified. John is presently working on the VDOT I-66 Roadway Restoration Paving project managing the ITS aspects. He is also working with AECOM on a Vehicle Detection System project for DDOT.

Lead Designer – Dan Corey, PE, AECOM. Daniel will be the lead designer and be responsible for the ITS Architecture, System Engineering and design including device selection, power/communication systems, network diagrams, cable/wiring, fiber optic splicing, configuration/integration plans, implementation sequence, devices/systems acceptance tests, standard operating procedures, training programs for maintenance/operation before and after Project acceptance, and preparation of working drawings and specifications. He is a registered PE in Virginia and has 16 years experience with the design of ITS projects. Over the years, he has served as Lead Designer in preparing numerous ITS contract packages for the Virginia DOT, Pennsylvania DOT, New Jersey DOT, South Jersey Transportation Authority, Pennsylvania Turnpike Commission, Delaware River Port Authority, District DOT and Port Authority of New York & New Jersey as well as ITS preliminary designs for PPTA contracts in Texas. These designs have included all types of ITS equipment - CCTV cameras, vehicle detection, DMS, lane control signals, HAR, RWIS, automated gate control systems as well as fiber-optic and wireless communications. He will lead all work required to support the ITS design and report to Daniel Worke.

Lead Structural Engineer – Mikhail Lozovatsky, PE, AECOM. Mikhail will be responsible for the structural design of support structures and foundations for ITS devices and overhead signs. He will review, verify, and modify designs, if necessary, based on field conditions and construction activities related to dismantling and removing portions of existing structures, installing foundation structures, handling and erecting luminaries, poles, cantilevers, overhead spans, gantries, and repairs to existing structures. He is a registered PE in Virginia and has 31 years of experience with design on ITS and roadway / bridge projects. He will manage and deliver all work required to support the design of ITS structures and report to Daniel Worke.

Electrical/ITS Supervising Technician – Victor Bolotsko, Fort Myer Construction Corporation. Victor will serve as the lead electrical and ITS supervisor during construction and will be responsible for wiring, splicing, ITS device installation, inspection and testing. He is certified as a Master Electrician, Licensed by the Virginia Department of Professional and Occupational Regulation Board for Contractors Tradesman and will successfully complete OSHA training in electrical safety for Arc Flash Protection and Lockout/Tagout. He has extensive experience and knowledge of ITS components and the required handling / installation requirements. He has over 21 years of experience and will report to John Gordon.

To strengthen our team in specialty areas for this contract, we have chosen specialized support personnel that will bring value to this project. Those personnel include:

Dr. Bob Edelstein, PE, PTOE will serve as Technical Advisor. Bob has 39 years experience in the planning, design, implementation and operations of ITS and advanced traffic control systems including

projects in over a dozen states as well as abroad. He recently prepared the “Active Traffic Management Guidelines” for FDOT which focused on how to implement such systems within the U.S. Specifically, the guidelines share best practices of existing ATM deployments; provides a template summarizing typical design concepts, costs and benefits; and identifies implementation considerations to be addressed (i.e., planning & institutional issues; design & construction issues; and operations & maintenance issues). In addition, he recently organized and conducted a best practices workshop for the VDOT Hampton Roads TOC addressing all areas of control room operations, maintenance, traffic incident management and next generation innovations.

Gus Suteu, PE will provide technical support in system acceptance testing. Gus has 25 years experience in electrical systems design and construction, with the past 20 years in the deployment of ITS and advanced traffic control systems. Specifically, his expertise is in field operations, testing and integration as well as day-to-day construction engineering & inspection where he has been responsible for review of shop drawings; daily inspection of all ITS infrastructure installation; coordination of construction with local agencies and municipalities; scheduling coordination with the contractor and subcontractors; management of “As-Built” drawings; and analysis and documentation of changes. His experience includes freeway management systems (e.g., I-95 and SR 826 ITS Deployments in Southeast Florida, Florida’s Turnpike ITS Deployment) as well as arterial management systems (e.g., US 1 ITS Deployment in Miami, Palm Beach County Signalization System). These ITS deployments have included dynamic message signs, CCTV cameras, vehicle detectors, highway advisory radio, ramp metering, trailblazers, road weather information systems, controllers, VoIP network system, fiber optic and wireless communications, communication hub buildings, power and generator subsystems.

Kambiz Porooshasp will provide specialized expertise in the deployment of Active Traffic Management systems. Kambiz is an electrical engineer with has 12 years experience in ITS as well as wired and wireless communications systems. Kambiz has extensive experience project management, tender processes, detail design, procurement, implementation and commissioning of ITS applications and systems such as dynamic message signs, ramp metering, Automated Number Plate Recognition, CCTV cameras, weigh-in-motion, UTC-SCOOT traffic signals, and Urban Traffic Management and Control know as UTMC system, which is UK’s version of NTCIP. Kambiz has provided specialist assistance in developing the signing and signalling systems for the U.K. Highways Agency Active Traffic Management system. In addition, he participated in the before and after analysis phase.

Pete Dodds will provide technical support in the design of ATM subsystems. Pete is a Chartered Electrical Engineer in the U.K. with 30 years experience in ITS. His experience includes the design, installation and maintenance of a wide range of ITS devices including vehicle detection, CCTV cameras, dynamic message signs, Automated Number Plate Recognition systems and lane control signals as well as advanced telematics and communications systems on the UK motorway and trunk road network. Pete recently participated in the best practices workshop for the VDOT Hampton Roads TOC addressing ITS maintenance.

Robert (Chris) Mills will provide communications support. Chris has 24 years experience in ITS and communications. His experience includes all phases of design, permitting, installation, operations and maintenance. For the ITS deployments in Hampton Roads, Virginia he provided evaluation and analysis of technical documentation submitted by the contractor as well as reviewed proposed equipment configurations, testing procedures, integration and acceptance of infrastructure communications. These deployments have included dynamic message signs, CCTV cameras, vehicle detection, highway advisory radio and fiber optic communications. More recently, he has supported the “Virginia Infrastructure Physical Enhancements Program” contract in managing the retrofit of the Hampton Roads TOC video wall and consoles within the control room and on-going replacement of the

existing communications system. In addition, he has supported the design of ITS deployments in Washington, D.C.; Cleveland, Akron, Canton and Toledo, Ohio; and the Los Angeles I-10 / I-110 Managed Lanes design-build project.

John Gray will provide ITS design support. John has 20 years of ITS experience including design, construction, operations and maintenance. While with the Ohio DOT (1991 – 2003), he developed hands-on knowledge in the design and construction of ITS / Freeway Management Systems. His project experience includes: Design of Freeway Management Systems in Cleveland, Akron, Canton and Toledo, Ohio; Design of the ITS and Tolling Systems for the Los Angeles I-10 / I-110 Managed Lanes design-build project; design, construction and operations management of the Columbus Freeway Management System; and construction engineering of the VDOT Hampton Roads ITS Deployment. These ITS deployments have included dynamic message signs, CCTV cameras, vehicle detectors, highway advisory radio, ramp metering, controllers, fiber optic and wireless communications.

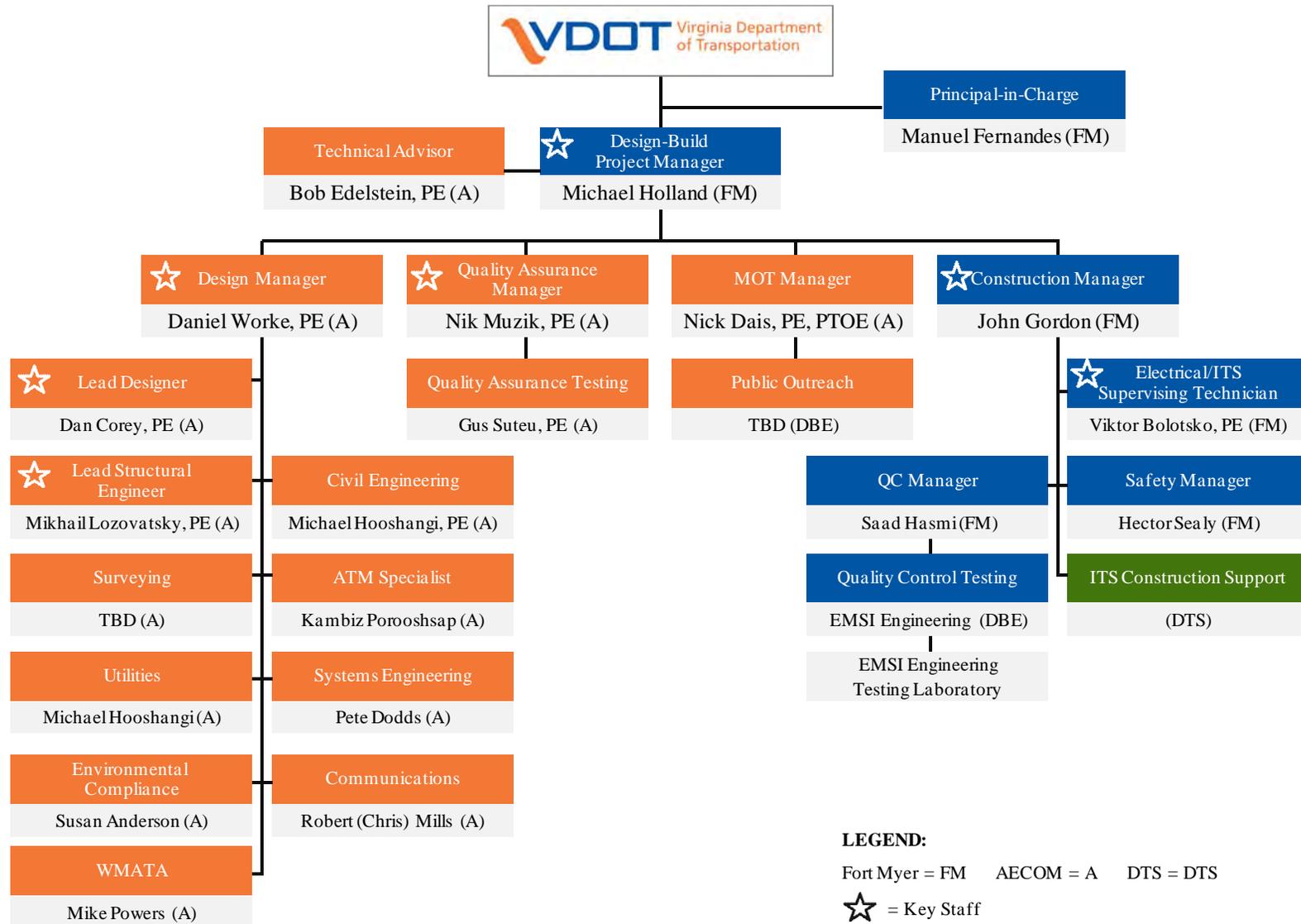
Ben Allis, PE will provide structural engineering support. Ben is a structural engineer experienced in the design and analysis of sign structures, steel and concrete bridges, and other transportation related infrastructure, including new and rehabilitation structures. He has provided design and PS&E services as Task Leader for the design of new sign structures to support dynamic message signs. Responsibilities included development of final plans and development of final design tasks including checking the sign structure designs, quantities, and cost estimates. This experience includes the design of dynamic message sign structures on numerous projects for PennDOT.

Brian Wolfe, PE has over 16 years of experience in transportation structure design and rehabilitation including structural steel and prestressed concrete bridges, retaining walls and bridge mounted sign structures. Sign structure experience includes field assessment of existing bridge mounted structures and structural analysis of existing truss sign structures for additional sign panel loading.

Mike Hooshanghi, PE has 29 years of experience in all areas of highway design, including interchanges, expressways, and interstate primary and secondary highways in Maryland, Virginia and West Virginia. His background includes proven performance in design and related computational work for both urban and rural highways from conceptual to development of final construction plans and specifications. He has served as project manager on several multi-discipline roadway design projects incorporating roadway widening and reconstruction, intersection improvements, drainage systems, SWM, right-of-way, maintenance and protection of traffic plans, and utility relocations.

Susan Anderson, AICP has 16 years of environmental planning and NEPA experience, including research and data collection for transportation related projects; data assimilation and management; field reviews; technical writing; agency coordination; and preparation of constraints mapping. Her experience includes project management; document management; preparation of categorical exclusions, environmental assessments, environmental impact studies, and various technical reports; and preparation for public information meetings and public hearings.

3.3.2. Organizational chart



3.3.2 Org chart narrative

This section describes how the Design-Build team will coordinate internally as well as with VDOT.

Interface with Designer, Constructor, and VDOT

Our approach to design-build project delivery encourages the constructor and designer to work together in a collaborative manner by continuous communication and interface. Design and construction staff will interface during the development of the project's schedule, design reviews, and discussion of construction phasing and sequencing. Regularly scheduled construction coordination meetings will be held to coordinate and determine the status of design package production. The Design-Build Project Manager – Mike Holland, Design Manager –Daniel Worke, PE and Construction Manager – John Gordon and other discipline staff will attend these meetings. The meetings will focus on the development and schedule of design packages. The participants will review the status and progress of the development of plans and specifications for each construction package. Meeting minutes, inclusive of specific action item tracking, will be developed, forwarded to the participants, and filed.

Fort Myer is committed to a partnering process with VDOT to support continuous, open communications among all stakeholders. VDOT and Fort Myer team representatives will be invited to attend workshops with our Design-Build team.

Design Management Organization

The design management team will consist of our Design Manager who understands the nature of the ITS design work in northern Virginia. This team will be organized according to the RFQ design disciplines (ITS design, structural design, systems engineering, and communications design). The team will develop design packages for each discipline.

Construction Management Organization

The construction management team will be led by our Construction Manager who will be supported by a team of Electrical/ITS Supervising Technicians, Quality Control Testing staff, QC Manager and Safety Manager. This team will have the overall responsibility for site administration and coordination, site surveying; quality control and testing; progress monitoring and verification of work completed by construction subcontractors such as DTS, health, safety, and cost control.

This team will ensure that schedule and budget goals are met. Schedule and cost baselines will be established in adequate detail to account for the scope of work and communicated with the design team. Once the project begins, progress will be monitored and measured against the baselines. Any variances to the schedule and cost baselines will be reported and corrective actions taken.

Quality Management Organization

We are committed to implementing a Quality Management System (QMS) for this project. AECOM is ISO 9001 certified, thereby designing quality into every facet of the project tasks. A complete documentation system will be established for managing shop drawings, samples, certificates, and test reports. Inspection activities will be performed by the Quality Assurance Testing staff. Our quality assurance function is independent of the construction staff. The Quality Control Testing Team is responsible for quality control, and will provide inspection that ensures materials and systems are meeting the requirements.



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)

3.5 Project Risks

3.5. Project Risks

3.5.1. Identify and discuss three critical risks for the Project

The following project risks are anticipated as being the most relevant and critical to the success of the I-66 Active Traffic Management (ATM) Design-Build Project.

1. **System Availability of Legacy ITS – Risks:** Our team recognizes that the legacy ITS infrastructure (i.e., DMS, CCTV cameras, vehicle detectors, HAR, ramp meters) will need to maintain existing system availability rates during construction of the I-66 ATM in continuing to support traffic, incident and emergency management within the Northern region. **Mitigation:** It is recommended that the system availability rates for each ITS device be baselined prior to construction to benchmark performance during construction. These system availability rates will be monitored, tracked and reported on a weekly basis to ensure that system performance is not degraded during the construction phases. If performance is found to be adversely impacted, the Fort Myer Team will recommend specific counter-measures such as portable smart workzones, wireless communication links, etc. This may require that certain redundant systems be included in the design and construction phases to accomplish this objective. We respectfully request that VDOT works with our design-build team to secure the appropriate construction easements and permits to deploy these portable devices during the construction timeframe, if necessary.
2. **Maintenance of Traffic (MOT) – Risks:** Our team recognizes the potential impact of the I-66 ATM project on traffic flow and safety and that providing quality MOT will be a key success factor of the design-build project which will be managed during the progress review meetings. **Mitigation:** The Virginia State Police (VSP), as well as the VDOT Project Manager (or designee), will be invited to each meeting. Naturally, any shifts in traffic will be closely coordinated with VDOT Construction and PIO on an ongoing basis. All lane closures will be closely monitored to insure that the set up conforms to the MUTCD and VDOT standards. We will ensure that the minimum required notice for lane closure approval is provided to the Department. We respectfully request that VDOT participates in these progress meetings, along with VSP, and works with our design-build team to secure the appropriate MOT permits in a timely manner.

As part of the Transportation Management Plan, work zone management strategies such as temporary traffic control, transportation operation management and public information / outreach will be developed and implemented. Mitigation measures such as communicating with road users, the general public, area residences, businesses, and public entities regarding impacts of the ATM project will be coordinated with VDOT's public information office. The Fort Myer team will coordinate with other projects and infrastructure within the I-66 corridor area such as:

- Pavement rehabilitation work to maintain the red X indications over the shoulder lane except when shifting traffic. Recognizing the impact of a lane closure on I-66, our team will preserve the HOV-2 and shoulder lane during daytime operations while construction work will primarily be conducted during nights and weekends.
- I-495 HOT Lanes project in revising advance signing for the I-66/I-495 interchange as part of the I-495 HOT lanes construction.
- I-66 Spot Improvements that involve extending the acceleration lanes at the Lee Highway, Fairfax Drive and Washington Boulevard/Sycamore Street entrance ramps, in coordination with Arlington County.
- Dulles Corridor Metrorail Silver Line construction project.
- Existing CCTV camera locations.
- Existing communications infrastructure.

- ATM installation with existing lane control signals, restricted-lane DMS, and other signage that will remain in place.
 - Any other ITS upgrade efforts underway within the corridor.
3. **ATMS Software Interface – Risks:**Our team recognizes that software development is excluded from this design-build contract and that we will be required to deliver and test new ATM field equipment using vendor device software while continuing to coordinate, support and aid the parallel ATM applications software effort to be conducted by others. The potential risk is that the completed ATM may have system interfaces that do not perfectly align with the ultimate ATMS software package.

Mitigation:This risk will be mitigated through our comprehensive construction engineering & inspection services, by our Quality Assurance Manager, in conducting factory acceptance tests, stand-alone tests, sub-system and system tests and burn-in monitoring after conditional acceptance. In terms of system testing, we understand that construction of the ATM project is a system and not a collection of parts. We believe that installation, integration and testing should not be done in a piecemeal, unrelated manner and that the order must be performed according to a carefully devised plan to ensure the success of the project. The system testing plan will build and develop the project as a system, one step at a time. Specifically,

- The system will be integrated and tested as a system from the center out, starting at the MPSTOC, then the hubs, then the field equipment. Each vehicle detector, controller, multiplexer, DMS, CCTV camera, lane control signal will be tested within the system before installation, then again after installation.
- We will use comprehensive test sheets to document everything, even events and data that do not seem significant at the time. We will create a history of the equipment installation, integration and testing and each piece of equipment will have a traceable history of each event related to that piece of equipment, from the initial submittals, the purchase order, the factory acceptance test, the stand alone acceptance test, subsystem acceptance test, conditional acceptance test, burn-in test, and final acceptance test. Any replacement of equipment or substitutions of equipment or components will be traceable through a signed and dated record of each activity.
- We will watch for early warning signs in order to prevent problems before they occur. We will review each level of test data in anticipation of the next step. Project personnel will stay alert for trends that may cause problems later, such as damaged cable runs.
- We will provide comprehensive diagnostic software for the DMSs, controllers, multiplexers, video switches, lane control signals and other equipment wherever possible and ensure that all project elements are tested for full functionality and integration into the overall system.
- We will submit a plan to put the spare parts through a burn-in procedure, both to insure more reliable operation when they are used, and to take advantage of the warranty replacement if a failure occurs.

We respectfully request that VDOT provides our design-build team access to the ATMS Software Developer’s design documentation early in the project to avoid potential conflicts during the subsequent testing phases.

In summary, while there are risks inherent in any design-build project, they can be controlled through proper coordination and partnering with the Department. Recognizing that the I-66 corridor has significantly high traffic volumes, congestion and crash rates, our design-build team is committed to addressing each project risk in accordance with a structured process that will be implemented by our Quality Assurance Manager.



Appendices



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
Appendices

SOQ Checklist

ATTACHMENT 3.1.2

0066-96A-917, P101, N501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	
Letter of Submittal (on Offeror's letterhead)				2
Offeror's point of contact information	NA	Section 3.2.1	yes	2-4
Authorized Representative's signature	NA	Section 3.2.1	yes	2-4
Principal officer information	NA	Section 3.2.2	yes	5
Offeror's Corporate Structure	NA	Section 3.2.3	yes	5-8
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	7-8
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	
Evidence of obtaining bonding	NA	Section 3.2.7	yes	9-11
Professional Services Evidence				

ATTACHMENT 3.1.2

0066-96A-917, P101, N501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	
SCC Registration	NA	Section 3.2.8.1	yes	12
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	12
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	12
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	12
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	12
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	13-16
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	
Key Personnel Resume – Lead Designer	Attachment 3.3.1	Section 3.3.1.5	no	
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.6	no	
Key Personnel Resume – Electrical/ITS Supervising Technician	Attachment 3.3.1	Section 3.3.1.7	no	
Organizational chart	NA	Section 3.3.2	yes	17
Organizational chart narrative	NA	Section 3.3.2	yes	18

ATTACHMENT 3.1.2

0066-96A-917, P101, N501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	19-20



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
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Form C-78-RFQ

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

RFQ NO. C00098017DB46
 PROJECT NO.: 0066-96A-917, P101, N501

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 10/25/2011
(Date)
2. Cover letter of RFQ Addendum No. 1 12/13/2011
(Date)
3. Cover letter of _____
(Date)



 SIGNATURE
 Jose Rodriguez, President
 FORT MYER CONSTRUCTION CORPORATION

December 22, 2011

 DATE



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
Appendices

3.2.5. Debarment Forms

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0066-96A-917, P101, N501

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

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

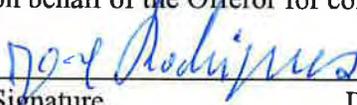
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

 12/22/2011 President
Signature Date Title

Fort Myer Construction Corporation
Name of Firm

ATTACHMENT NO. 3.2.5(b)

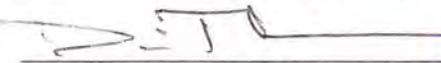
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-96A-917, P101, N501

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.

 _____ 12/9/2011 Director of Program Development & Technology
Signature Date Title

Digital Traffic Systems, Inc.

Name of Firm

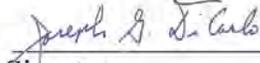
ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-96A-917, P101, N501

- 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.

	December 22, 2011	Vice President
Signature	Date	Title

AECOM Technical Services, Inc.
Name of Firm



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
Appendices

**3.2.6. Offeror's VDOT
Prequalification Evidence**



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Fort Myer Construction Corporation

Vendor Number: F034

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications has been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: Major Structures, Asphalt Paving, Portland Cement Concrete, Utilities, Bridge Repair

Issue Date: May 2, 2011

This Rating and Classification will Expire: May 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Silies, State Construction Contract Officer



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
Appendices

**3.2.8. Professional Service
Evidence (SCC and DPOR)**

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:
December 1, 2011*

Joel H. Peck

Joel H. Peck, 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 DIGITAL TRAFFIC SYSTEMS, INC., a corporation incorporated under the law of Delaware, 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 April 18, 2001; 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:
December 14, 2011*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

AECOM Technical Services, Inc., a corporation incorporated under the laws of CALIFORNIA is authorized to transact business in Virginia and is in good standing. It obtained a certificate of authority from the Commission on July 02, 1991.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 25, 2011*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 3, 1987

This is to Certify that the certificate of incorporation of

EMSI ENGINEERING INC.

*was this day issued and admitted to record in this office
and that the said corporation is authorized to transact its
business subject to all the laws of the State applicable to the
corporation and its business. Effective date: December 3, 1987*



State Corporation Commission

George W. Bryant, Jr.

Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23283
Telephone: (804) 267-8500

NUMBER
2701-015396A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

FORT MYER CONSTRUCTION CORP

2237 33RD ST NE

WASHINGTON DC 20018 1594



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA

(DETACH HERE)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23283

BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: ELE
BLD H/H

NUMBER: 2701 015396A EXPIRES 08-31-2012
FORT MYER CONSTRUCTION CORP

2237 33RD ST NE



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16

AUG 02 2012

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
10-31-2013

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

NUMBER
2705 080143A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE
DIGITAL TRAFFIC SYSTEMS INC
8401 A JEFFERSON ST NE
ALBUQUERQUE NM 87113



Gordon N. Dixon
Gordon N. Dixon, Director

CLASSIFICATIONS ELE AES ESC H/H

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: ELE
AES ESC H/H

NUMBER: 2705 080143A EXPIRES: 10-31-2013
DIGITAL TRAFFIC SYSTEMS INC

8401 A JEFFERSON ST NE

ALBUQUERQUE NM 87113



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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

EXPIRES ON

02-29-2012

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

NUMBER

0411000776

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

PROFESSIONS: ARC, ENG

AECOM TECHNICAL SERVICES INC
2101 WILSON BLVD. 8TH FLOOR
ARLINGTON, VA 22201



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000776 EXPIRES: 02-29-2012
PROFESSIONS: ARC, ENG
AECOM TECHNICAL SERVICES INC
2101 WILSON BLVD. 8TH FLOOR
ARLINGTON, VA 22201



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2011

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

NUMBER
0407002869

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

PROFESSIONS: ARC, ENG

EMSI ENGINEERING, INC.
9720 CAPITAL CT SUITE 400
MANASSAS, VA 20110



Jay W. DeBoer
Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002869 EXPIRES: 12-31-2011
PROFESSIONS: ARC, ENG
EMSI ENGINEERING, INC.
9720 CAPITAL CT SUITE 400
MANASSAS, VA 20110



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(8/08)

I.M.S.A.

Traffic Signal Certification Program

Be It Known That

Michael Holland

is hereby certified as a

Traffic Signal Inspector

by completing all requirements and examination

For Certification on this Fifth day of May, 2009

Valid Thru: 5/5/2012



Maury E. Lawrence

Executive Director

Certificate Number
SI_67273

I.M.S.A.



Traffic Signal Certification Renewal Program

Be It Known That

Michael Holland

is hereby certified as a

Traffic Signal Field Electrician Level II

by completing all requirements and examination

For Certification on this Sixteenth day of August, 2011

Valid Thru: 8/16/2014



Certificate Number

BE_67273

Maury E. Lawrence

Executive Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2012

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

NUMBER

0402033209

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

DANIEL ALMAZNEH WORKE
6706 DOROTHY GILES CT
ALEXANDRIA, VA 22315



Gordon N. Dixon
Gordon N. Dixon, Director

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

APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	MUZIC, NIKOLA
CITY, STATE:	VIENNA, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	018351
INITIAL CERTIFICATION DATE:	FEBRUARY 29, 1988
EXPIRATION DATE:	FEBRUARY 29, 2012

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2013

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

NUMBER
0402044013

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

DANIEL G COREY
1700 MARKET STREET
SUITE 1600
PHILADELPHIA, PA 19103

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Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402044013 EXPIRES: 11-30-2013



DANIEL G COREY
1700 MARKET STREET
SUITE 1600
PHILADELPHIA, PA 19103

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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

EXPIRES ON

04-30-2012

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

NUMBER

0402044617

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

MIKHAIL LOZOVATSKY
8500 MOUNTAINHOLLY DR
PIKESVILLE, MD 21208



Jay W. DeBoer
Jay W. DeBoer, Director

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Department of Professional & Occupational Regulation
 9960 Mayland Dr., Suite 400, Richmond, VA 23233
 (804) 367-8500

**BOARD FOR CONTRACTORS
 TRADESMAN LICENSE**

Card No. 2710 Q45164

Issue Date: 11-23-2005
 Expire Date: 12-31-2012

VIKTOR V BOLOTSKO
 9923 BLAKE LANE
 OAKTON VA 22124

Department of Professional & Occupational Regulation
 9960 Mayland Dr., Suite 400, Richmond, VA 23233
 (804) 367-8500

**BOARD FOR CONTRACTORS
 TRADESMAN LICENSE**

Card No. 2710 Q45164

Issue Date: 11-23-2005
 Expire Date: 12-31-2012

VIKTOR V BOLOTSKO
 9923 BLAKE LANE
 OAKTON VA 22124

OAKTON VA 22124

GOVERNMENT OF THE DISTRICT OF COLUMBIA
 OCCUPATIONAL AND PROFESSIONAL LICENSING ADMINISTRATION
 BOARD OF INDUSTRIAL TRADES
 This is to certify that

VIKTOR V BOLOTSKO
 9923 BLAKE LANE
 OAKTON VA 22124

is licensed as a(n) Master Electrician Specialist (Low Voltage)
 License Number: EMS001734
 Issue Date: 12/01/2011 Exp. Date: 11/30/2013



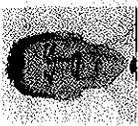
Nicholas E. Lawrence
 Director

Department of Consumer and Regulatory Affairs

GOVERNMENT OF THE DISTRICT OF COLUMBIA
 OCCUPATIONAL AND PROFESSIONAL LICENSING ADMINISTRATION
 BOARD OF INDUSTRIAL TRADES
 This is to certify that

VIKTOR V BOLOTSKO
 9923 BLAKE LANE
 OAKTON VA 22124

is licensed as a(n) Journeyman Electrician
 License Number: EJ901795
 Issue Date: 12/01/2011 Exp. Date: 11/30/2013



Nicholas E. Lawrence
 Director

Department of Consumer and Regulatory Affairs

IMSA

Work Zone Safety Certification Program

Viktor Bolotsko

is Hereby Certified as a

Work Zone Safety Specialist

by completing all requirements and examination.



94228

Cert #

ZZ_94228

Date

05/05/09

Good Thru

05/05/12

Nicholas E. Lawrence

EXECUTIVE DIRECTOR

IMSA

Traffic Signal Certification Program

Viktor Bolotsko

is Hereby Certified as a

Traffic Signal Field Electrician Level II

by completing all requirements and examination.



94228

Cert #

BE_94228

Date

05/05/09

Good Thru

05/05/12

Nicholas E. Lawrence

EXECUTIVE DIRECTOR

IMSA

Traffic Signal Certification Program

Viktor Bolotsko

is Hereby Certified as a

Traffic Signal Technician Level I

by completing all requirements and examination.



94228

Cert #

AA_94228

Date

05/05/09

Good Thru

05/05/12

Nicholas E. Lawrence

EXECUTIVE DIRECTOR



Acknowledgement of Training

IDEAL INDUSTRIES, INC.
This certifies that

Viktor Bolotsko

*has attended and understands the general training on Lockout/Tagout,
has completed and passed the comprehensive quiz,
understands the employer will be responsible for the lockout program on the specific equipment,
and is therefore awarded this*

Lockout/Tagout Certificate

Sycamore, Illinois, this Fifteenth day of November, 2011

Fort Myer Construction Corp.

Employer

Ron Greenfield (O.T. Hall & Son)

Trainer



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
Appendices

3.3. Offeror's Team Structure (Key Personnel Resume Forms)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Michael W. Holland, VP Electrical Division
b. Project Assignment:	Design – Build Project Manager
c. Name of Firm with which you are now associated:	AECOM
d. Years experience: With this Firm 11 Years With Other Firms 30 Years	<p>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>Name of the Firm: Fort Myer Construction Corporation Start Date: 2000 End Date: Present Position: VP Electrical Division Responsibilities: Oversight and coordination of all electrical and ITS operations related to Fort Myer Construction Corporation as a General Contractor as well as a licensed Electrical Contractor. Developing and maintaining relationships with local governments, Engineering firms, vendors, subcontractors and general contractors we work for as an Electrical Contractor. Administration of contract negotiations / acceptance, project management staff, QA/QC, purchasing operations, superintendents, safety, estimating and equipment procurement.</p> <p>Name of the Firm: Electrical General Corporation Start Date: May 1998 End Date: October 2000 Position: Project Manager Responsibilities: Managed commercial electrical construction projects in the Washington, DC area. Projects consisted of high rise hotels, parking garages, shopping centers, base building shell structures and tenant fit out. Responsibilities included contract negotiations, change order negotiations, submittals, scheduling, budgets / forecasts, procurement, monthly invoicing, subcontractor coordination, permits, inspections and owner acceptance.</p> <p>Name of the Firm: Shepherd Electrical Supply Company Start Date: June 1997 End Date: May 1998 Position: Outside Sales Responsibilities: Called on Electrical Contractors in the Washington, DC area. Duties consisted of project material take off, quotations, procurement negotiations, submittals, material releases and project tracking.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>Purdue University, Electrical Project Management IMSA Traffic Signal Level II IMSA Traffic Signal Inspector Lockout / Tagout Certification</p>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	N/A

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

City Wide Vehicle Detection System, DDOT, Washington, DC. Project Executive. Coordination of ITS vendor training, integration and owner acceptance. Work under this contract consist of furnishing and installing intrusive vehicle detection system equipment at 122 locations city-wide including furnishing and installing the communications and monitoring equipment at the traffic management center (TMC). The counting stations are used to collect data on count, classification, occupancy and vehicle speed. Data from the VDS is conveyed back to the DDOT TMC through the existing traffic signal network via field and TMC modems provided by FMCC and data viewing software provided by the detector manufacturer.

Virginia I-66 Pavement Rehabilitation, VDOT, Virginia. Project Executive. Coordination of ITS vendor selection/qualification, design review and acceptance. Replacement of existing traffic loops with non-intrusive Remote Traffic Microwave Sensor (RTMS) units, as well as coordination with VDOT's Intelligent Transportation Systems ("ITS") division. The ITS work is in the final phase and the limits are Segment 2 on Rt. 66 from I-495 to Rt. 50. The Remote Traffic Microwave Sensor (RTMS) units transmit data via the fiber optic cables to VDOT's traffic management system (TMC). In conjunction with VDOT FMCC is also responsible for implementing the RTMS units into the "Open Roads" system.

Bridge and Traffic Signal Replacement at Glebe Road/Rt. 120 and RT. 50 Arlington County, Virginia.

Project Executive. Coordination of material selection and project oversight. This project consists of several ITS components such as CCTV, Video Detection, an emergency preemption system and communication cable connections. The project consisted of bridge construction with two signalized intersections working through stringent traffic conditions and requirements. Underground conduit and manhole cabling system to power all equipment. Coordination of 2 new Virginia Power service connections to traffic cabinets.

Rehabilitation of Anacostia Freeway, DC line to Chesapeake Street, DDOT, Washington, DC. Project Executive. Coordination with subcontractors in order to ensure project completion and acceptance by DDOT. Installation of roadway ITS features including weight in motion system, CCTV cameras, overhead sign structures, Variable Message Board also, overhead sign lighting, freeway lighting, new Pepco power service. Underground conduit and manhole system. Installation of cabling system to power all equipment as well as fiber optic cables for data transmissions.

Reconstruction of Pennsylvania Avenue, SE, Washington, DC. Project Executive. Coordination of material selection and project oversight. A 1.2 mile section of Pennsylvania Avenue with multiple ITS features, from the DC line into the city. A temporary installation of two overhead lane control systems with a total of 45 signs on 15 overhead temporary span wire crossings tied into the TMC for rush hour adjustments. Project included the installation of a count station, loops, microwave detectors and CCTV cameras. The project also included 9 signalized intersections requiring communication cabling also connected to the TMC. Conduits, manholes and cabling for all systems, multiple tie-in locations from Pepco for power.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Daniel Worke, PE, Project Manager
b.	Project Assignment: Design Manager
c.	Name of Firm with which you are now associated: AECOM
d.	<p>Years experience: With this Firm <u>8</u> Years With Other Firms <u>8</u> Years</p> <p>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>Name of Firm: AECOM Start Date: 2006 End Date: Present Position: Technical Manager and Senior Transportation Engineer Responsibilities: Technical Manager and Senior Transportation Engineer responsible for managing ITS, advanced traffic control system and traffic engineering projects. In addition, manages a group of ITS and traffic engineers.</p> <p>Name of Firm: McCain Start Date: 2004 End Date: 2006 Position: Eastern Regional Manager Responsibilities: Eastern Regional Manager responsible for software and hardware maintenance support, and traffic engineering projects.</p> <p>Name of Firm: AECOM Start Date: 2001 End Date: 2004 Position: Project Manager Responsibilities: Project Manager responsible for several traffic engineering contracts including DDOT Operation and Maintenance contract, and other work related to traffic engineering, ITS, CCTV.</p>
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Southampton, England, UK, 1993 / MS / 1993 / Transportation Planning & Engineering Addis Ababa University, Ethiopia, / BS / 1986 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #: 2002 / Professional Engineer / Civil Engineering / VA P.E. #0402033209</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>Mr. Worke has 16 years of experience in traffic engineering and intelligent traffic system projects including design/studies, maintenance of traffic, accident analysis and safety improvement, timing plan development, and technology applications, including transit signal priority. He has held both engineering and signal system management positions within the public and private sectors. His experience in the private sector includes design of CCTV system installations, upgrading CCTV system to an upgrade IP technology, design of new traffic signals, count station designs, developing optimized traffic signal timing for large networks, reconstruction and improvement of existing signals, and transit priority treatment. Mr. Worke worked for eight years in the public sector. As a Traffic Signal System Manager for Arlington County, responsible for the implementation and management of the new state-of-the-art traffic signal system. Involved in the development of a PC based central computer system comprised of SCOOT and MONARC traffic control technology with communication server monitoring the on-street controllers and also responsible for the Arlington County Communications Upgrade</p>

Study.

Design and Implementation of CCTV System Upgrade and Additional 20 Count Station Design, District DOT, Washington, DC. Project Manager for conversion of the existing analog video system to an IP-based video streaming system for 15 camera locations and associated equipment at the Traffic Management Center (TMC). Tasks include analysis and inventory of the existing system; identification of user needs and functional requirements; system upgrade design; hardware and software procurement; system implementation; system testing and interactive web system development. Project manager with AECOM to design and deploy additional 20 traffic data stations around the District of Columbia.

Citywide Signal Detector Design Task II, District DOT, Washington, DC. Project manager with AECOM to design and deploy traffic data stations around the District of Columbia. The task is set to perform documentation review of Task I deliverables, evaluation of non-intrusive detection technologies, actual traffic data station design and PS&E preparation for 128 stations.

Traffic Signal Software/Hardware Maintenance Project, District DOT, Washington, DC. Eastern regional manager for McCain Inc. responsible for the management of the DDOT Software and Hardware Maintenance project. Provided traffic engineering support to the City staff in designing and operating complicated traffic signal operations.

Operational Support Contract, District DOT, Washington, D.C. Operational Support Manager with AECOM responsible for the engineering and maintenance services of the Washington, D.C. Transportation Management System encompassing 1,400 traffic signalized intersections. Task Manager for the design and installation of 128 CCTV locations under the DC operational support contract. The task included investigation of feasibility of camera locations, verifying intersections in the field for their physical requirements, preparing communication drawings and on-going engineering and drawing submittals. Previously, served as Task Manager responsible for providing operational support to Traffic Service Administration (TSA) staff which includes investigating complaints from citizens, performing traffic control signal need studies (warrant analysis), preparing plans, specification and cost estimates, overseeing the design of new traffic signals, reconstruction and improvement of existing signals, timing sheet preparation, providing training and other requests. Improving the efficiency of actuated traffic signals by reprogramming force off points and recommending list of intersections for possible actuation.

Communication Upgrade Study Project, Department of Public Works - Traffic Division, Arlington County, Virginia. Managed the Arlington County Communications upgrade study project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Nikola Muzic, PE, Senior Project Director Electrical Engineering
b. Project Assignment:	Quality Assurance Manager
c. Name of Firm with which you are now associated:	AECOM
d. Years experience: With this Firm <u>24</u> Years With Other Firms <u>11</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
Name of Firm: AECOM	
Start Date: 1987 End Date: present	
Position: Project Director	
Responsibilities: Management of infrastructure facilities projects performing design management and construction management duties.	
Name of Firm: E.C. Jordan Co.	
Start Date: 1986 End Date: 1987	
Position: Electrical Engineer	
Responsibilities: Planning, development system studies, field investigations, detailed design, and the testing and commissioning of electrical engineering work on infrastructure facilities projects.	
Name of Firm: Harza Engineering Co.	
Start Date: 1983 End Date: 1986	
Position: Electrical Engineer	
Responsibilities: Planning, development system studies, field investigations, detailed design, and the testing and commissioning of electrical engineering work on infrastructure facilities projects.	
Name of Firm: TAMS Consultants (now AECOM)	
Start Date: 1976 End Date: 1983	
Position: Electrical Engineer	
Responsibilities: Planning, development system studies, field investigations, detailed design, and the testing and commissioning of electrical engineering work on infrastructure facilities projects.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	City College of New York/BE/1975/Electrical Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1982 / Professional Engineer / Electrical / VA P.E. #0402018351
g. Document the extent and depth of your experience and qualifications relevant to the Project.	Mr. Muzic is an electrical engineer with 35 years of experience in planning, development system studies, field investigations, detailed design, and the testing and commissioning of electrical engineering work on infrastructure facilities projects including ITS equipment. Responsibilities include project management, contract document preparation, and construction management. He has experience working with VDOT on several projects and is familiar with VDOT standards and procedures. Big Walker and East River Mountain Tunnels Rehabilitation, Bland County, VA. Project manager

responsible for construction services on a rehabilitation project including shop drawing review; continuous on-site and on-call advisory services; instruction of operations and maintenance (O&M) staff; and as built drawing and O&M manual review. Previously, as project manager and chief electrical engineer for the project, performed an electrical field investigation and prepared the construction plan, specifications, and estimates for the lighting replacement. Also responsible for the upgrade of ventilation control, communications, and traffic control systems, including lane control signals, dynamic message signs and closed circuit TV; PCB equipment removal and disposal; and structural rehabilitation of two twin bore mountain highway tunnels each approximately one mile long.

Mall Tunnel Rehabilitation, Washington, DC. Project manager and chief electrical engineer that prepared construction plans, specifications, and estimates for the replacement of tunnel lighting, ventilation control, power, communications, and miscellaneous traffic monitoring and control systems, including lane control signals, dynamic message signs and closed circuit TV, traffic loop detectors, overheight detection; as well as the structural rehabilitation of an interstate highway tunnel with four lanes in each direction located in downtown Washington. The project included replacement of 13.8kV distribution switchgear and transformers associated with two PEPCO feeders serving the facility from two locations, and the associated tie feeders interconnecting the north and south portal equipment rooms.

Monitor-Merrimac Memorial Bridge Tunnel, Norfolk, VA. Supervised and reviewed the design and construction documents for replacement of the fire main. Performed shop drawing review, responded to requests for information, participated in periodic visits to site, and reviewed operations and maintenance (O&M) manuals during construction. Assisted VDOT in testing, commissioning, and final acceptance of the new system.

Tunnel Lighting Replacement, WBL Hampton Roads Tunnel, Hampton, VA. Project manager responsible for the lighting replacement design for a 7,500-foot underwater tunnel. Work included an initial field survey; an investigation of possible alternatives for light sources, luminaires, power distribution, and control systems; the development of detailed plans, specifications, and estimates for selected options; and construction services.

Electrical Supply Commission of Malawi, Kapichira Hydroelectric, Kapichira Falls, Malawi. Resident project manager responsible for the evaluation of international tenders, contract award, contract administration, supervision of construction, coordination of 13 separate contracts, unit start-up, and final acceptance testing. The project included a rockfill dam, gated spillway and intake structures, and a concrete-lined tunnel feeding a medium head power plant equipped with four 32-megawatt Francis units. The project also included a complete 32kV power distribution system with switchgear, transformers, and overhead lines for the power station and auxiliary facilities including the construction camp, permanent operator's village, and existing villages in the area. The low voltage distribution was also provided via overhead and underground wiring to all new and existing facilities.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	John Gordon – Electrical Division Project Manager
b. Project Assignment:	Design-Build Construction Manager
c. Name of Firm with which you are now associated:	Fort Myer Construction Corporation
d. Years experience: With this Firm <u>1.5</u> Years With Other Firms <u>17.5</u> Years	<p>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>Name of Firm: Fort Myer Construction Corporation Start Date: 2010 End Date: present Position: Electrical Division Project Manager Responsibilities: Permit implementation, submittals, scheduling, procurement coordination, change order negotiations and tracking, progress meetings, monthly requisitions and collections, as built drawings updates and contract close out.</p> <p>Name of Firm: IEC-Chesapeake Apprenticeship School, Odenton MD Start Date: 2004 End Date: 2011 Position: 4th Year instructor Responsibilities: Electrical License Exam Prep Instructor and Virginia Approved NEC Code Update Continuing Education Instructor.</p> <p>Name of Firm: MC Dean Electric, Dulles, VA Start Date: 2009 End Date: 2010 Position: Mechanic Electrician Responsibilities: Planned layout of electrical wiring; installed and pulled conduits for branch circuits and feeders and service conductors. Utilized blueprints and electrical, mechanical and architectural plans. Prepared and assembled electrical wiring, equipment and fixtures using specifications and hand tools. Tested and diagnosed malfunctioning systems using an ohmmeter and voltmeter.</p> <p>Name of Firm: Rommel Engineering and Construction, Odenton MD Start Date:2008 End Date: 2009 Position: Superintendent & Foreman Responsibilities: Managed up to five projects simultaneously for an electrical contracting company specializing in new commercial construction. Supervised and directed the work of 15 electricians. Read specifications and blueprints to determine the location of wiring and equipment consistent with local codes. Interfaced with other divisions to streamline workflow and complete jobs on schedule. Coordinated deliveries of gears and fixture packages. Pulled all permits for the projects and scheduled equipment. Scheduled inspections; built positive relationships with inspectors. Promoted to superintendent.</p> <p>Name of Firm: IES Corporation (Primo Electric), Glen Bernie MD Start Date: 2006 End Date: 2008 Position: Foreman Responsibilities: Directed the work of 20 electricians for a commercial electrical contracting company. Coordinated projects with other trades. Attended all progress meetings with general contractors. Tracked jobs by hours worked vs. percentage completed. Worked with blueprints to direct the installation of electrical wiring and</p>

fixtures. Updated as-built drawings throughout all phases of the projects.

Name of Firm: Cynergy Electric, Crofton MD

Start Date: 2005 **End Date:** 2006

Position: Journeyman Electrician

Responsibilities: Planned layout of electrical wiring; installed and pulled conduits for branch circuits and feeders and service conductors. Utilized blueprints and electrical, mechanical and architectural plans. Prepared and assembled electrical wiring, equipment and fixtures using specifications and hand tools. Tested and diagnosed malfunctioning systems using an ohmmeter and voltmeter.

Name of Firm: Primo Electric, Glen Bernie MD

Start Date: 2002 **End Date:** 2005

Position: Mechanic / Electrician / Service Technician

Responsibilities: Installed electrical wiring, equipment, apparatus and fixtures in commercial buildings. Inspected and diagnosed systems and electrical parts to detect need for adjustments. Repaired equipment using hand and power tools. Assembled electrical wiring based on schematics in conformance to local codes.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
ABC Apprenticeship / Journeyman Electrical License / 1997 / Residential, Commercial and Industrial Electric
USACE Construction Quality Management For Contractors
Application In Process For Virginia State Master Electrical License

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

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

Washington, DC. City Wide Vehicle Detection System, DDOT, Washington, DC. Work under this contract consist of furnishing and installing intrusive vehicle detection system equipment at 122 locations city-wide including furnishing and installing the communications and monitoring equipment at the traffic management center (TMC). The counting stations are used to collect data on count, classification, occupancy and vehicle speed. Data from the VDS is conveyed back to the DDOT TMC through the existing traffic signal network via field and TMC modems provided by FMCC and data viewing software provided by the detector manufacturer. My responsibilities include: Define the scope, direct the implementation, and coordinate a project. Complete the project within the stipulated time and budget. Resource allocation, task delegation, supporting project teams, and ensure compliance with laws, standard practices, and company policies.

Virginia I-66 Intelligent Traffic Systems, VDOT, Virginia. replacement of existing loop detection with non-intrusive traffic detection units, and coordination with VDOT's Intelligent Transportation Systems ("ITS") device upgrade on I-66 between Route 50 and I-495. Responsible for scheduling, coordinating, material acceptance, installation, testing and alignment of the RTMS units. These units transmit data via the fiber optic VDOT traffic management system. In conjunction with VDOT FMCC is also responsible for implementing the RTMS units into the "Open Roads" system. My responsibilities include: Define the scope, direct the implementation, and coordinate a project. Complete the project within the stipulated time and budget. Resource allocation, task delegation, supporting project teams, and ensure compliance with laws, standard practices, and company policies.

Bridge and Traffic Signal Replacement at Glebe Road/Rt. 120 and RT. 50 Arlington County, Virginia. Responsible for implementing temporary traffic control plan. Procurement of materials and equipment, scheduling, coordinating and construction of traffic signals and associated equipment. The traffic control equipment includes the following: Emergency Preemption to give emergency vehicle the right of way through the intersections, Video Detection to insure the correct volume of vehicles is turning at the intersection and CCTV for public safety. Other responsibilities include: Define the scope, direct the implementation, and coordinate a project. Complete the project within the stipulated time and budget. Resource allocation, task delegation, supporting project teams, and ensure compliance with laws, standard practices, and company policies.

Washington, DC. Traffic Signal Uninterrupted Power Supply, DDOT, Washington, DC. Responsible for providing all the management, supervision, labor, equipment, materials and supplies to supply and install Uninterrupted Power Supplies (UPS) for traffic signal controller equipment and other communication devices at 117 signalized intersections throughout the District. Also responsible for coordination with the local utility

company (pepco) for power outages and the Metropolitan Police Department for traffic control assistance during the installation and testing and commissioning phases. Other responsibilities include: Define the scope, direct the implementation, and coordinate a project. Complete the project within the stipulated time and budget. Resource allocation, task delegation, supporting project teams, and ensure compliance with laws, standard practices, and company policies.

Baltimore / Washington Parkway Lighting Upgrade ,NPS/FHWA, Washington, DC. Replacement of poles, luminaries, pole foundations and construction of new guardrail on northbound and southbound Baltimore / Washington Parkway from the eastbound route 50 split to just north of the entrance ramp connecting to Kenilworth Avenue interchange. Responsible for construction quality control including development and implementation of a quality control plan, materials approval and certification, plant and field materials acceptance testing, inspection of contractor's operations and workmanship, all project records related to construction quality control, and issuance and tracking to resolution of non-conformance reports. Other responsibilities include: Define the scope, direct the implementation, and coordinate a project. Complete the project within the stipulated time and budget. Resource allocation, task delegation, supporting project teams, and ensure compliance with laws, standard practices, and company policies.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Dan Corey, P.E., Associate Vice President
b.	Project Assignment: Lead Designer
c.	Name of Firm with which you are now associated: AECOM
d.	<p>Years experience: With this Firm <u>10</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>Name of Firm: AECOM Start Date: January 2002 End Date: Present Position: Associate Vice President / Sr. ITS Engineer Responsibilities: Responsible for the overall design and project management of ITS projects in numerous states, including Va. Mr. Corey's duties include strategic system planning, field device deployment, traffic/incident detection and information dissemination, traffic management center (TMC) integration, and the development and monitoring of system measures and metrics.</p> <p>Name of Firm: Traffic.com Start Date: April 2001 End Date: January 2002 Position: Program Manager Responsibilities: Responsible for the design and deployment of microwave vehicle detectors in the Philadelphia and Pittsburgh regions. Developed a data QA procedure, from planning and design through construction and routine maintenance, for ATIS sensor system deployment in multiple cities.</p> <p>Name of Firm: HNTB Start Date: February 1998 End Date: April 2001 Position: Civil Engineer Responsibilities: Project Engineer responsible for the design of numerous ITS projects incorporating CCTV, DMS, RWIS, HAR and vehicle detection for the Harrisburg, PA and Southern New Jersey regions. Other responsibilities included intersectional signalization, signing and striping, and drainage design.</p>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Drexel University, Philadelphia, Pennsylvania / B.S. / 1995 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2007/ Professional Engineer / Civil Engineering / VA P.E. #0402044013

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

Mr. Corey is an associate vice president and senior ITS/traffic engineer who has conducted a wide range of transportation projects for public and private sector clients. His experience includes all phases of ITS planning, design, construction, systems integration and maintenance, , as well as traffic and highway planning and design. Mr. Corey's duties include strategic system planning (Concept of Operations and Functional Requirements), field device design and deployment, traffic/incident detection and information dissemination, traffic management center (TMC) integration, and the development and monitoring of system measures and metrics. He has prepared contract packages for numerous Departments of Transportation and government agencies, including VDOT.

I-95/I-495 and Telegraph Road Interchange, Northern Virginia. Project Manager/Lead ITS Design Engineer responsible for the full PS&E design of non-intrusive vehicle detection system, CCTV cameras and DMS for VDOT. Design included microwave vehicle detection for local and expressway lanes of a 12-lane divided roadway cross-section. All equipment was integrated into a fiber optic communications backbone to convey data to the VDOT TMC.

District of Columbia Department of Transportation, Permanent Count Station Design Phase II, Washington DC. Lead ITS design engineer responsible for design of 125 permanent vehicle detection/traffic count stations throughout the district. This is the second phase of this count station project. A combination of in-pavement magnetic sensors and non-intrusive vehicle detection sensors (microwave radar) were included in the design. Responsible for the full PG&E submission package created for this project.

Route 309 ITS Design-Build, Philadelphia, Pennsylvania. Project Manager/Lead ITS Design Engineer responsible for providing the design, installation, testing and integration of 21 Closed Circuit Television (CCTV) cameras, 9 Dynamic Message Signs (DMS), 21 vehicle detection (Video and Tag Reader), one Roadway Weather Information System (RWIS) Station and SONET OC-48 fiber network for 15 miles of expressway and major arterial roadway.

PA Turnpike Sideling Hill ITS Retrofit Design-Build Project, Pennsylvania. Project Manager/Lead ITS Design Engineer responsible for retrofit of existing ITS devices including ten (10) VMS, variable speed limit signs, RWIS, and spread spectrum radio along the PA Turnpike between MP 162-MP172.

Technical Advisor - North Tarrant Express (NTE) Managed Lanes Project (I-820 and SH-121) for NTE Mobility Partners, Dallas, Texas. Lead ITS engineer, tolling support designer and deputy project manager for the preliminary design of 15 tolling/HOV declaration zones, 19 roadway CCTV cameras, 152 microwave vehicle detectors, 18 toll rate DMS, 7 DMS and 1 RWIS station. Responsible for the designing the ITS and ETC tolling equipment based on the Comprehensive Development Agreement (CDA), the client's needs and industry best practices.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Mikhail Lozovatsky, PE, Structural Engineer
b.	Project Assignment: Lead Structural Engineer
c.	Name of Firm with which you are now associated: AECOM
d.	<p>Years experience: With this Firm <u>9</u> Years, With Other Firms <u>22</u> Years</p> <p>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>Name of Firm: AECOM Start Date: 2002 End Date: Present Position: Senior Project Manager/Structural Engineer Responsibilities: Managed structural engineering projects, supervised engineers and CADD technicians.</p> <p>Name of Firm: Wilbur Smith Associates Start Date: 2000 End Date: 2002 Position: Director of Structures Responsibilities: Managed structural engineering projects, supervised engineers and CADD technicians.</p> <p>Name of Firm: URS Start Date: 1995 End Date: 2000 Position: Project Manager Responsibilities: Managed structural engineering projects, supervised engineers and CADD technicians.</p>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Kiev Civil Engineering Academy, Ukraine, 1973MS, Structural Engineering Johns Hopkins University, 1985, BS, Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1985 / Professional Engineer / Civil Engineering / VA P.E. #0402044617
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>Mr. Lozovatsky is an accomplished structural engineer and project manager. He is experienced in all aspects of inspection, analysis, and design of various civil and structural projects including bridges, overhead sign structures, retaining walls, box culverts, high mast lighting, and utility structures. His responsibilities include supervision of a project team, project scheduling, budgeting, QA/QC, production of contract documents ready for advertisement, and construction phase services. His experience includes ramp deck overlays, roadway joints and bearings repairs/replacement, identifying deficiencies and preparing repair details for overhead and cantilever sign structures and high mast lighting poles, construction staging, and MOT.</p> <p>Rehabilitation of K Street, Massachusetts Avenue, and H Street Bridges over Center Leg Freeway, and Electrical-Mechanical Upgrade of the Air Rights Tunnel, DDOT, Washington DC. Project Manager responsible for preparation of plans, specifications, and cost estimate for this project. The work included bridge work consisting of replacement of roadway joints, curbs, and deck overlays; replacement of sign structures, traffic signalization, and roadway lighting poles. MOT staging was designed and coordinated with DDOT. The tunnel work included replacement of ventilation fan motors and upgrades to tunnel control systems. Currently manages</p>

Construction Phase Services.

Physical On-Site Condition Inspection of Maryland Transportation Facilities, Maryland. Project Manager for a four-year open end contract for inspection of MDTA bridges, sign structures, high mast light structures, and other facilities. The work includes hands-on as well as interim inspections, determination of section loss at the bases of overhead and cantilever sign structures and high mast lights using D-Meters, inspection of gusset plates on deck and through truss bridges, all in accordance with FHWA NBIS requirements.

Replacement of the Fort Avenue Bridge over CSXT Railroad, Baltimore, Maryland. Project Manager responsible for replacement design of this 100-year old three-span structure over CSXT tracks. The project involved preliminary investigation of alternatives, design of a new single span structure, staged relocation of utilities including water, gas, conduits, and light poles, coordination with CSXT, utility companies, public involvement, historic, environmental and socio-economic impacts, and coordination with subconsultants. Currently manages Construction Phase Services.

Bridge Assessments of Baltimore Harbor Tunnel Throughway and Francis Scott Key Facility, Maryland Transportation Authority, Maryland. Project Manager for assessments of 48 bridge superstructures. Supervised condition inspection and evaluation of each superstructure and development of recommendations for repairs and rehabilitation. Developed contract documents for recommended repairs. Several bridges required emergency evaluations and immediate remedial actions. Bridge B-Y03601 exhibited over 25% loss of the concrete area under bearing plates. Field measurements were taken, the structural analysis was performed, and recommendations provided to MdTA maintenance personnel to block the bearings temporarily. Severe deterioration and concrete spalling of pier caps of Bridge HOY 04200 also required immediate inspection, analysis, and recommendations to MdTA.

2008 Facilities Inspection, Maryland Transportation Authority, Maryland. Project Manager responsible for coordinating inspections of Fort McHenry Tunnel Facility south of the Tunnel including I-95 and I-395. The compressed schedule required intensive coordination between the teams, MOT, and MdTA Maintenance. Performed analysis of the sign support bracket exhibiting severe section loss. Located and evaluated a crack in the box cross girder (FCM). The work was completed on time and completed reports were submitted to MdTA on time.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Viktor Bolotsko, Master Electrician
b. Project Assignment:	Electrical/ITS Supervising Technician
c. Name of Firm with which you are now associated:	Fort Myer Construction Corporation
d. Years experience: With this Firm <u>4</u> Years With Other Firms <u>21</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
Name of Firm: Fort Myer Construction Corporation	
Start Date: 2007 End Date: Present	
Position: Superintendent of Electrical Division	
Responsibilities: Installation, maintenance, troubleshooting and repair of various lighting (including photovoltaic), traffic control, surveillance systems.	
Name of Firm: MCDEAN Inc.	
Start Date: 2003 End Date: 2007	
Position: Electrician	
Responsibilities: Installation, maintenance, troubleshooting and repair of various lighting, traffic control systems.	
Name of Firm: Vector Scientific Production Amalgamation, Plant Zenith	
Start Date: 1986 End Date: 1994	
Position: Manager of Technological Department	
Responsibilities: Supervised 12 engineers and technicians, responsible for technological planning of electronic system production, preparation and implementation of technical courses and personnel training.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Radio Technical University-Belarus / MS / 1986 / 5 years/Radio-Electronic Equipment Designer and Technologist
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	11/23/2005-Master Electrician VA
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
Reconstruction of I295, Kenilworth Ave., (From Eastern Ave. to Foote St., NE). Responsible for installation and quality control of conduit, wiring, poles, luminaries, traffic signal cabinets, traffic signals.	
Reconstruction of Eastern Ave. bridge, Washington, DC. Responsible for installation and quality control of conduit, wiring, poles, luminaries, traffic signal cabinets, traffic signals, CCTV cameras.	
Reconstruction of Constitution Ave. (23rd St. to 15th St.). Responsible for installation and quality control of conduit, wiring, poles, luminaries, traffic signal cabinets, traffic signals, CCTV cameras.	
Vehicle Detection System, DC (citywide). Responsible for field implementation, quality control, installation and programming of VDS equipment such as wireless sensors, access points, repeaters, communication modems.	
Uninterrupted Power Supply equipment traffic signal cabinets, DC (citywide). Responsible for field implementation, quality control, installation of UPS equipment such as batteries, inverters, transfer switches.	



SOQ for a Design-Build Project
Interstate 66 Active Traffic
Management (I-66 ATM)
Appendices

**3.4.Experience of Offeror's
Team (Work History Forms)**

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.

Fort Myer Construction Corporation

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
Pavement Restoration and Intelligent Traffic System Installation on I-66 From 495 to RT. 50, Virginia	<ul style="list-style-type: none"> • Procurement • Installation • Testing • Integration • Acceptance 	Virginia Department of Transportation Shailendra Patel 1201 East Broad Street Richmond, Virginia 23219 Ph:804-692-0476	11/2012	11/2012	\$37,938	\$44,012	\$44,012

This Design Build project consisted of replacement of existing traffic loop detection with non-intrusive Remote Traffic Microwave Sensors (RTMS). This installation was performed in coordination with VDOT's Intelligent Transportation Systems ("ITS") division for acceptance of data transmission. The design was performed by Volkert Inc. located in Alexandria, VA, replacing 41 roadway loops with 30 RTMS units. The project is located on Route 66 with limits from I-495 to RT 50. Initial steps included qualifying vendors who could satisfy VDOT requirements and standards. The RTMS G4 is a small, roadside pole-mounted radar operating in the microwave band. Simultaneously, the sensor provides per-lane presence as well as volume, occupancy, speed and classification information in up to 12 user-defined detection zones. Output information is provided to existing controllers via contact closure and to other computing systems by serial or IP communication port or by an optional radio modem. A single RTMS can replace multiple inductive loop detectors and the attendant controller. In some locations new poles were installed with single units reading across both westbound and eastbound lanes. Other new pole installations included single poles with two RTMS units reading both exit ramps and main travel lanes. Isolated pole locations required the design of wireless solar power for the RTMS units, transmitting wireless data back to existing cabinets.

VDOT acceptance required testing of counts, speed, classification and alignment of the RTMS units. These units transmit data via the fiber optic cable to the VDOT Traffic Management System. In conjunction with VDOT Fort Myer is also responsible for implementing the RTMS units into the "Open Roads" Software. "OpenTMS" is the version this project will be migrated into. This project is a testimony to Fort Myer's commitment to safety. Fort Myer Construction corporation is responsible for safely managing the high volumes of traffic through this extensive ITS and rehabilitation project.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor three (3) projects which best illustrates current qualifications relevant to this Project.

Fort Myer Construction Corporation

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
City Wide Vehicle Detection System for 142 Intersections Throughout The District of Columbia (Designer: AECOM)	<ul style="list-style-type: none"> • Procurement • Training • Certification • Programming • Installation • Testing • Integration • Acceptance 	The Government of the District of Columbia, Department of Transportation 55 M Street, SE Washington, DC. Brook Hailmariam 202-498-9912	10/6/2011	6/30/2012 The extended completion date is due to a change order to add more VDS locations.	\$2,250	\$2,900	\$2,900



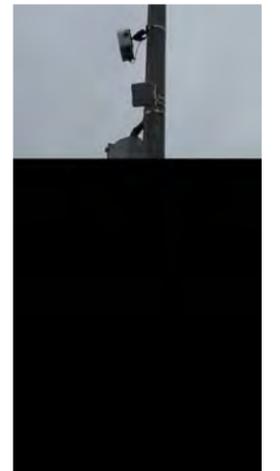
Work under this contract consist of furnishing and installing wireless Vehicle Detection System (VDS) equipment at 142 locations city-wide including furnishing and installing the communications and monitoring equipment at the Traffic Management Center (TMC). The counting stations are used to collect data consisting of volume, classification, occupancy and vehicle speed. Data from the VDS is transmitted to DDOT's TMC through the existing traffic signal network via field and TMC modems provided and installed by FMCC and data viewing software provided by the detector manufacturer. This project was Engineered and Designed by AECOM for the District of Columbia Department of Transportation.

This project demonstrates Fort Myer Construction Corporations ability to adapt to the ever changing technologies of traffic management systems. The Fort Myer Construction Corporations team member responsible for the execution and deployment of this high profile project attended several manufacturers training seminars to become certified installers of the equipment and products used. This project also demonstrates our ongoing commitment to safety. Both for the general public and our team members. Due to the highly populated streets and the unique infrastructure of the District, Fort Myer Construction Corporation designed and implemented a multitude of specialized Traffic Control Plans.

Each intersection has the following equipment: wireless sensors, access point, repeater(s), and a modem tied into the existing traffic signal cabinet. The wireless sensors were coredrilled and installed in multiple travel lanes of the road. The wireless sensors send data to the repeater(s) that are mounted on either a streetlight or traffic signal poles. The wireless repeater then transmits the data to the access point. The data is then sent from the access point to the modem located in a traffic signal control cabinet via a CAT 5e cable (Ethernet). The modem then sends the data to the Districts TMC for evaluation. Prior to the start of construction at an intersection Fort Myer Construction Corporation pre-programs the access point, repeaters and sensors. Upon completion of the intersections we then verify with a laptop that all equipment is talking to each other and each sensor is correct location and orientation in the travel lanes. As a final modification an IP address is assigned to the access point based on the particular IP of the field installed modem in the traffic signal cabinet.

The total number of devices installed on this project consisted of: 1,344 - Wireless Sensors, 133 Access Points, 154 Repeaters, and 176 Modems. A considerable amount of effort was required to identify and prepare the Districts existing communication infrastructure in order to receive acceptable data readings at the TMC.

A change order was issued by DDOT for the design and installation of 20 additional locations on two major roadway corridors. Fort Myer Construction Corporation gladly teamed up with AECOM for the survey and design of additional locations involved in this change order.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.

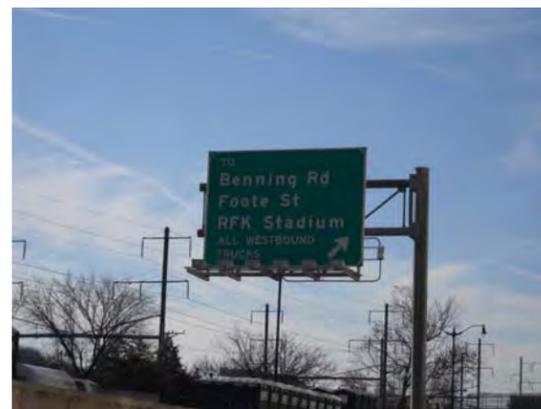
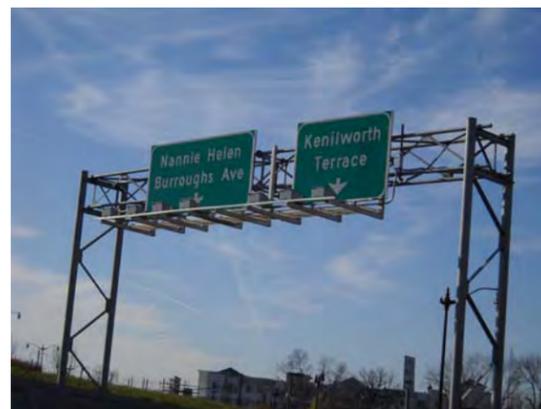
Fort Myer Construction Corporation

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
Kenilworth Avenue, I-295 Reconstruction from Eastern Avenue to Foote Street, Washington, DC	<ul style="list-style-type: none"> • Procurement • Installation • Coordination • Testing 	Mr. Ali Shakiri, P.E. Program Manager, Wards 5 & 6 District Department of Transportation (DDOT) Infrastructure Project Management Administration (IPMA) 55 M Street, SE 4 th Floor Washington, DC 20003 Phone: 202-671-4612	04/2008	04/2008	\$37,141	\$37,141	\$37,141

As general contractor on this project, Fort Myer Construction Corporation self-performed the related items as noted. Foundations were installed, steel structures were ordered and received, electrical conduit and equipment were installed in place while on the ground, and the entire structure was set in place on PCC foundation. This project was tasked with temporary CCTV placement during construction. CCTV Cameras were installed on new 28' steel poles and hard wired through new conduit to new traffic control cabinet on site communicating with the traffic Command Center (TMC). Connection, activation, and alignment were closely coordinated with DDOT field support personnel.

This contract also had a Design – Build aspect for the streetlighting along the south service road with a value of \$1,471,300.00. This design was coordinated with PSI Engineering in order to satisfy all required aspects from DDOT. The design included lighting illumination level submission and acceptance for lighting placement. Power feed design in coordination with Pepco power company. Design and acceptance of conduit, manhole cabling system.

Existing field conditions dictated engineering modifications that changed the landscape of the project and could have caused significant delays in the work. However, Fort Myer Construction Corporation's ability to offer fair and comprehensive solutions to DDOT kept the schedule intact and without delay



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer- three (3) projects which best illustrates current qualifications relevant to this Project.

AECOM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
I-595 P3 , Florida (Contractor: Dragados)	<ul style="list-style-type: none"> Design- ITS infrastructure design and coordination Changeable Message and Lane Control Signs CCTV cameras Dynamic Message Signs Microwave Vehicle Detectors Highway Advisory Radio signs Warning gates and a barrier gate 	Florida Department of Transportation (FDOT) 10368 State Road 84, Suite 203, Davie, Florida 33324 Mr. Joseph Borello Phone: (954) 845-9550 ext 1001	Ongoing	Ongoing	\$1,250,000	\$1,250,000	\$69,396

The I-595 Corridor Roadway Improvement project consists of the reconstruction of the I-595 mainline and all associated improvements to frontage roads and ramps from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange, for a total length of approximately 10.5 miles. The design and construction cost of the project is approximately \$1.2 billion. One of the major project components include the construction of three ground level reversible express toll lanes, serving express traffic to/from the I-75/ Sawgrass Expressway from/to east of S.R. 7, with a direct connection to the Florida's Turnpike. These lanes will be operated as managed lanes with dynamic tolls to optimize traffic flow, and will reverse direction during peak travel times (eastbound in AM and westbound in PM). The project includes the Managed Lane Access Control Subsystem consisting of Status Changeable Message Signs, Lane Control Signals, Warning Gates, Barrier Gates and CCTV cameras dedicated to monitor the Managed Lanes and to provide the operators with the ability to safely manage the reversible flow system. AECOM is responsible for overall management of all aspects related to the design and coordination with the Concessionaire. AECOM provided architectural services associated with a toll equipment building and three ITS communication hubs, and ITS infrastructure design services for the deployment of various ITS elements for the Managed Lanes and general purpose lanes. The ITS devices to be deployed as part of the project include 35 Changeable Message Signs, 7 Lane Control Signs, 52 CCTV cameras, 8 Freeway Dynamic Message Signs, 7 Arterial Dynamic Message Signs, 93 Microwave Vehicle Detectors, and 6 Highway Advisory Radio signs, and 3 warning gates and a barrier gate at every access point to the Express Lanes.

AECOM provided the following ITS design services.

- Prepared the design criteria package, including a site plan for each of the three ITS hubs, architectural floor plan showing layout of equipment for a 19' x 14' prefabricated concrete shelter, design criteria for architectural requirements for prefabricated shelter. AECOM prepared the structural design criteria package to include structural foundation and slab plans, structural details for anchoring of prefabricated structure to foundation, and design criteria for structural requirements for prefabricated shelters. AECOM also prepared the electrical design criteria package to include electrical power circuit panel and wiring diagrams, lighting plans, electrical grounding plan and details, design criteria for electrical power and grounding requirements for prefabricated shelter. In addition, AECOM prepared the HVAC design criteria for HVAC requirements for prefabricated shelters.
- AECOM's subconsultant provided design services associated with ITS Infrastructure Plans for the entire project, which included detailed conduit layout and associated splice vaults and pull boxes for the following ITS devices a) Field Communication Hubs, b) Access Control Units, Emergency Access Gates, Warning Gates, Barrier Gates, Lane Control Signals, Changeable Message Signs, and CCTV cameras associated with Managed Lanes, c) Microwave Vehicle Detection systems, d) Highway Advisory Radios, v) Dynamic Message Signs, e) Toll Gantry, f) Generators and Power subsystems, and g) Fiber Optic relocation plans.
- AECOM provided design services associated with foundations for the toll gantry.
- AECOM coordinated its own design with the Concessionaire's ITS designer to ensure sufficient median width is available for construction and maintenance of ITS components such as the toll gantry, emergency access gates, warning gates, barrier gates, Changeable Message Signs and Dynamic Message Signs, and reviewed ITS design plans for potential conflicts with other components of roadway design. This activity required extensive coordination with FDOT, FTE, ITS Designer, Vendors of ITS equipment and the Concessionaire.
- AECOM's sub consultant provided services associated with Electrical Power Sub System Design for ITS facilities and components, which included design of power distribution and backup systems consisting of underground power electrical conductor circuits to all ITS devices, transformers, generators, automatic transfer switches and UPS.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer- three (3) projects which best illustrates current qualifications relevant to this Project.

AECOM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
Penn Lincoln Parkway (I-376 and I-279) Traffic Management System Design, Pittsburgh, Pennsylvania	<ul style="list-style-type: none"> • Incident Management • Dynamic Message Signs • Closed Circuit Television Cameras • Highway Advisory Radio • Microwave Detectors • Fiber Optic Communications 	Pennsylvania DOT, District 11-0 45 Thoms Run Road Bridgeville, Pennsylvania 15017 Jason Previte, TMC Manager (412) 429 - 6034	2006	2006	\$3,415	\$3,415	\$3,235

AECOM was responsible for the preliminary and final design of a new Traffic Management System for the Penn Lincoln Parkway. The design of the detection and incident management system consisted of CCTV cameras, dynamic message signs, highway advisory radios, microwave detectors and fiber optic communications. The total cost of the system was \$32 million. Specifically, the following ITS Field Devices were designed and deployed: 35 Dynamic Message Signs; 186 Closed Circuit Television Cameras; 10 Highway Advisory Radio Locations; 168 Microwave Detectors; 6 miles of Reversible HOV Lanes; and 66.6 miles of fiber optic communications. AECOM was also responsible for the design of the TMC and a Tunnel Closure System. The Tunnel Closure System consists of an over height truck detector, advance warning flashers mounted on two mast arms, overhead traffic signals mounted on a mast arm, fiber optic overhead lane control signals and a physical tunnel closure device mounted over the inbound lanes of the tunnel. AECOM subsequently designed a traffic surveillance and control system for a HOV - a barrier separated, reversible roadway that shares common access points with I-279. The necessary communications equipment and software for the I-279 HOV system are integrated and function as part of the overall Penn-Lincoln TMS.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer- three (3) projects which best illustrates current qualifications relevant to this Project.

AECOM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
Wabash Tunnel ITS Reversible HOV System, Pittsburgh, Pennsylvania (Contractor: Bruce & Merrillees Electric Company)	<ul style="list-style-type: none"> • ITS System Integration • Fiber Optic Communication Network • CCTV Cameras • Fiber optic Blank Out Signs • Overhead Lane Use Control Signs 	Port Authority of Allegheny County Bruce & Merrillees Electric Company 930 Cass Street New Castle, PA 16101-5241 Doug Little (724) 652-5566	2008	2008	\$2,519	\$2,519	\$2,519

The purpose of the Wabash HOV Reversible Tunnel System is to provide for a reversible HOV lane facility to access the City of Pittsburgh. AECOM, as part of a Design-Build team, provided professional design services, specifically ITS Plans and system integration, for and in support of the Wabash Tunnel HOV Facility and the Port Authority of Allegheny County (PAAC). The roadway portion of this one-way reversible HOV facility supports High Occupancy Vehicles. Access is controlled by a series of inbound/outbound gates. Among the ITS elements AECOM was responsible for was a fiber optic communication network, controlled from a central workstation that operates the following: five CCTV cameras providing full CCTV coverage of the facility and remote parking area; 17 control access gates to the facility and remote parking area; six fiber optic blank out signs provide information to motorists as to whether the HOV facility is opened in either the inbound or outbound direction; and 16 overhead lane use control signs provide motorists with information on proper lane usage and direction. AECOM also designed the TMC, provided software development and integration and provided three years of ITS operations for the PAAC by staffing the Wabash Tunnel TMC.

