VDOT
Virginia Department of Transportation

Statement of Qualifications

Fredericksburg District Bridge Bundling

Lancaster, Caroline, Middlesex, King & Queen Counties, Virginia

State Project No.: 0017-059-618, B612, C501, P101, R201; 0695-051-588, B606, C501, P101, R201; 0207-016-647, B623, P101, C501; 0614-049-604, B612, M501, P101, R201
Federal Project No.: NHPP-051-6(019); STP-016-6(068); NHPP-059-6(022); STP-049-6(133)
Contract ID Number: C00118288DB124

Submission Due:
August 2, 2023 at 4:00 PM

Route 621 & 680 Bridge Replacement Bundle

Boyers Mill Road over Lake Linganore

Route 205 over Mattox Creek

ABERNATHY CONSTRUCTION CORP.

in Association with

WALLACE MONTGOMERY

Section 3.2

Letter of Submittal

August 2, 2023

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Daniel McBride (APD Division)

RE: Fredericksburg District
Bridge Bundling Design-Build
C00118288DB124
3.2 Letter of Submittal

Dear Mr. McBride:

The Abernathy Construction Corporation (Abernathy) Design-Build Team (DBT) is pleased to submit our response to VDOT's Request for Qualifications (RFQ) for the above-mentioned Project. Abernathy has a long-standing relationship with VDOT, working in the Commonwealth for over 52 years and completing dozens of projects for VDOT, including the Route 36 Improvement Design-Build Project in Hopewell/Prince George, Virginia. Our diverse and extensive experience in bridge, roadway, and utility construction, and our design-build experience, make us very well-suited for this Project. In accordance with the Letter of Submittal requirements for Section 3.2, we offer the following additional information for review:

3.2.1 Legal Offeror Name and Address: Abernathy Construction Corporation, 10891 Winfrey Road, Glen Allen, Virginia 23059

3.2.2 Point of Contact:
Kevin Abernathy, Vice President
10891 Winfrey Road
Glen Allen, Virginia 23059
(P) 804.226.1465; (F) 804.266.4449
(E) kabernathy@abernathyconstruction.com

3.2.3 Principal Officer Information:
Bobby Abernathy, President
10891 Winfrey Road
Glen Allen, Virginia 23059
(P) 804.226.1465
(E) babernathy@abernathyconstruction.com

3.2.4 Structure, Financial Responsibility, Bonding Approach: Abernathy Construction Corporation is structured as a corporation and will be the lead organization, taking full financial responsibility with no liability limitations. D. F. Abernathy, Secretary/Treasurer, will undertake financial responsibility for this Project.

3.2.5 Full Legal Name of Lead Contractor: Abernathy Construction Corporation. **Lead Designer** will be Wallace, Montgomery & Associates, LLP.

3.2.6 Affiliated and Subsidiary Companies: Abernathy Construction Corporation has no affiliated companies as reported on Attachment 3.2.6 provided in the Appendix. Wallace, Montgomery & Associates, LLP has no affiliated or subsidiary companies.

3.2.7 Certificates Regarding Debarment: Signed Certificates Regarding Debarment Forms for Primary (Attachment 3.2.7 (a)) and the Lower Tier firms (Attachment 3.2.7 (b)) are included in the Appendix.

3.2.8 VDOT Prequalification Certification: Abernathy Construction Corporation is currently prequalified with VDOT, vendor number **A003**. Evidence of our prequalification is included in the Appendix.

3.2.9 Evidence of Obtaining Bonding: A surety letter stating the Abernathy Construction Corporation is capable of obtaining a performance and payment bond based on the current estimated contract value, along with which bonds will cover the Project and any warranty periods, is provided in the Appendix.

3.2.10 SCC and DPOR Information: All required DPOR licenses and SCC registration information is provided in the Appendix.

3.2.11 Achieving the Twelve Percent (12%) DBE Participation Goal: Our DBT is committed to achieving the 12% DBE participation goal for the entire contract value.

The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal. We are excited for this opportunity and confident that our DBT will complete this Project on time and within budget.

Sincerely,

Bobby Abernathy, Pres.

Bobby Abernathy, President
Abernathy Construction Corporation

Section 3.3

Offeror’s Team Structure

The Abernathy Design-Build Team (DBT)

Abernathy Construction Corporation (**Abernathy**) has successfully constructed bridges on budget and ahead of schedule in VDOT's Fredericksburg District for decades. This experience provides us with an unparalleled understanding of the inherent risks involved with rehabilitating and reconstructing bridges in this area of Virginia. As soon as **Abernathy** found out that VDOT was bundling four bridges in the Fredericksburg District into a single design-build (DB) contract, we identified the best team members to form a DBT capable of delivering the Fredericksburg District Bridge Bundling Project (the Bundle) for VDOT. The Bundle includes addressing four structurally deficient bridges within the District:

- Route 17 NB over Dragon Run in Middlesex County
- Route 695 over Oyster Creek in Lancaster County
- Route 207 NB over Mattaponi River in Caroline County
- Route 614 over Exol Swamp in King and Queen County

Abernathy's extensive local experience, unparalleled local knowledge of the Bundle's corridors, and substantial local crews, equipment, and materials in the area will be critical to successfully completing the Bundle on or before November 14, 2028. The Bundle's stakeholders deserve an extraordinary DBT that has experience delivering similar projects safely, concurrently, on-time, and within budget while limiting impacts to the traveling public, businesses, the environment, and local communities. In order to exceed these expectations, **Abernathy** has teamed with **Wallace Montgomery** (**WM**) to lead the design efforts for the DBT. **WM** personnel possess recent and relevant experience delivering projects within VDOT's Fredericksburg District that will allow our DBT to proactively mitigate risks and expedite plan approvals. Additionally, **WM** is well acquainted with the design flexibility allowed by bundling projects into the same contract from their experience serving as the Lead Designer for the Albemarle Bundle DB for VDOT's adjacent Culpeper District. This experience will help our DBT streamline the design work packages for these four bridges in a manner that expedites project delivery.

Abernathy is a family-owned and operated road and bridge company that has successfully delivered projects to VDOT for over 50 years. In 1971, Bobby Abernathy reorganized and incorporated the current company. He has served as its hands-on leader ever since. Bobby and his sons, along with a group of loyal, hardworking employees, take pride in delivering quality products for clients across the Commonwealth. In order to maintain a high level of quality while reducing risk for schedule delays, **Abernathy**, as the Lead Contractor, will self-perform the majority of both bridge and road construction for all four project locations. This tried-and-true method for project delivery has resulted in the successful completion of over 20 similar projects (many concurrently) in VDOT's Fredericksburg and Hampton Road Districts since 2000, including:

- Route 652 Bridge and Roadway Approaches at Polecat Creek, Caroline County, VA; $1.2M; 2023
- Route 632 Bridge over Harrison Creek, King William County, VA; $1.1M; 2020
- Route 35 Bridge over Tarrara Creek, Southampton County, VA; $1.9M; 2017
- Route 621 Bridge and Approach over Nomini Creek, Westmoreland County, VA; $2.9M; 2014

WM was founded in 1975 as a structural engineering design firm and has grown into a top-rated, multi-disciplined transportation engineering firm that serves the Mid-Atlantic. Since opening its first Virginia office in 2015, **WM** has been selected as a prime consultant by VDOT's Environmental Division, Location & Design Division, and Structure & Bridge Division. This extensive experience notably includes serving as the prime consultant leading the support services contract that developed all recent policy, procedures, and updates to the Manual of the Structure & Bridge Division. **WM** has designed over 100 bridge rehabilitation/replacement projects since 2000, including many in rural areas, constrained settings, or over tidal waters, including:

- Magothy Bridge Road over Magothy River (Tidal); $5.4M; 2023 (Advertised); 2025 (Est. Completion)
- Temple Hill Road over Pea Hill Branch; $4.3M; 2022
- MD 254 over Neale Sound (Tidal); $13M; 2020
- Mechanics Valley Road over Little Northeast Creek; $1.2M; 2016

3.3.1 Key Personnel

Our DBT's Key Personnel listed below will ensure the successful delivery of the Bundle. Each has over 25 years of experience and has performed similar roles on recent bridge projects in the Mid-Atlantic. ***We are committed***

to keeping these individuals on the DBT throughout the pursuit and execution phases if awarded.

Design-Build Project Manager (**DBPM**): **Bobby Abernathy** (**Abernathy**) has 52 years of experience and will serve as VDOT's primary point of contact for the Bundle. He has successfully delivered projects on time and on budget, and will supervise the overall design and construction, project management, stakeholder communication, quality management, contract administration, and all other services.

Quality Assurance Manager (**QAM**): **Syed Khan, PE, CCM, DBIA** (**CES Consulting, LLC**) has 41 years of experience, reports to the DBPM, and will operate completely independent from construction operations and QC inspection and testing. He will develop the QA/QC plan for the Bundle and has full responsibility for all QA performed, including supervising the QA inspection and QA testing. He is responsible for monitoring the Contractor's QC program, ensuring adherence to all environmental permits and commitments, and ensuring that all work and materials, testing and sampling, and work zones are in conformance with contract requirements. Syed will also certify each monthly Payment Application.

Design Manager (**DM**): **Justin Myers, PE, DBIA** (**WM**) has over 25 years of experience and reports to the DBPM, while maintaining continuous communication with the CM and QAM. He will be fully responsible for managing the overall project design, development of working and approved for construction plans, design QA/QC, specifications, constructability of the Bundle's bridges, and shop drawings/product submittal reviews. He will ensure that the design is in conformance with the Contract Documents.

Construction Manager (**CM**): **Jeffrey Abernathy** (**Abernathy**) has 30 years of experience, reports to the DBPM, and will be responsible for managing the construction process and QC activities to ensure the materials and work performed meet the contract requirements and the "approved for construction" plans and specifications. Jeffrey will be on the project sites full-time for the duration of construction operations.

3.3.2 Organizational Chart

The key to successfully delivering the Bundle will be providing VDOT with a well-integrated organization that seamlessly communicates, coordinates, and streamlines all of the Bundle's requirements. Our DBT's organizational chart notes Key Personnel and illustrates reporting and functional relationships. Solid lines on the organizational chart identify the reporting relationships of our DBT members in managing, designing, and constructing the Bundle. There are clear reporting lines from the DBPM to the design and construction teams. Dashed lines represent indirect reporting, obligations, and/or communication. We include many value-added positions that are unique to our DBT. ***The additional experience and qualifications of these individuals will mitigate risks and guarantee that each element of the Bundle is delivered on schedule and within budget:***

+ Senior DB Advisor: **Robert Ridgell, PE, DBIA, CCM, ENV SP** (**WM**) has over 15 years of experience in the alternative delivery of transportation projects and will serve as a sounding board for our DBPM to make sure all decisions are made in the best interest of the Bundle. As a former VDOT Mega Projects Engineer, Responsible Charge, and current Program Manager for VDOT's I-95 Fredericksburg Extension (FredEx) P3, Robert has extensive experience as an owner's representative in the CEI industry, and will call upon his experience to make sure the plans are designed efficiently and that VDOT's DB contract is followed.

+ Dedicated Design-Construction Integrator: **Kyle LaClair, PE** (**Geosyntec Consultants, Inc.** [**GC**]) will assist the DBPM, DM, and CM by providing insight and guidance to ensure the Bundle remains on schedule and on budget. Kyle's understanding of both design processes and construction procedures will be critical as he works with the Design Team to develop solutions tailored to the Contractor's means/methods. His unique experience includes serving as Design Manager for the Lead Designer and Design-Construction Integrator for the Lead Contractor on past VDOT DB projects, including the Richmond District Bridge Bundle over I-95.

+ Truly Independent Design QA: **Scott Sheridan, PE** (**GC**) will serve as a third-party lead overseeing quality measures for the engineering and design elements of the Bundle. Scott has over 20 years of experience in environmental, civil, and geotechnical engineering on heavy civil construction projects. He represents a truly independent fresh set of eyes with the experience necessary to properly monitor the Design QC process and identify issues before they impact the timely submission of plans.

+ Proven Environmental Excellence: **Jessica Klinefelter, CEP, CWB** (**WM**) has a track record for ensuring environmental compliance on DB projects. She is skilled at identifying environmental risks, negotiating with

regulatory agencies to solve environmental challenges, identifying efficiencies to minimize project delays, and delivering a regulatory compliant project on-schedule/budget. As the Environmental Permit Manager on the Albemarle Bundle DB, she worked with the Contractor to prioritize each of the six projects to make sure all regulatory requirements were met while maintaining the overall sequence of construction for the contract. She will draw upon this experience on a bundled VDOT DB project to similarly streamline acquisition of the environmental permits for this Bundle.

+ Complementary Geotechnical Expertise: **Hamid Riahi, PE** (**Professional Service Industries, Inc.**) and **Sushant Upadhyaya, PhD, PE** (**Kaveree, Inc.**) will provide a belt-and-suspenders approach to geotechnical engineering for our DBT. They understand that solid geotechnical design is an essential prerequisite for bridges, earthen embankments, roadways, and other transportation structures. Due to the bundling nature of this contract, it is important to have the resources available to assess the geotechnical conditions for each of the four project sites as soon as VDOT issues NTP. Having two geotechnical engineering firms on our DBT will expedite this process. Hamid will manage geotechnical investigations to supplement the extensive geotechnical data VDOT has already collected and prepare the Geotechnical Engineering Reports (GER) for two of the bridges. Sushant will lead the geotechnical work on the other two bridges. Both Hamid and Sushant will QC each other's work to ensure the reports and recommendations are consistent and seamless. In addition, as part of our Construction QC Team, **Aver Technologies, Inc.** will provide independent Pile Driving Analysis (PDA) and Wave Equation Analysis of Pile Driving (WEAP) which will be crucial to mitigating risk associated with foundation resistance. This combination of geotechnical expertise on both the design and construction teams will ensure our DBT delivers a cost-effective geotechnical engineering design while minimizing potential construction delays caused by unforeseen geotechnical conditions.

FUNCTIONAL RELATIONSHIPS AND TEAM COMMUNICATIONS | Our approach to coordination and decision-making emphasizes the teamwork present within our DBT and the partnering spirit we will have with VDOT and project stakeholders. The organizational chart shows a clear separation and independent relationship between the construction QC and QA programs. ***An environment of mutual trust and a willingness to make decisions in real-time will result in a successful project that exceeds VDOT's expectations for quality, schedule, and budget.***

Our DBPM, Bobby Abernathy, will coordinate and be responsible for all aspects of design and construction with VDOT. We will hold internal biweekly design progress meetings and weekly construction progress meetings to discuss contract administration, safety, schedule updates, conflict resolution, stakeholder concerns, and progress updates for every pertinent discipline. The meetings will specifically address status of design work packages, permit approvals, right-of-way, utility coordination, construction activities, and upcoming public outreach efforts. Bobby will ensure open lines of communication between the QAM and VDOT. Our Public Outreach Coordinator, **Ha Koehler** (**OnPoint Transportation PR, LLC**), will assist Bobby with external outreach efforts, including the coordination of 'Pardon Our Dust' meetings. Primary positions reporting to the DBPM include Justin Myers, DM; Jeffrey Abernathy, CM; and Syed Khan, QAM. Our CM will coordinate with Safety Manager, **Roy "Lee" Reed** (**Abernathy**), to ensure all work is safely executed. QA inspectors/labs will report through the QAM. The QAM will also have authority to stop work that is not in conformance with safety standards or Contract Documents. QA will coordinate with, but work independently of, daily QC/construction efforts. The QAM will lead all preparatory inspection meetings, maintain required logs/materials book, and coordinate with the CM to ensure QA staff are on-site.

Our DBT's management structure recognizes that a collaborative DB approach is critical to project success. Our design and construction staff will collaborate to integrate constructability and safety into the design, minimize delays or rework, streamline reviews, ensure environmental compliance, and eliminate potential field issues. This approach provides a consistent, reliable, and compliant design, ensuring we anticipate conflicts before they happen; we meet VDOT and other stakeholder's expectations; and we promote design/construction quality. As the construction begins, managers, superintendents, Temporary Traffic Control (TTC) and utility coordinators, QC personnel, and the QAM will regularly attend the weekly construction meetings. Regularly scheduled project progress meetings with the DBT, VDOT, QAM, and stakeholders will be held to enhance partnering, promote over-the shoulder reviews, and resolve all pertinent issues.

Project Stakeholders

- Lancaster, Caroline, Middlesex, King & Queen, and Gloucester County Officials & Departments
- Local Communities, Residents, Businesses, and Schools
- Parks and Recreation Departments
- Fire/EMS Providers
- Pitts Lumber
- Fleets Island Community
- Friends of Dragon Run
- I-95 Major Projects

VDOT Office of Communications
Fredericksburg District

VDOT
VDOT Fredericksburg District Project Manager

QA Manager
Syed Khan, PE, CCM, DBIA (CES) *

QA Team
Lead QA Inspector
CES *
QA Inspectors
CES *
QA Lab
DE *

Public Relations Coordinator
Ha Koehler (OPT) *

Design-Build Project Manager
Bobby Abernathy (Abernathy)

Design-Build Advisor
Robert Ridgell, PE, DBIA, CCM, ENV SP (WM)

Safety Manager
Roy "Lee" Reed (Abernathy)

QC Team
QC Manager
TBD
QC Inspectors
TBD
QC Lab
TBD
Pile Driving Analysis
ATI *

Design QA Manager
Scott Sheridan, PE (GC)

Design QC Manager
Dave Borusiewicz, PE, DBIA (WM)

Design Manager
Justin Myers, PE, DBIA (WM)

Design-Construction Integrator
Kyle LaClair, PE (GC)

Construction Manager
Jeffrey Abernathy (Abernathy)

Design Team

Bridge Engineers
Matt Davis, PE (WM)
Jeff Evans, PE (WM)
Les Komar, PE (WM)

Roadway Engineers
Julia Simo, PE (WM)
Mark Ledebur, PE (WM)
Martin Mathurin (WM)

SWM/Drainage Engineers
Diane Durscher, PE (WM)
Ian Westbrook, EIT (WM)

Traffic/TMP Engineers
Ryan Mattern, PE, PTOE (WM)
David Newberger, PE, PTOE (AMD) *

River Mechanics/H&HA Engineers
Joseph Grant, PE (WM)
Jon Stamm, PE (WM)

Utility Coordinator/ Designer
Bill Wallace, PE (WM)

Geotechnical Engineers
Hamid Riahi, PE (PSI)
Sushant Upadhyaya, PhD, PE (KI) *

ROW Manager
Gina Anthony, SR/WA (DPS) *

Streambank Protection
Scot Aitkenhead, PWS (WM)

Environmental Compliance Manager
Jessica Klinefelter, CEP, CWB (WM)

Surveyor
Leslie Byrnside, LS (HB) *

Utility Owners
Dominion • Verizon • Aqua Virginia • Rappahannock Electric Cooperative • Atlantic Broadband • Metrocast Communications • Breezeline

Third Party Property Owners

Environmental Agencies
USACE • VDEQ • VMRC • DWR • VDCR •VDHR • VDGIF • NOAA • USFWS

Construction Team

Bridge Superintendent
Patrick Fisher (Abernathy)

Roadway Superintendent
David Abernathy (Abernathy)

MOT Manager
Kyle Murphy (Abernathy)

Utility Coordinator
Kyle Murphy (Abernathy)

Demolition Manager
Robert Kidd (Abernathy)

ESC/Environmental Compliance Manager
David Abernathy (Abernathy)

Legend

- Key Symbol = Key Personnel
- Plus Symbol = Value Added Staff
- Light Blue = Design Team
- Dark Blue = Construction Team
- Green = Construction QA/QC
- Solid Line = Direct Reporting
- Dashed Line = Communication
- * Asterisk = DBE Firms

Firm Abbreviations:
Abernathy = Abernathy Construction Corp.
WM = Wallace Montgomery
AMD = AMD Engineering, LLC *
ATI = Aver Technologies, Inc. *
CES = CES Consulting, LLC *
DPS = Diversified Property Services of Virginia, Inc. *
DE = Dulles Engineering, Inc. *
GC = Geosyntec Consultants, Inc.
HB = H&B Surveying & Mapping Services, LLC *
KI = Kaveree, Inc. *
OPT = OnPoint Transportation PR *
PSI = Professional Service Industries, Inc.

Section 3.4

Experience of Offeror’s Team

Section 3.5

Project Risks

Critical Risk #1 – Construction Access

Construction access is critical for bridge replacement and rehabilitation projects to provide safe and efficient staging of crews, equipment, and materials necessary to complete the work. This presents a significant risk for the successful completion of the Fredericksburg District Bridge Bundling Project (the Bundle) because construction access considerations must be identified, mitigated, designed, and constructed for not only one, but four individual project locations. The construction access for each location must consider environmental constraints, maintenance of traffic (MOT) requirements, and the potential for flooding while minimizing the project footprint. As demonstrated on the Work History Forms, the **Abernathy Construction Corporation** (**Abernathy**) Design-Build Team (DBT) has a long history of designing and building similar bridges with constrained access by developing a well-thought-out plan, establishing early coordination with stakeholders, and developing mitigation strategies to deliver safe projects on-time and within budget.

WHY THIS RISK IS CRITICAL | Construction access will require balancing conflicting priorities that are specific to each of the four locations included in the Bundle to deliver efficient projects that reduce impacts to the environment and traveling public. Designing a construction access plan with an excessive footprint may result in additional environmental impacts that require NEPA re-evaluation. Project sites that are too constrained, on the other hand, may limit the contractor's operations and increase the potential for safety concerns and project delays. The **Abernathy** DBT has the experience and expertise required from designing and constructing similar previous bridges in rural areas to intimately understand the designs, means, and methods required to construct these bridges in appropriate project footprints. Each of the bundled projects' horizontal footprint must consider the following:

- Restricted mobility of crews, materials, and equipment
- Elevated safety concerns with an increased likelihood of accidents and injuries
- Material processing, storage, and handling limitations
- Subcontractor coordination and sequencing
- Increased impacts from overhead or other constraining utilities
- Erosion and sediment control and maintenance of stream flow
- Increased sensitivity to flooding and adverse weather caused by short duration high intensity storms
- MOT during phased construction

Bridge construction and rehabilitation projects require multiple overlapping activities being performed in a confined area. This requires a bridge superintendent to always think several steps ahead in their sequence to ensure they do not get boxed in. This level of planning will be even more difficult on the Bundle because it will require the sequencing of construction activities across four simultaneous bridge projects. Mitigation measures will also need to be identified for unanticipated events, such as adverse weather that can include a local severe thunderstorm with intense rain, a prolonged regional weather pattern that soaks the watershed and results in excessive flooding, or an aggressive tropical storm that swells rivers. The diversity of water crossings in the Bundle will require different mitigation measures for each location. The water crossings include a small creek (Route 614 over Exol Swamp), a larger river (Route 17 NB over Dragon Run and Route 207 NB over Mattaponi River), and tidal influenced waters near coastal areas (Route 695 over Oyster Creek). In ***Table 1*** below, we discuss unique features of each project site and the considerations for appropriate construction access that must be taken into account.

Table 1: Construction Access Considerations at Each Bridge Site

Bridge Site	Scope of Work	Construction Access Considerations
Route 207 NB over Mattaponi River	• Diversion of Traffic • Superstructure Replacement • Substructure Repairs • In-Stream Work Area	• Significant Floodplain • Water Elevation Variability • High Speed Traffic
Route 17 NB over Dragon Run	• Diversion of Traffic • Full Reconstruction • Roadway Profile Adjustment • In-Stream Work Area	• Pier Demolition and Reconstruction • High Speed Traffic • Water Elevation Variability

Bridge Site	Scope of Work	Construction Access Considerations
Route 695 over Oyster Creek	• Temporary Bridge • Diversion of Traffic • Full Reconstruction • In-Stream Work Area	• Tidal Conditions • Potential for Recreational Waterway Users • One-Way Signal-Controlled Traffic • Narrow Approach Surrounded by Water • Overhead Utilities
Route 614 over Exol Swamp	• Full Reconstruction under Closure	• Superelevation • Existing Trees Surrounding Approaches • Overhead Utilities

RISK IMPACT | When construction access is not effectively managed, it can cause additional environmental impacts, safety incidents, schedule delays, traffic backups, and costs. Due to the bundled nature of this contract, impacts at one site can quickly impact the critical path of the other sites as well. Impacts are likely to include:

Inadequate Space for Materials and Equipment: Construction of each site will require the proper staging of materials, equipment, and crews. This includes materials required for each bridge as well as fueling equipment, porta-lets, and parking for construction personnel. Failure to thoughtfully plan the positioning of these elements will negatively impact project delivery time by forcing the double-handling of materials and delaying deliveries. Failing to properly store and protect staged materials will result in costly reordering and significantly increase the likelihood of safety incidents. Poor construction access will create an environment ripe for slips, trips, falls, backing hazards, and pinned under or against incidents.

Inadequate Space for the Construction of Adequate Cofferdams: Cofferdams provide a water-tight working area to complete in-stream substructure construction and install scour protection. Access to install and later remove the cofferdams is critical to the overall construction sequence of the Bundle. Cranes and/or excavators must be able to reach the locations of the cofferdams. This may require the construction of temporary crane pads, causeways, or access roads. Inadequate planning for equipment access can force the contractor to use less-effective means to dry the in-stream work location. Without adequate cofferdams, flood events can damage formwork, earthwork, and newly placed substructure and scour protection elements. When flooding occurs, it takes critically-needed time to clean debris and restore an adequate work area. As an example, our DBT understands that the Mattaponi River has a history of prolonged and frequent flooding events per the USGS river monitoring station as shown in ***Figure 1***.

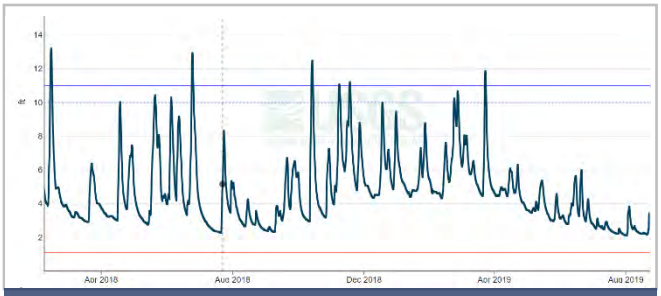


Figure 1: Mattaponi River USGS Monitoring Station Upgradient from Route 207 Crossing

Tree Trimming/Clearing Delaying Construction: It is imperative that the tree clearing required for construction access be maintained within the limits of disturbance identified in the NEPA Document for each project location. At the Route 614 over Exol Swamp site, existing mature trees line both sides of the bridge approach. These trees must be cleared or selectively pruned to allow a crane to operate at the site. This trimming will require careful planning and will need to occur early during the project delivery to avoid the Northern Long-Eared Bat (NLEB) Time of Year Restrictions (TOYR) from April through November. Failure to adequately clear for crane operations may cause construction delays because further clearing must wait until the winter to complete. This will cause dependent activities to be pushed back to winter during less-than-optimal conditions.

Poor Crane Mobility and Operation: Bridge construction generally requires the use of sizeable crane equipment. Cranes are widely considered one of the most dangerous pieces of equipment in the construction industry. Each year, approximately 42 construction worker fatalities are related to crane operation on project sites. Failing to plan a project site around crane operations may lead to significant safety concerns, inefficient construction, damage to equipment, materials, and surroundings including overhead utilities. A failure to plan sufficient clearance and operating paths relative to overhead utilities like those at Route 695 and Route 614 is a frequent source of incidents and delays caused by the inability to safely operate cranes to meet construction needs.

Inadequate Space for On-Site Drainage: Embankment soils will be exposed to precipitation and construction traffic during construction of each bridge approach. Due to the confined nature of the approaches, installation of sediment traps or other means of sediment retention and energy dissipation will be challenging. If drainage is not adequately maintained, the approach embankments will become inundated and unstable. This will make it difficult for crews, materials, and equipment to access the work. The potential for unauthorized discharges of sediment from the site will be increased and negatively impact the project's environmental performance. This situation is especially problematic at the Route 614 bridge over Exol Swamp because the superelevation and confined construction access area will force all drainage to one side of the road. The increased concentration of flows will make erosion and sediment control (ESC) more difficult.

RISK MITIGATION STRATEGY | The key to mitigating this risk will be using our DBT's extensive experience constructing and rehabilitating similarly sized bridges over waterways in rural areas of Virginia. For decades, **Abernathy** has been a premier bridge contractor in VDOT's Fredericksburg District. **Wallace Montgomery** (**WM**) has designed and provided construction management services on many similar bridges as well. This combined experience gives our DBT the working knowledge required to provide adequate construction access in our designs based on the means and methods and construction practices of the contractor. Our DBT places an emphasis on the planning of work in an integrated manner that focuses on constructability. We have identified a Design-Build (DB) Advisor, **Robert Ridgell**, and Design-Construction Integrator, **Kyle LaClair**, that will call upon decades of DB experience on constrained bridge projects to review designs and work with the DBT to ensure the plans provide appropriate construction access at each site. This includes the following:

Positioning of Materials and Equipment: Prior to the start of on-site work, our DBT will meet to develop a site staging plan that will ultimately be a part of our internal Construction Management Plan (CMP) and the site-specific Stormwater Pollution Prevention Plans (SWPPP). The CMP will detail worksite layout, material movement and delivery routes, concrete washout locations, concrete testing stations for critical pours, and parking areas. These plans will ensure appropriate construction access by detailing the positioning of key materials during their staging on-site, project delivery routes, and support facility placement. In development of this plan, our DBT will consider each phase of construction to minimize material handling and ensure the protection of key materials. The plan will also include delineations of access paths for crews and small equipment to minimize potential safety incidents from personnel and equipment interaction.

Adequate Space and Planning for Cofferdams: Setting cofferdams that are nearly water-tight and of adequate height is key for project success because they allow construction to proceed without delays caused by variable water levels, adverse weather, or the procurement of oversized pumping equipment. Understanding the key constraints affecting cofferdam design and construction at each unique site location is critical to success. Route 695 over Oyster Creek will be sensitive to tidal storm surges, whereas, a long-term wet weather pattern will have more effect on the Route 207 over Mattaponi River than Oyster Creek. For each bridge replacement, we will identify how each crossing will be impacted. There are several tools our DBT will use, including USGS data, to determine the overall probability of adverse weather events and understand the impact each will have on the adjoining watershed. As a case-in-point, Dragon Run reacts very differently to an adverse weather event than the Mattaponi River based on historic USGS data and the watershed characteristics. Since Dragon Run is a less developed watershed, it reacts much more slowly than the more developed watershed of the Mattaponi River. This results in less frequent flooding as demonstrated in the USGS data for Dragon Run shown in ***Figure 2***. Our DBT understands the potential for flooding at each of the project sites, and will design construction access and cofferdams. It is also critical to take into account the considerations included in our Environmental Risk assessment when implementing cofferdams. At Route 207 over Mattaponi, the cofferdams will be installed outside of the TOYR so that in-stream work may proceed unencumbered by threatened and endangered species TOYRs. **Abernathy**

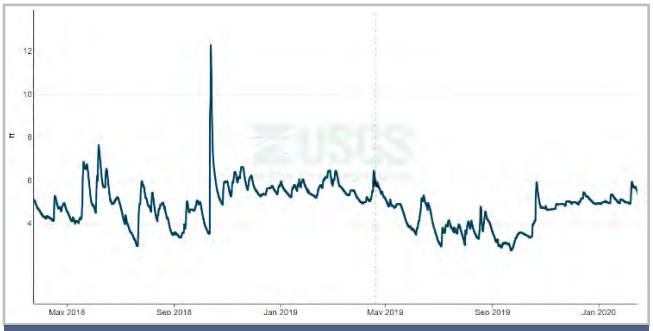


Figure 2: Dragon Run USGS Monitoring Station Upgradient from US 17 Crossing

has ample experience designing, installing, maintaining, and removing cofferdams for bridge construction. They have constructed cofferdams throughout the Commonwealth, including in VDOT's Fredericksburg District, such as those for the Route 201 Emergency Culvert Replacement over Bush Mill Creek in Northumberland County (as shown in ***Figure 3***); the Route 634 Emergency Scour Repair at Clarks Mill Pond in Northumberland County; and the Historyland Nursery Riser Replacement in Richmond County. **Abernathy** sets the standard for high-quality cofferdams that also enable high-quality installation of foundation elements and scour protection. Completing the detailed work to provide high-quality scour protection such as toeing in of new armoring materials can only be accomplished in a high-quality cofferdam.

Figure 3: Route 201 over Bush Mill Creek Cofferdam

Appropriate Tree Trimming/Clearing: All tree clearing will remain within the limits of disturbance identified in the NEPA Document for each project site, and our DBT will design the projects and construction access to reduce impacts to existing foliage wherever feasible. At Route 614 over Exol Swamp, the existing trees surrounding the project approaches pose an encumbrance to any cranes or equipment that must swing on the approach. Our DBT has experience in selectively pruning vegetation to eliminate conflicts while minimizing environmental impacts. When completing the superstructure replacement of the Route 722 over the Mattaponi River, **Abernathy** planned all proposed crane movements and was able to execute a selective pruning that saved mature trees surrounding the project approach. This methodology preserves potential NLEB habitats and the rural character of the project site. Our early project submissions will include a limited clearing plan detailing this pruning for approval and performance of the work outside of the NLEB TOYR.

Planning of Crane Operations and Utility Relocation: Our DBT has extensive experience in the planning of safe and efficient crane operations. This planning starts with visually planning critical lifts and site operations to ensure crane pad movement is minimized, overhead obstacles are avoided, and lifting computations are adequate. Once our planning is complete in the case of Route 695 and Route 614, our DBT will engage our utility coordinator and designers to develop relocation plans that eliminate conflicts between crane movements and overhead utilities. **Abernathy** has documented project experience in fast-tracking overhead utility relocations. In the case of the Route 205 over Mattox Creek project, **Abernathy** self-installed caissons that permitted the fast-tracked relocation of Dominion Virginia electrical utilities to eliminate overhead conflicts (as shown in ***Figure 4***).

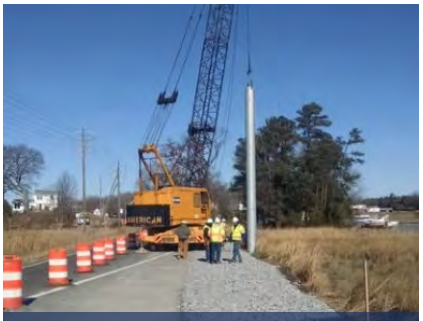


Figure 4: Route 205 over Mattox Creek Overhead Utility Relocation

Space Required for Maintenance of Adequate Drainage: Our DBT understands the need to maintain adequate ESC and will ensure that drainage is considered when designing adequate construction access. This will include carefully planning temporary site grading, MOT, and water channeling. Our DBT will utilize rock check dams in existing ditches to dissipate energy and limit erosion. At the site perimeter, our DBT will erect Type B silt fence and maintain it on a routine basis. While it would be our DBT's design to avoid temporary sediment traps, they may be excavated between drainage channels and the adjacent waterway to contain any sediment carried from the project site, particularly in locations where earthwork must be accomplished for diversions such as Route 17 NB and Route 207. Turbidity curtains will be installed around cofferdams and used at the final outfall of each project. Routine C-107 Part 1 inspections will be conducted twice a week in accordance with Construction General Permit requirements. Our Environmental Compliance Manager will routinely complete C-107 Part 2 inspections to ensure compliance with permit requirements and the SWPPP.

ROLE OF VDOT AND OTHER AGENCIES | Providing appropriate construction access is the responsibility of the Design-Builder. Our DBT anticipates that VDOT will be engaged by typical reviews for clearing plans, construction access plans, environmental management plans, right-of-way (ROW) plans, and utility location plans and permitting. We do not anticipate any additional resources or commitments from VDOT. We do not anticipate any expedited reviews being required.

Critical Risk #2 – Environmental Permitting

The Bundle involves the minor widening of existing corridors and bridge replacements which currently cross tidal and non-tidal Waters of the U.S. (WOUS), including wetlands. While our DBT's design and construction approach will minimize impacts to WOUS, they are unavoidable and will require water quality permits from the U.S. Army Corps of Engineers (USACE), VA Department of Environmental Quality (VDEQ), and VA Marine Resources Commission (VMRC). Our DBT will need to coordinate with U.S. Fish and Wildlife Service (USFWS) and perform species surveys for rare, threatened, and endangered (RTE) species located within the Bundle's corridors to satisfy Section 7 of the Endangered Species Act, which is necessary for permit authorization. We will need to develop a material management and disposal plan for excavated materials. The tidal crossings may require presentation to the VMRC at a public meeting, and we may need to perform Section 408 coordination with the USACE operation to address navigation and avoid conflicts with USACE projects. The Bundle requires VDEQ Virginia Stormwater Management Program (VSMP) for stormwater and consideration on how to address the stormwater runoff from the bridges themselves. Utility relocation evaluation and permitting is a concern depending on how they cross existing WOUS. In addition, a preliminary jurisdictional determination (PJD) has not been completed, so the locations of existing WOUS depicted in the RFQ plans have not been confirmed by USACE. Environmental permitting for each project location must be accurately identified at the onset of the project and diligently prosecuted throughout the design phase in order to avoid costly delays.

WHY THIS RISK IS CRITICAL | Water quality permits are on the critical path and are required for investigative efforts (geotechnical surveys), and construction activities. The permitting agencies have separate water quality permit processes with specific information requirements for their permit application. Each has differing regulatory defined time periods for review/evaluation, and permit decision will result in compensatory mitigation for unavoidable impacts to WOUS, RTE species, and water quality. This process of working with multiple permit agencies provides an increased opportunity for additions to, or modifications of, the environmental commitments contained in the Bundle's NEPA documentation. Response times and approvals of the permits could delay construction efforts on any, or all, of the projects associated with the Bundle.

As depicted in ***Table 2*** below, RTE species habitats, such as anadromous fish and mussels, have been identified within and adjacent to the Bundle's corridors and require TOYRs, which are critical to the construction schedule. The bridge sites will require some level of protection during the breeding season for migratory bird species. NLEB, sturgeon, mussels, and sea turtles in waters adjacent to Route 695 will require additional coordination of design elements and construction means and methods with the VA Department of Wildlife Resources (DWR), VA Department of Conservation and Recreation (VDCR)-Natural Heritage, and National Oceanic and Atmospheric Administration (NOAA). USFWS may require species surveys and a TOYR which could delay permit acquisition and construction schedules.

Table 2: Presence of RTE Species and Typical TOYR

Species	*Anadromous Fish*	*NLEB*	*Indiana Bat*	*Tri-Color Bat*	*Sturgeon*	*Mabees Salamander*	*Fresh Water Mussels*	*Sea Turtles Multiple Species*	*Eagles*	*Swamp Pink*	*Migratory & Songbirds*
Rt. 207	❖	❖	❖	❖	❖		❖			❖	❖
Rt. 17	❖	❖		❖	❖	❖			❖		❖
Rt. 695	❖	❖		❖	❖			❖	❖		❖
Rt. 614		❖		❖			❖				❖
Typical TOYR	02/15-06/30	04/01-11/14	04/01-11/14	*Status under PNR*	03/15-06/15 & 08/01-11/15	*Coord. with DWR*	03/15-05/31 & 08/15-10/15	*Coord. with NOAA*	12/15-06/15	*Coord. with DCR*	03/15-08/15

RISK IMPACT | The water quality permits from the USACE, VDEQ, and VMRC are required prior to starting construction. The permit process will require documented actions to avoid and minimize impacts to the tidal and

non-tidal wetlands and streams identified within each of the Bundle's corridors. The permit process also provides the regulatory agencies the ability to make a resource agency recommendation into a regulatory permit condition. This action could adversely affect the scope, schedule, and cost for each of the bridge projects beyond what was considered in the Bundle's NEPA documentation. One specific and significant element of this risk is a recorded conservation easement adjacent to the Route 614 over Exol Swamp bridge site that is identified in the VDCR database. This conservation easement is not referenced in the NEPA documentation, which may necessitate a NEPA re-evaluation and increase the permit acquisition timeframe to accommodate coordination with the easement's owners to gain concurrence for the Route 614 project.

In addition, the RFQ Conceptual Plans did not depict wetlands or stream impacts for stormwater management (SWM) basins/facilities. Although our DBT does not believe that any basins will be required for SWM quantity control, there will be a significant increase in impacts to wetlands and streams if they are required. Our DBT will utilize available nutrient credits to the greatest extent possible to address SWM quality control.

RISK MITIGATION STRATEGY | Our DBT is dedicated to avoiding and/or minimizing all environmental impacts where practicable, ensuring full compliance with applicable laws, regulations, and contract requirements, and honoring environmental commitments; all while efficiently and effectively advancing the Bundle on schedule. We have experience with similar bundled projects being proactive to anticipate the needs and critical pathways of each permitting agency to keep the permitting timeline on track. Based on this experience, we have learned that one of the initial steps of the environmental permitting and clearance process is to meet with the regulatory agencies as soon as we receive Notice to Proceed (NTP). We will use these meetings to discuss potential agency concerns and identify required field investigations and additional studies necessary to meet the regulatory permitting requirements. Follow up meetings and correspondence will be used throughout the remainder of the project to minimize and manage environmental risk and reduce overall cumulative impacts. This collaborative approach has proven to secure the required environmental clearances and water quality permits within the Bundle's schedule on past projects such as the Albemarle Bundle in VDOT's Culpeper District.

*Our Environmental Compliance Manager, **Jessica Klinefelter, CEP, CWB (WM)** understands the importance and time-sensitivity associated with managing concurrent permitting processes on bundled DB projects. She served as Environmental Permits Manager on the Albemarle Bundling DB and juggled overseeing WOUS identification and delineation, USACE coordination for obtaining PJD confirmation letters, NEPA/SERP clearance, Section 4F compliance, cultural resource compliance, VA Department of Forestry coordination, RTE species review and impact evaluation, and USACE Nationwide Permit 23 coordination and authorization. She achieved seamless transitioning from one project element to the next through proper planning.*

In ***Table 3*** below, we present our DBT's approach to mitigating all elements associated with this risk.

Table 3: Mitigation Strategies for Environmental Risk Elements

Risk Elements	Mitigation Strategies
Water Quality Permitting	• Host regular meetings with permitting agencies – Discuss potential agency concerns – Identify required field investigations and additional studies – Discuss regulatory requirements of permitting to minimize delays • Evaluate actions to avoid or minimize impacts to wetlands and streams – Perform field work and conduct WOUS delineation at NTP to attain a jurisdictional determination (JD) from USACE, including detailed characterizations of tidal wetlands as part of survery efforts by **H&B Surveying and Mapping Services, LLC** – Define environmental resources/constraints within design plans – Demarcate resources within 50' of construction activities and install exclusion fencing • Prepare Joint Permit Application early to be ready for submittal at 60% design
CBRS	• Avoid project impacts extending beyond the boundaries of the Coastal Barrier Resources System coordination completed by VDOT prior to construction

Risk Elements	Mitigation Strategies
RTE/TOYR	• Include TOYR calendars in baseline schedule and plan work across the four projects to maximize efficiency while meeting TOYR – Initiate early coordination with NOAA Marine Fisheries *(For the sturgeon, we will follow the FHWA Not Likely to Adversely Affect [NLAA] streamlined process to secure the clearance)* – Coordinate with USFWS, DWR, and VDCR to confirm species survey windows, secure acceptance of survey methods, and perform required surveys • Prepare advanced work package for heavy pruning instead of complete tree removal – Remove limbs in conflict with construction operation outside TOYR and mobilize crews early while finishing the remaining bridge designs – Comply with NLEB TOYR from April 1 through November 15 – Limit clearing to the greatest extent practicable • Perform bridge surveys for bat and migratory bird species – Install exclusion netting after negative survey • Install and remove temporary cofferdams and turbidity curtains outside TOYR
Advanced Work Packages	• Minimize environmental permitting risk for performing any additional investigations, utility relocations, and clearing operations in advance of construction – Review geotechnical access and permitting requirements for the four project sites during procurement phase so coordination can begin once NTP is received – Secure geotechnical permits prior to submitting the bridge permit applications – Review utility relocations required so relocation can be permitted separately from bridge permitting and relocations can be completed prior to start of construction – Review/assess the size classification of the trees with heavy limbing and those requiring removal, and secure permits for advanced clearing operations
Non-Native Vegetation/ Noxious Weeds	• Minimize soil disturbance and stabilize the sites according to the erosion and sediment control (ESC) minimum standards – Revegetate disturbed areas with native species as soon as possible to avoid exotic and invasive herbaceous plant species outcompeting native species – Cover haul trucks bringing asphalt or other fine materials to prevent seed transport – Use matting and temporary barges to avoid compaction of soil or subaqueous bottoms through construction access
Hazardous Materials	• At NTP, perform lead-based paint and asbestos testing on the bridges to determine presence/absence – Coordinate with VDOT and notify regulatory agencies, as required • Establish Spill Prevention Control & Countermeasures (SPCC) Plan, as required
Hurricanes/ Highwater	• Schedule pumping dewatering practices during periods of low flows based on historic data • Develop a contingency plan if heavy storms are predicted (i.e., removing equipment from flood-prone area, opening up stream diversions, temporary stabilization, etc.) • Inspect and reinforce ESC measures prior to storms • Coordinate with District Incident Management, Virginia Department of Emergency Management (VDEM), and NOAA, as needed

Educational Program: As a mitigation strategy to all risk elements identified above, we will provide an environmental education program to all construction personnel prior to performing any construction activities. All project personnel will complete Environmental Sensitivity Training as part of their immediate orientation to the Bundle to ensure awareness of environmental tools and policies in place to maintain environmental compliance. Additionally, pre-construction constraints and environmental commitment training meetings will be led by environmental staff and attended by construction and inspection staff to discuss permit requirements, TOYRs, environmental commitments, etc. that must be adhered to during construction. Orange fencing will be

placed around resource boundaries to alert project personnel that those areas are off-limits. Project personnel will adhere to the sequence of construction and the limits of disturbance at all times. This will ensure all members of our DBT are aware of the environmentally sensitive areas, the means and methods for protection, and who to contact if unforeseen conditions should arise on any of the Bundle's sites.

Constructive Improvements: Examine Route 614 over Exol Swamp to determine if it a center pier can be removed from the proposed reconstruction. Removing the center pier will substantially reduce in-stream work and thereby remove water quality permitting impacts, potential TOYR, and other environmental coordination.

ROLE OF VDOT AND OTHER AGENCIES | Our DBT will handle and manage the environmental processes to deliver an environmentally compliant project to VDOT. The anticipated role of VDOT, FHWA, and other federal and state regulatory and resource agencies will be extremely minimal beyond their respective regulatory and fiduciary roles. VDOT provides documentation, reports, notes, and current existing clearances used to secure the NEPA documents and other environmental commitments for the Bundle; conducts work product reviews, comments, and clarifications; and performs construction compliance reviews. USACE and VDEQ concur with design and issue applicable permits and performance of construction compliance reviews. Other state and federal agencies (VA Department of Historic Resources, VA Department of Game and Inland Fisheries, VDCR, USFWS, etc.) provide timely recommendations and concurrences to facilitate permit and environmental clearance acquisition.

Critical Risk #3 – Maintaining Access to Fleets Island

Bridges like Route 695 over Oyster Creek can serve as the only means of practical access for communities to essential goods, services, and property. Virginia's eastern shore, northern neck, and middle peninsula regions are home to several such island communities. Bridge reconstruction projects in these locales must be sensitive to the continuity of access for island residents and businesses. This requires the meticulous planning of construction phasing to balance construction efficiency and quality with the need to always maintain access to the island. Maintaining access to Fleets Island over Oyster Creek will be critical to the success of the Bundle.

WHY THIS RISK IS CRITICAL | Fleets Island is located at the very eastern extent of Virginia's Lancaster County at the mouth of the Rappahannock River where it meets the Chesapeake Bay (as shown in ***Figure 5***). The 700-acre island ranges in elevation from sea level to approximately 6' EL and supports a community of almost 100 single-family residences, the Landing at Windmill Point luxury townhomes, and the popular Windmill Point Marina. Oyster Creek is part of the Fleets Island Water Trail and serves as a popular destination for recreational paddlers. Route 695 over Oyster Creek has an AADT of 580 vehicles and provides the sole vehicular access to the island. Maintaining access to Fleets Island by keeping Route 695 open at all times during construction is paramount because residents, visitors, businesses, utility operators, and emergency services rely on it to access the island. This is especially critical during emergency conditions when residents may need to evacuate the island. The existing Route 695 crossing is prone to flooding during significant weather events. It will be important for the Design-Builder to make sure that the elevation of the Route 695 crossing is not lowered at any time during construction because that would subject the residents to even more frequent flooding of their only point of ingress and egress to the island.

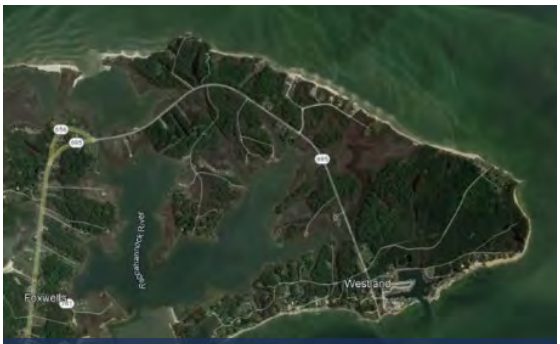


Figure 5: Fleets Island

RISK IMPACT | Failure to maintain access to Fleets Island will have a wide range of impacts to VDOT, the Design-Builder, and the local community, including:

Longer Emergency Response Times: The nearest hospital to Fleets Island is the Rappahannock General Hospital approximately 12 miles away in Kilmarnock, Virginia with an average travel time of 20 minutes. Based on US Census Data, approximately 31.7% of the population of Lancaster County is aged 65 and over, almost double the national average (16.8%). Given this statistic, the probability of a time-sensitive medical emergency is significantly increased. Any delay in emergency response due to impaired access on Route 695 can mean the difference between life and death for residents of the island.

Limiting Recreational Access: Oyster Creek is a part of the Fleets Island Water Trail. This is a recreational system of designated routes for paddlers visiting Fleets Island. A canoe/kayak launch and parking lot are located on the south side of the island. In order to complete the water trail, paddlers must navigate under the Route 695 crossing of Oyster Creek. Poorly maintained access to Fleets Island will not only impact tourists' ability to access the parking lot and canoe/kayak launch, but it could also result in safety concerns such as overhead hazards, dangerous currents in the channel, and trapping hazards, if the safety of the recreational users are not considered.

Failures of Temporary Traffic Control: Temporary traffic control elements must be maintained at all times including nights, weekends, holidays, and severe weather. In the case of Route 695 over Oyster Creek, temporary signalization will be required. Failing to provide on-call staff to respond to outages, timing issues, or incidents will lead to delays or complete loss of access for residents and businesses.

Erosion of Public Confidence: Community buy-in is critical for the success of this project. If public access to Fleets Island is ever limited, residents and businesses of the island will be irate and may complain to elected officials. This will result in construction delays and bad press for the project in traditional and social media.

Increases to Project Costs and Delivery Time: A poorly executed temporary access plan will significantly increase costs and delay completion of the final bridge. For example, if a temporary bridge structure is used to maintain access, the construction schedule and budget for delivery of the Bundle must account for long lead times to fabricate the temporary bridge, cost and time implications for placing embankment fills to minimize settlement, and complications due to the potential for mud waves in the marine environment.

RISK MITIGATION STRATEGY | Our DBT includes the local construction experience of **Abernathy** combined with the extensive design experience of **WM**. When examining this risk, **WM**'s engineers were immediately reminded of the bridge replacement they designed at MD 254 over Neale Sound (as shown in ***Figure 6***). This bridge also served as the singular point of access to Maryland's Cobb Island, located at the mouth of the Wicomico River where it meets the Potomac River. The MD 254 bridge was a 560' steel beam bridge consisting of 14 spans that facilitated two-way traffic with an ADT of 1,900. While the MD 254 project was significantly larger in scale, the risk for maintaining access to Cobb Island for residents and businesses, and emergency responders was exactly the same.

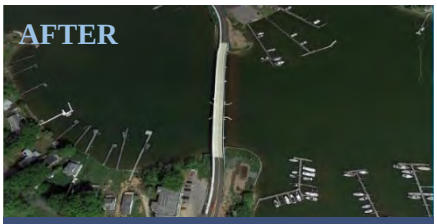


Figure 6: MD 254 Bridge Replacement

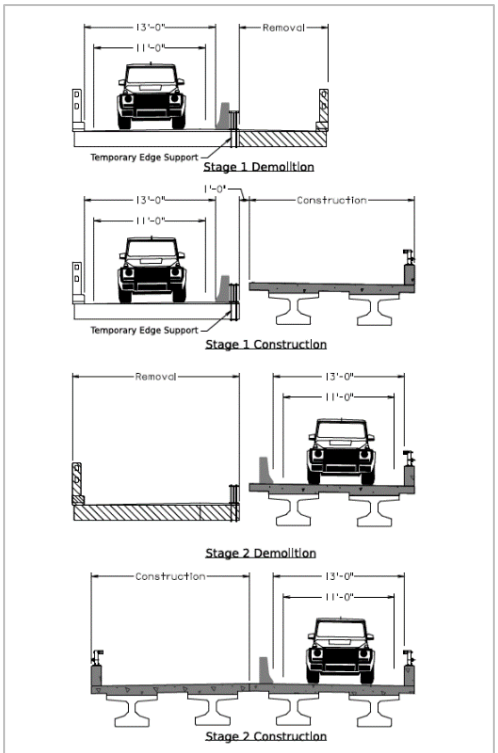


*Figure 7: **Abernathy**'s Proposed SOC for Route 695 over Oyster Creek*

Our DBT reviewed the conceptual drawings for the Route 695 over Oyster Creek reconstruction to determine the best way to ensure access to Fleets Island will be maintained at all times. The RFQ concept uses the construction of a temporary alignment and a temporary bridge to maintain traffic. This will require extensive environmental permitting, procurement and installation of a 120 LF temporary bridge structure, installation of sheet piling, and construction of a temporary embankment and pavement structures on a potentially soft and variable marine bottom. The temporary bridge is proposed to be positioned at an average elevation of 4' above sea level, approximately one foot lower than the already flood prone Route 695 bridge. The potential for this temporary structure to be overtopped presents a major risk to maintaining access to Fleets Island. ***Our DBT proposes to evaluate a phased construction sequence that will allow one lane of Route 695 to remain open at all times*** (as shown in ***Figure 7***). The phased construction sequence will mitigate the risk for flooding by maintaining the existing elevation of Route 695 while also

eliminating risks associated with long lead time items for the temporary bridge structure and costs associated with extensive temporary embankment work required for an offset alignment.

After careful consideration, our DBT determined that the Route 695 crossing would be an ideal candidate for a phased construction approach due to the small and relatively lightweight nature of the existing structure. We have identified a two-stage construction sequence that our DBT can use to replace the existing bridge on roughly its existing alignment with fewer impacts to the environment and local community. Following relocation of the overhead electrical utility, our DBT would shift traffic to one side of the road and maintain an 11' bi-directional travel lane controlled by temporary portable signals. A temporary edge support beam would be added to the remaining deck, if required. Using single-faced barrier, the unoccupied portion of the bridge would be demolished. New widened foundations and abutments would be constructed at the new bridge elevations in the demolished portion of the bridge. Approach embankments would be built up, potentially using sheet pile, to avoid impacts to the adjacent travel lane. A 3D rendering of the workzone during this phase is shown in ***Figure 8***. Once the new roadway and bridge work are complete, traffic would be shifted to the newly constructed lane. This construction sequence is then repeated for Stage 2. After Stage 2 is complete, the final alignment receives surface pavement, markings, and guardrail before all barrier and traffic control devices are removed and the new two-lane bridge is opened to traffic. This phased approach has significantly less potential for flooding than a temporary alignment and does not require the environmental permits, ROW, material, and time it takes to build a temporary bridge structure and embankments.

Figure 8: 3D Model of Phased Route 695 Workzone

Redundant Power Supply and Preemption for Temporary Signal: A power outage that impacts the temporary signal will immediately limit access to Fleets Island. This is especially problematic during severe weather situations when power outages are more likely and the need to exit or enter the island can be critical. Our DBT will not only provide solar powered portable signal carts, but will keep portable generators on site. The signals themselves are designed to run for upwards of a week without solar charging. Should the batteries run down prematurely, our generators will be ready to power the signals immediately. In addition to the redundant power supply, we will install emergency preemption on the temporary signal. The implementation of the preemption equipment will be coordinated with local first responders at a specific meeting held prior to implementation of the traffic control.

Community Outreach: Our DBT will provide routine status update meetings to VDOT and residents and hold 'Pardon Our Dust' meetings at an accessible location, such as the nearby Windmill Point Marina, prior to each major phase of construction. Utilizing our Public Communications consultant, **OnPoint Transportation PR, LLC**, we will perform routine outreach such as identifying local Facebook, Nextdoor, and Recreational groups to provide additional information tailored to their concerns. Our DBT will develop ***project-specific informational signing*** to be installed at the nearby canoe/kayak launch point on Oyster Creek to advise recreational users of any hazards or temporary adjustments to the trail alignment. Signing will describe the work zone hazards and offer users guidance to plan their activities safely in consideration of the work zone.

ROLE OF VDOT AND OTHER AGENCIES | Our DBT will coordinate with VDOT staff and other local agencies pertaining to the Route 695 bridge reconstruction site. We will obtain required agency approvals incorporating feedback and comments on the construction plans and Transportation Management Plan (TMP), including the Temporary Traffic Control (TTC) Plans, Incident Management Plans, Signal Timing, and Public Outreach Plans. The MOT plans will go through the standard plan review process outlined in the RFP. The Public Outreach Plan will be coordinated through the VDOT Project Manager with the Fredericksburg District Communications Office. Given the capabilities of the staff on our DBT and their familiarity with the Fredericksburg District, our DBT is also willing to lead and present to audiences for the 'Pardon Our Dust' or citizens' information meetings, if desirable to VDOT. Members of our staff have experience with similar presentations and outreach in the Fredericksburg District on other challenging projects such as the Robert O. Norris Bridge painting, steel repairs, and paving projects.

Appendix 3.1.2

SOQ Checklist

ATTACHMENT 3.1.2

Project: Fredericksburg District Bridge Bundling

Contract ID: C00118288DB124

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: Fredericksburg District Bridge Bundling

Contract ID: C00118288DB124

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2 – 5
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2 – 3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	3 – 4

ATTACHMENT 3.1.2

Project: Fredericksburg District Bridge Bundling

Contract ID: C00118288DB124

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	6 – 15

Appendix 2.10

Form C-78-RFQ
(Acknowledgement of RFQ
Revision and/or Addenda)

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

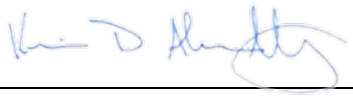
PROJECT NAME: **Fredericksburg District Bridge Bundling**
CONTRACT ID: **C00118288DB124**

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 – June 14, 2023
   (Date)
2. Cover letter of _____
   (Date)
3. Cover letter of _____
   (Date)



SIGNATURE

8/1/2023
DATE

Kevin D Abernathy
PRINTED NAME

Vice President
TITLE

Appendix 3.2.6

Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

Project: Fredericksburg District Bridge Bundling

Contract ID: C00118288DB124

Affiliated and Subsidiary Companies of the Offeror

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

☒ **The Offeror does not have any affiliated or subsidiary companies.**
☐ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address

Appendix 3.2.7

Certification Regarding Debarment Forms

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

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

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

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

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

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

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

Signature	8/1/2023	Vice President
	Date	Title

Abernathy Construction Corporation

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

Signature	August 2, 2023	Partner
	Date	Title

Wallace, Montgomery & Associates, LLP

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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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.

Megan Neuberger	7/10/2023	Owner
Signature	Date	Title

AMD Engineering, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

Signature	Date	Title
	7/18/2023	President

AVER TECHNOLOGIES, INC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

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

Signature	June 16, 2023 Date	President Title

CES Consulting, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

Signature	Date	Title
Jeanette Dahlock	7/11/23	President

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

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

Signature	Date	Title
[signature]	7/24/2023	President

Dulles Engineering, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

Signature	07/11/2023	Senior Principal
	Date	Title

Geosyntec Consultants
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

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

Signature	July 18, 2023 Date	Vice President Title

H & B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

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

Signature	7/11/2023 Date	President Title

Kaveree, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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.

	7.3.23	President
Signature	Date	Title

On Point Transportation PR
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: Fredericksburg District Bridge Bundling
Contract ID: C00118288DB124

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

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

Signature	075/2023 Date	Principal Consultant Title

Professional Service Industries, Inc. (PSI), an Intertek Company
Name of Firm

Appendix 3.2.8

VDOT Prequalification Evidence

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 4/26/2023
- A -

Vendor ID: A003
Vendor Name: ABERNATHY CONSTRUCTION CORPORATION
Prequal Level: Prequalified
Prequal Exp: 01/31/2024

-- PREQ Address --
P. O. BOX 1041
GLEN ALLEN, VA 23060-1041
Phone: (804)266-1465
Fax: (804)266-4449

Work Classes (Listed But Not Limited To)
003 - MAJOR STRUCTURES
005 - DRAINAGE STRUCTURES
032 - RAILROAD CONSTRUCTION / REPAIR
101 - EXCAVATING

Bus. Contact: ABERNATHY, KEVIN DOUGLAS
Email: KABERNATHY@ABERNATHYCONSTRUCTION.COM

-- DBE Information --

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

Vendor ID: A219
Vendor Name: ABHE & SVOBODA, INC.
Prequal Level: Prequalified (Currently Inactive)
Prequal Exp: 01/31/2024

-- PREQ Address --
18100 DAIRY LANE
JORDAN, MN 55352
Phone: (952)447-6025
Fax: (952)447-1000

Work Classes (Listed But Not Limited To)
028 - PAINT BRIDGES AND STRUCTURES
031 - PNEUMATIC MORTAR
055 - BRIDGE REPAIRS

Bus. Contact: HAUCK, DONNELL
Email: DONNELL.HAUCK@ABHEONLINE.COM

-- DBE Information --

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

Appendix 3.2.9

Evidence of Obtaining
Bonding/Surety Letter

Thursday, July 06, 2023

RE: Surety Prequalification – Abernathy Construction Corporation

To Whom It May Concern:

We are privileged to be the Surety Agent for Abernathy Construction Corporation and consider this Company to be one of our most valued clients. Their bond needs are handled by Travelers Casualty and Surety Company of America which has an A.M. Best Rating of "A++" (Superior), a Financial Size Category of XV, is listed as an approved surety company in the Circular 570, and is licensed to do business in all 50 states.

The management team of Abernathy Construction Corporation demonstrates excellence and added value to the projects they undertake. Abernathy Construction Corporation's construction and construction management performance is of a magnitude and quality that cast them in a significant and unique role in the construction market place. They have earned the respect of their Surety Company, owners, architects and engineers through the years. Without question, we can recommend this company to you and we think that you will quickly see the high degree of professionalism and expertise they offer.

Abernathy Construction Corporation is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor.

Should Abernathy Construction Corporation be awarded a contract for this project, then naturally, we would expect that the execution of any final bonds would be subject to a review of the final contract terms, conditions, and financing by our client and Travelers Casualty and Surety Company of America. We assume no liability to third parties or to you if for any reason we do not executed said bonds.

Sincerely,

Brandon Pulliam
Attorney-in-fact
Travelers Casualty and Surety Company of America

2200 Old Brick Rd, Suite A, Glen Allen VA 23060

Appendix 3.2.10

SCC and DPOR Registration Documentation

ATTACHMENT 3.2.10

Project: Fredericksburg District Bridge Bundling

Contract ID: C00118288DB124

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	**SCC Information (3.2.10.1)**			**DPOR Information (3.2.10.2)**			
	SCC Number	**SCC Type of Corporation**	**SCC Status**	**DPOR Registered Address**	**DPOR Registration Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Abernathy Construction Corporation	01315340	Stock Corporation	Active	10891 Winfrey Road Glen Allen, VA 23059	Contractor Class A	2701011256	12-31-2024
Wallace, Montgomery & Associates, LLP	K0007346	Limited Liability Partnership	Active	2920 W. Broad Street Suite 18 Richmond, VA 23230	Business Entity Branch ENG	0411001629	02-29-2024
				8150 Leesburg Pike Suite 403 Vienna, VA 22182	Business Entity Branch ENG	0411001087	02-29-2024
				10150 York Road Suite 200 Hunt Valley, MD 21030	Business Entity ENG	0407005814	12-31-2023
AMD Engineering, LLC	S8093801	Limited Liability Company	Active	14 Cedar Drive Sterling, VA 20164	Business Entity ENG	0407007696	12-23-2023
Aver Technologies, Inc.	05076609	Stock Corporation	Active	13104 Queensdale Drive Woodbridge, VA 22193	Business Entity ENG	0407005893	12-31-2023
CES Consulting, LLC	S3416007	Limited Liability Company	Active	4245 Sigler Road Warrenton, VA 20187	Business Entity ENG	0407005783	12-31-2023
Diversified Property Services of Virginia, Inc.	F1304106	Stock Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	11-30-2024
Dulles Engineering, Inc.	08141996	Stock Corporation	Active	45300 Catalina Court Suite 140 Sterling, VA 20166	Professional Corporation ENG	0405002161	12-31-2023
Geosyntec Consultants, Inc.	F1104969	Stock Corporation	Active	9211 Arboretum Parkway, Suite 200 Richmond, VA 23236	Business Entity Branch ENG	0411000897	02-29-2024

ATTACHMENT 3.2.10

Project: Fredericksburg District Bridge Bundling

Contract ID: C00118288DB124

SCC and DPOR Information

H&B Surveying and Mapping, LLC	S2905604	Limited Liability Company	Active	614 Moorefield Park Drive Richmond, VA 23236	Business Entity LS	0407005432	12-31-2023
				2105 Electric Road SW Suite 103 Roanoke, VA 24018	Business Entity Branch LS	0411001268	02-29-2024
Kaveree, Inc.	11291591	Stock Corporation	Active	4002 Dogberry Lane Fairfax, VA 22033	Business Entity ENG	0407008382	12-31-2023
OnPoint Transportation PR, LLC	S7190905	Limited Liability Company	Active	n/a *(Public Relations Firm)*	n/a	n/a	n/a
Professional Service Industries, Inc.	F0449829	Stock Corporation	Active	2930 Eskridge Road Suite A Fairfax, VA 22031	Business Entity Branch ENG	0411000149	02-29-2024

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
CES Consulting, LLC	Syed Khan	Warrenton, VA	43744 Paramount Place Chantilly, VA 20152	Professional Engineer	0402031057	07-31-2025
Wallace, Montgomery & Associates, LLP	Justin Myers	Hunt Valley, MD	10150 York Road Suite 200 Hunt Valley, MD 21030	Professional Engineer	0402055370	01-31-2024

Entity Information

Entity Information

Entity Name:	ABERNATHY CONSTRUCTION CORPORATION	Entity ID:	01315340
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	04/15/1971	Status Date:	06/01/2012
VA Qualification Date:	04/15/1971	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	$10.00
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	HENRICO COUNTY
RA Qualification:	Officer of the Corporation		
Name:	DEBORAH ABERNATHY	Registered Office Address:	WINFREY RD., P.O. BOX 1041, GLEN ALLEN, VA, 23060 - 0000, USA

Principal Office Address

Address:	10891 WINFREY RD, GLEN ALLEN, VA, 23060 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	B J ABERNATHY	PO BOX 1041, GLEN ALLEN, VA, 23060 - 0000, USA	02/22/2019
Vice President	Yes	JEFFREY ABERNATHY	PO BOX 1041, GLEN ALLEN, VA, 23060 - 0000, USA	02/22/2019
Vice President	Yes	DAVID LLOYD ABERNATHY	P O BOX 1041, GLEN ALLEN, VA, 23060 - 0000, USA	02/22/2019
Vice President	Yes	KEVIN D ABERNATHY	PO BOX 1041, GLEN ALLEN, VA, 23060 - 0000, USA	02/22/2019
SEC/TREAS	Yes	D F ABERNATHY	PO BOX 1041, GLEN ALLEN, VA, 23060 - 0000, USA	02/22/2019

Current Shares

Total Shares:	500

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 2701011256

License Details

Name	ABERNATHY CONSTRUCTION CORP
License Number	2701011256
License Description	Contractor
Firm Type	Corporation
Rank [1]	Class A
Address	10891 WINFREY ROAD, GLEN ALLEN, VA 23059
Specialties[2]	Highway / Heavy (H/H)
Initial Certification Date	1972-01-13
Expiration Date	2024-12-31

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

2 Refer to the Classification Definitions (https://law.lis.virginia.gov/admincode/title18/agency50/chapter22/section20/) and Specialty Definitions (https://law.lis.virginia.gov/admincode/title18/agency50/chapter22/section30/) for detailed definitions of these classifications and specialties.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,467 (built 2023-02-27 11:28:50).

Entity Information

Entity Information

Entity Name:	Wallace, Montgomery & Associates, LLP	Entity ID:	K0007346
Entity Type:	General Partnership	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	GP - LLP Status Only
Formation Date:	10/13/2010	Status Date:	10/13/2010
VA Qualification Date:	10/13/2010	Period of Duration:	N/A
Industry Code:	0 - General	Annual Continuation Report Due Date:	N/A
Jurisdiction:	MD	Charter Fee:	N/A
LLP Status:	Yes		
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	CHARLOTTESVILLE CITY
RA Qualification:	Member of the Virginia State Bar		
Name:	Joseph W. Cooch	Registered Office Address:	701 E Water St Ste 101, Charlottesville, VA, 22902 - 5499, USA

Principal Office Address

Address: 10150 YORK RD STE 200, HUNT VALLEY, MD, 21030, USA

Virginia Office Address

Address:

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

Back Return to Search Return to Results

Back to Login

DPOR License Lookup License Number 0411001629

License Details

Name	WALLACE, MONTGOMERY & ASSOCIATES, LLP
License Number	0411001629
License Description	Business Entity Branch Office Registration
Business Type	LLP - Limited Liability Partnership
Rank	Business Entity Branch Office
Address	2920 W BROAD ST STE 18, RICHMOND, VA 23230
Initial Certification Date	2020-11-18
Expiration Date	2024-02-29

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402045569	MILLIKAN, IAN SCOTT	Professional Engineer License	Engineering	2025-07-31

Showing 1 to 1 of 1 entries

1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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DPOR License Lookup build 1,467 (built 2023-02-27 11:28:50).

DPOR License Lookup License Number 0411001087

License Details

Name	WALLACE, MONTGOMERY & ASSOCIATES, LLP
License Number	0411001087
License Description	Business Entity Branch Office Registration
Business Type	LLP - Limited Liability Partnership
Rank	Business Entity Branch Office
Address	8150 LEESBURG PIKE STE 403, VIENNA, VA 22182
Initial Certification Date	2016-10-26
Expiration Date	2024-02-29

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402048792	BORUSIEWICZ, DAVID LEE JR	Professional Engineer License	Engineering	2025-03-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup build 1,467 (built 2023-02-27 11:28:50).

DPOR License Lookup License Number 0407005814

License Details

Name	WALLACE, MONTGOMERY & ASSOCIATES, LLP
License Number	0407005814
License Description	Business Entity Registration
Firm Type	LLP - Limited Liability Partnership
Rank	Business Entity
Address	10150 YORK RD STE 200, HUNT VALLEY, MD 21030
Initial Certification Date	2011-02-11
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402048786	MAWRY, ANTONIO A	Professional Engineer License	Engineering	2025-03-31

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Entity Information

Entity Information

Entity Name:	AMD Engineering, LLC	Entity ID:	S8093801
Entity Type:	Limited Liability Company	Entity Status:	**Active**
Series LLC:	No	Reason for Status:	Active
Formation Date:	02/27/2019	Status Date:	03/08/2023
VA Qualification Date:	02/27/2019	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	N/A
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	LOUDOUN COUNTY
RA Qualification:	Member or Manager of the Limited Liability Company		
Name:	MEGAN NEWBERGER	Registered Office Address:	14 CEDAR DR, STERLING, VA, 20164 - 0000, USA

Principal Office Address

Address:	14 CEDAR DR, STERLING, VA, 20164 - 0000, USA

DPOR License Lookup License Number 0407007696

License Details

Name	AMD ENGINEERING LLC
License Number	0407007696
License Description	Business Entity Registration
Rank	Business Entity
Address	14 CEDAR DR, STERLING, VA 20164
Initial Certification Date	2019-07-17
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402058500	NEWBERGER, MEGAN RAFIA	Professional Engineer License	Engineering	2023-10-31

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Entity Information

Entity Information

Entity Name:	AVER TECHNOLOGIES, INC.	Entity ID:	05076609
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	08/19/1998	Status Date:	09/28/2022
VA Qualification Date:	08/19/1998	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	08/31/2023
Jurisdiction:	VA	Charter Fee:	$50.00
Registration Fee Due Date:	08/31/2023		

Registered Agent Information

RA Type:	Individual	Locality:	PRINCE WILLIAM COUNTY
RA Qualification:	Director of the Corporation		
Name:	SWAMY KUMAR V AVASARALA	Registered Office Address:	13104 QUEENSDALE DR, WOODBRIDGE, VA, 22193 - 0000, USA

Principal Office Address

Address:	13104 Queensdale Dr, Woodbridge, VA, 22193 - 4564, USA

Principal Information

Title	Director	Name	Address	Last Updated
Vice President, Chief Executive Officer	Yes	SURYA VANDANA VELURI	13104 Queensdale Dr, Woodbridge, VA, 22193 - 4564, USA	01/24/2023
President, Secretary, Treasurer	Yes	SWAMY KUMAR V. AVASARALA	13104 Queensdale Dr, Woodbridge, VA, 22193 - 4564, USA	01/24/2023

Current Shares

Total Shares:	1000

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 0407005893

License Details

Name	AVER TECHNOLOGIES INC
License Number	0407005893
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	13104 QUEENSDALE DR, WOODBRIDGE, VA 22193
Initial Certification Date	2011-06-02
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034300	AVASARALA, SWAMY KUMAR V	Professional Engineer License	Engineering	2023-11-30

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Entity Information

Entity Information

Entity Name:	CES Consulting, LLC	Entity ID:	S3416007
Entity Type:	Limited Liability Company	Entity Status:	**Active**
Series LLC:	No	Reason for Status:	Active
Formation Date:	10/14/2010	Status Date:	10/14/2010
VA Qualification Date:	10/14/2010	Period of Duration:	Perpetual
Industry Code:	70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	N/A
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	FAIRFAX COUNTY
RA Qualification:	Member or Manager of the Limited Liability Company		
Name:	AVTAR SINGH	Registered Office Address:	12423 Henderson Rd, Clifton, VA, 20124 - 2021, USA

Principal Office Address

Address:	4245 Sigler Rd, Warrenton, VA, 20187 - 3940, USA

DPOR License Lookup License Number 0407005783

License Details

Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	4245 SIGLER ROAD, WARRENTON, VA 20187
Initial Certification Date	2010-11-05
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035169	SINGH, AVTAR	Professional Engineer License	Engineering	2025-01-31

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Entity Information

Entity Information

Entity Name:	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.	Entity ID:	F1304106
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	N/A	Status Date:	09/17/2021
VA Qualification Date:	08/05/1997	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	08/31/2023
Jurisdiction:	MD	Charter Fee:	$50.00
Registration Fee Due Date:	08/31/2023		

Registered Agent Information

RA Type:	Individual	Locality:	FAIRFAX COUNTY
RA Qualification:	Officer of the Corporation		
Name:	BRENDAN R HANTZES	Registered Office Address:	3771 VERMACCHIA DR, CHANTILLY, VA, 20151 - 0000, USA

Principal Office Address

Address:	20 E TIMONIUM RD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	PATRICIA E DABLOCK	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Vice President	Yes	BRENDAN R. HANTZES	3771 VERNACCHIA DR., CHANTILLY, VA, 20151 - 0000, USA	08/14/2017
President, Treasurer	Yes	JEANETTE DABLOCK	20 E TIMONIUM RD., STE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Secretary	No	JUNE REITER	20 E. TIMONIUM ROAD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	08/14/2017

Current Shares

Total Shares:	5000

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 4008001190

License Details

Name	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number	4008001190
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
Initial Certification Date	2000-11-29
Expiration Date	2024-11-30

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Entity Information

Entity Information

Entity Name:	Dulles Engineering, Inc.	Entity ID:	08141996
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	01/26/2017	Status Date:	12/09/2019
VA Qualification Date:	01/26/2017	Period of Duration:	Perpetual
Industry Code:	70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	$50.00
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	LOUDOUN COUNTY
RA Qualification:	Director of the Corporation		
Name:	ALI DAR	Registered Office Address:	42033 FOLEY HEADWATERS ST, ALDIE, VA, 20105 - 0000, USA

Principal Office Address

Address:	45300 Catalina Ct Ste 140, STERLING, VA, 20166 - 2370, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	ALI DAR	42033 FOLEY HEADWATERS ST, ALDIE, VA, 20105 - 0000, USA	01/09/2018

Current Shares

Total Shares:	500

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 0405002161

License Details

Name	DULLES ENGINEERING INC
License Number	0405002161
License Description	Professional Corporation Registration
Firm Type	PC - Professional Corporation
Rank	Professional Corporation
Address	45300 CATALINA CT STE 140, STERLING, VA 20166
Initial Certification Date	2017-02-03
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402044185	DAR, MOHAMMAD ALI	Professional Engineer License	Engineering	2023-11-30

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Entity Information

Entity Information

Entity Name:	Geosyntec Consultants, Inc.	Entity ID:	F1104969
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	N/A	Status Date:	05/21/1993
VA Qualification Date:	04/22/1992	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	FL	Charter Fee:	$2500.00
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Entity	Locality:	RICHMOND CITY
RA Qualification:	BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA		
Name:	CORPORATION SERVICE COMPANY	Registered Office Address:	100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 900 Broken Sound Pkwy NW Ste 200, Boca Raton, FL, 33487 - 3575, USA

Principal Information

Title	Director	Name	Address	Last Updated
EXEC VP	No	THIERRY SANGLERAT	2100 MAIN ST #150, HUNTINGTON BEACH, CA, 92648 - 0000, USA	04/29/2019
CHAIRMAN OF THE BOARD	Yes	Rudy Bonaparte	1255 Roberts Blvd, Suite 200, Kennesaw, GA, 30144 - 0000, USA	04/11/2022
Vice President	No	MIKE HOULIHAN	10211 WINCOPIN CIRCLE, 4TH FLOOR, COLUMBIA, MD, 21044 - 0000, USA	04/29/2019
Vice President, General Counsel, Asst Secretary	No	JORDAN RATTRAY	2100 Commonwealth Blvd, Suite 100, Ann Arbor, MI, 48105 - 0000, USA	04/11/2022
Executive Director, Chief Financial Officer	Yes	JON DICKINSON	900 BROKEN SOUND PKWY, SUITE 200, Boca Raton, FL, 33487, USA	04/14/2020
Vice President	Yes	KEN SUSILO	3415 S. SEPULVEDA BLVD, SUITE 500, Los Angeles, CA, 90034, USA	04/11/2022
Vice President, Asst Secretary	No	GREG CORCORAN	16644 WEST BERNARDO DRIVE, SUITE 301, San Diego, CA, 92127, USA	04/11/2022
Vice President, Treasurer	Yes	LUCAS DEMELO	10211 WINCOPIN CIRCLE, FLOOR 4, Columbia, MD, 21044, USA	04/14/2020
EVP, Asst Secretary	No	TOM PEEL	900 Broken Sound Pkwy NW Ste 200, Boca Raton, FL, 33487 - 3575, USA	04/11/2022
President, Chief Executive Officer	Yes	PETER ZEEB	289 GREAT ROAD , SUITE 105, Acton, MA, 01720, USA	04/22/2021
Vice President	No	RANDY BRANDT	1111 BROADWAY, 6TH FLOOR, Oakland, CA, 94607, USA	04/14/2020
Vice President	No	EVAN COX	130 STONE ROAD W, GUELPH, N1G3Z2, CAN	04/14/2020
Vice President	No	MICHAEL D'ALESSANDRO	1255 Roberts Blvd, Suite 200, Kennesaw, GA, 30144, USA	04/11/2022
Vice President	No	PETER DEHAVEN	2501 BLUE RIDGE ROAD, STE 430, ATRIUM AT BLUE RIDGE, Raleigh, NC, 27607, USA	04/14/2020
Vice President	No	MARY DEFLAUN	7 GRAPHICS DRIVE, SUITE 106, Ewing, NJ, 08628, USA	04/14/2020
Vice President	No	NEAL DURANT	1220 19TH STREET, STE 210, Washington, DC, 20036, USA	04/14/2020
Vice President	No	CARL ELDER	289 GREAT ROAD, SUITE 202, Acton, MA, 01720, USA	04/14/2020
Vice President	No	LESLIE GRIFFIN	1255 ROBERTS BLVD NW, STE 200, Kennesaw, GA, 30144, USA	04/14/2020
Vice President	No	MARK GRIVETTI	924 ANACAPA STREET, SUITE 4A, Santa Barbara, CA, 93101, USA	04/14/2020
Vice President	No	TODD HAGEMEYER	1255 ROBERTS BLVD, SUITE 200, Kennesaw, GA, 30144, USA	04/14/2020
Vice President	No	MARK HANNA	448 SOUTH HILL STREET, SUITE 1008, Los Angeles, CA, 90013, USA	04/14/2020
Vice President	No	RON JOHNSON	2355 NORTHSIDE DRIVE, STE 250, San Diego, CA, 92108, USA	04/14/2020
Vice President	No	MICHAEL LAMBERT	930 HARVEST DRIVE, SUITE 220, Blue Bell, PA, 19422, USA	04/14/2020
Vice President, Secretary	No	JIM LANGENBACH	6770 SOUTH WASHINGTON AVE, SUITE 3, Titusville, FL, 32780, USA	04/11/2022
Vice President	No	RAY MCDIRMIT	900 Broken Sound Pkwy NW Ste 200, Boca Raton, FL, 33487 - 3575, USA	04/14/2020
Vice President	No	MICHAYE MCMASTER	130 STONE ROAD W, GUELPH, N1G3Z2, CAN	04/14/2020

(https://twitter.com/VAStateCorpComm)

Title	Director	Name	Address	Last Updated
Vice President	No	MIKE MINCH	1111 BROADWAY , 6TH FLOOR, Boca Raton, CA, 94607, USA	04/14/2020
Vice President	No	ANDREW MONTGOMERY	1255 ROBERTS BLVD NW, STE 200, Kennesaw, GA, 30144, USA	04/14/2020
Vice President	No	JOE NILAND	3043 GOLD CANAL DRIVE, SUITE 201, Rancho Cordova, CA, 95670, USA	04/14/2020
Vice President, Asst Secretary	No	MAJDI OTHMAN	1255 ROBERTS BLVD, SUITE 200, Kennesaw, GA, 30144, USA	04/11/2022
Vice President	No	CHRISO PETROPOULOU	134 NORTH LASALLE ST, SUITE 300, Chicago, IL, 60602, USA	04/14/2020
Vice President	No	BRIAN PETTY	2100 MAIN STREET, SUITE 150, Huntington Beach, CA, 92648, USA	04/14/2020
Vice President	No	SEAN RAGAIN	621 SW MORRISON ST, SUITE 600, Portland, OR, 97205, USA	04/14/2020
Vice President	No	PAUL SABATINI	1420 KENSINGTON ROAD, SUITE 103, Oak Brook, IL, 60523, USA	04/14/2020
Vice President	No	RODOLFO SANCIO	10777 WESTHEIMER RD, STE 900, Houston, TX, 77042, USA	04/14/2020
Vice President	No	DAN SCHAUER	900 Broken Sound Pkwy NW Ste 200, Boca Raton, FL, 33487 - 3575, USA	04/14/2020
Vice President	No	JIM STOUT	1077 WESTHEIMER RD, STE 900, HOUSTON, TX, 77042, USA	04/14/2020
Vice President	No	NANDRA WEEKS	1200 RIVERPLACE BLVD, STE 710, Jacksonville, FL, 32207, USA	04/14/2020
Vice President	No	SAM WILLIAMS	16644 WEST BERNARDO DRIVE, SUITE 301, San Diego, CA, 92127, USA	04/14/2020
EVP, Asst Secretary	No	DOUG LARSON	289 GREAT ROAD, SUITE 202, Acton, MA, 01720, USA	04/11/2022
Vice President	No	Eric Kovich	900 Broken Sound Parkway, Suite 200, Boca Raton, FL, 33487, USA	04/22/2021
Vice President, Human Resources Director	No	Jennifer Plauche-Brown	900 Broken Sound Pkwy NW Ste 200, Boca Raton, FL, 33487 - 3575, USA	04/11/2022
Vice President	No	Karen Kosiarek	900 BROKEN SOUND PARKWAY, SUITE 200, Boca Raton, FL, 33487, USA	04/22/2021
Vice President	No	Brent Miller	520 Pike Street, Suite 2600, Seattle, WA, 98101, USA	04/11/2022
Vice President	No	Lisa Van Tassell	1111 Broadway, 6th Floor, Oakland, CA, 94607, USA	04/11/2022
Vice President	No	Lynn McGuire	1340 Treat Blvd, Suite 208, Walnut Creek, CA, 94597, USA	04/11/2022
Vice President	No	Mark Ellard	3504 Lake Lynda Drive, Suite 155, Orlando, FL, 32817, USA	04/11/2022
Vice President	No	Matthew Bardol	1420 Kensington Road, Suite 103, Oak Brook, IL, 60523, USA	04/11/2022
Vice President	No	Melissa Asher	520 Pike Street, Suite 2600, Seattle, WA, 98101, USA	04/11/2022
Vice President	No	Rebecca Daprato	44 Union Blvd, Ste 620, Lakewood, CO, 80228, USA	04/11/2022
Vice President	No	Terry Holman	1420 Kensington Road, Suite 103, Oak Brook, IL, 60523, USA	04/11/2022
Vice President	No	Tom Ramsey	10211 WINCOPIN CIRCLE, Columbia, MD, 21044, USA	04/11/2022

Current Shares

Total Shares: 10000000

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 0411000897

License Details

Name	GEOSYNTEC CONSULTANTS INC
License Number	0411000897
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	9211 ARBORETUM PARKWAY SUITE 200, RICHMOND, VA 23236
Initial Certification Date	2012-01-25
Expiration Date	2024-02-29

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402045360	SHERIDAN, SCOTT KENNETH	Professional Engineer License	Engineering	2024-10-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup build 1,467 (built 2023-02-27 11:28:50).

Entity Information

Entity Information

Entity Name:	H & B Surveying and Mapping, LLC	Entity ID:	S2905604
Entity Type:	Limited Liability Company	Entity Status:	**Active**
Series LLC:	No	Reason for Status:	Active
Formation Date:	04/27/2009	Status Date:	04/27/2009
VA Qualification Date:	04/27/2009	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	N/A
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	HENRICO COUNTY
RA Qualification:	Member of the Virginia State Bar		
Name:	TIMOTHY H GUARE	Registered Office Address:	TIMOTHY H GUARE PLC, 6802 PARAGON PL STE 100, HENRICO, VA, 23230 - 0000, USA

Principal Office Address

Address:	614 MOOREFIELD PARK DRIVE, RICHMOND, VA, 23236 - 0000, USA

Filing History RA History Name History Previous Registrations Protected Series Garnishment Designees Image Request

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DPOR License Lookup License Number 0407005432

License Details

Name	H & B SURVEYING & MAPPING LLC
License Number	0407005432
License Description	Business Entity Registration
Rank	Business Entity
Address	614 MOOREFIELD PARK DR, RICHMOND, VA 23236
Initial Certification Date	2009-05-05
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403002617	HANSON, ALISON WATSON	Land Surveyor License	Land Surveying	2024-01-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup build 1,467 (built 2023-02-27 11:28:50).

DPOR License Lookup License Number 0411001268

License Details

Name	H & B SURVEYING & MAPPING LLC
License Number	0411001268
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	2105 ELECTRIC RD SW STE 103, ROANOKE, VA 24018
Initial Certification Date	2016-03-31
Expiration Date	2024-02-29

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403002929	NASH, JESSICA LEAH	Land Surveyor License	Land Surveying	2024-06-30

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Entity Information

Entity Information

Entity Name:	Kaveree, Inc.	Entity ID:	11291591
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	10/07/2021	Status Date:	11/29/2022
VA Qualification Date:	10/07/2021	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	$50.00
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	FAIRFAX COUNTY
RA Qualification:	Director of the Corporation		
Name:	Sushant Upadhyaya	Registered Office Address:	4002 Dogberry Ln, Fairfax, VA, 22033 - 3247, USA

Principal Office Address

Address:	4002 Dogberry Ln, Fairfax, VA, 22033 - 3247, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	Sushant Upadhyaya	4002 Dogberry Lane, Fairfax, VA, 22033, USA	10/07/2021
President	No	Sushant Upadhyaya	4002 Dogberry Ln, Fairfax, VA, 22033 - 3247, USA	11/29/2022

Current Shares

Total Shares:	25000

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 0407008382

License Details

Name	KAVEREE INC
License Number	0407008382
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	4002 DOGBERRY LANE, FAIRFAX, VA 22033
Initial Certification Date	2022-05-12
Expiration Date	2023-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402051941	UPADHYAYA, SUSHANT	Professional Engineer License	Engineering	2025-07-31

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Entity Information

Entity Information

Entity Name:	On Point Transportation PR LLC	Entity ID:	S7190905
Entity Type:	Limited Liability Company	Entity Status:	**Active**
Series LLC:	No	Reason for Status:	Active
Formation Date:	12/08/2017	Status Date:	01/11/2019
VA Qualification Date:	12/08/2017	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	N/A
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Individual	Locality:	CHESAPEAKE CITY
RA Qualification:	Member of the Virginia State Bar		
Name:	CHRISTOPHER DAVIS	Registered Office Address:	555 Belaire Ave Ste 340, CHESAPEAKE, VA, 23320 - 4686, USA

Principal Office Address

Address:	5269 GREENWICH ROAD, SUITE 101, VIRGINIA BEACH, VA, 23462 - 0000, USA

Entity Information

Entity Information

Entity Name:	PROFESSIONAL SERVICE INDUSTRIES, INC.	Entity ID:	F0449829
Entity Type:	Stock Corporation	Entity Status:	**Active**
Series LLC:	N/A	Reason for Status:	Active and In Good Standing
Formation Date:	N/A	Status Date:	03/09/2017
VA Qualification Date:	02/23/1984	Period of Duration:	Perpetual
Industry Code:	0 - General	Annual Report Due Date:	N/A
Jurisdiction:	DE	Charter Fee:	$0.00
Registration Fee Due Date:	Not Required		

Registered Agent Information

RA Type:	Entity	Locality:	RICHMOND CITY
RA Qualification:	BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA		
Name:	CORPORATION SERVICE COMPANY	Registered Office Address:	100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address:	545 E Algonquin Rd, Arlington Heights, IL, 60005 - 4376, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	Colm Deasy	545 E ALGONQUIN RD, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	02/21/2023
Chief Financial Officer	Yes	Rathin Grover	200 Westlake Park Blvd, Suite 400, Houston, TX, 77079, USA	02/21/2023
Secretary	Yes	TODD ANDREWS	545 E ALGONQUIN RD , ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	02/21/2023
	Yes	Amanda Bellgardt	4700 Broadmoor SE, Kentwood, MI, 49512, USA	02/21/2023

Current Shares

Total Shares:	100

Filing History RA History Name History Previous Registrations Garnishment Designees Image Request

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DPOR License Lookup License Number 0411000149

License Details

Name	PROFESSIONAL SERVICE INDUSTRIES INC
License Number	0411000149
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	2930 ESKRIDGE RD SUITE A, FAIRFAX, VA 22031
Initial Certification Date	1997-08-06
Expiration Date	2024-02-29

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402045542	OLANDER, CURTIS VAN	Professional Engineer License	Engineering	2024-11-30
0402057088	SMITH, JEFFREY EDWARD	Professional Engineer License	Engineering	2025-06-30
0402040880	NAYEEM, NASEER	Professional Engineer License	Engineering	2025-05-31
0402052227	RAHMAN, AMINUR	Professional Engineer License	Engineering	2024-06-30
0402028122	RIAHI, HAMID M	Professional Engineer License	Engineering	2023-12-31

Showing 1 to 5 of 5 entries

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DPOR License Lookup License Number 0402031057

License Details

Name	KHAN, SYED R
License Number	0402031057
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHANTILLY, VA 20152
Initial Certification Date	1997-05-01
Expiration Date	2025-07-31

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DPOR License Lookup License Number 0402055370

License Details

Name	MYERS, JUSTIN KEITH
License Number	0402055370
License Description	Professional Engineer License
Rank	Professional Engineer
Address	HUNT VALLEY, MD 21030
Initial Certification Date	2016-01-07
Expiration Date	2024-01-31

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Appendix 3.3.1

Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Bobby Abernathy, Owner/President**

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

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

d. Employment History: With this Firm **52** Years With Other Firms **0** Years

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

Abernathy Construction Corporation

Start Date: April 1971 End Date: Present Position: Owner/President

Responsibilities: Bobby provides personal oversight and direction throughout all stages of the design-build life cycle, producing high-quality outcomes on construction projects. As a sole proprietor, he excels in management and leadership of people, equipment, and project delivery. Originally a bridge builder, Bobby expanded the firm to include roadway construction in the mid 1980's, integrating both road and bridge construction into one company which self-performs all bridge, structural, civil, and roadway construction. He is responsible for day-to-day operations and oversees all activities related to meeting the schedule and adhering to the budget, managing change orders, and overseeing contract administration. He has directly overseen the successful completion of over 17 bridge projects in the Fredericksburg District since 2000. Additional responsibilities include preparing proposals, developing subcontractor relationships and contracts, resolving claims or disputes, determining project feasibility, assigning work, and finalizing document controls—all in support of bridges, roadway, and utility construction projects. Working closely with all stakeholders, owners' representatives, and design staff, Bobby ensures effective communication for the entire team. ***His keen eye for safe, alternative, and cost-saving solutions provides added value for this family-owned and administered company.***

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Randolph Macon College, Ashland, Virginia / 1968-1971/Physics
University of Richmond, Richmond, Virginia / 1966-1968/Physics
Various Accredited Coursework in Computer Education, Safety, and CPM Scheduling

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
NCCCO Certified Operator/#1508117076R/Expires 08/2025

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

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

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

VDOT – Route 205 over Mattox Creek Bridge Replacement, Westmoreland County, VA ($5.8M)

Project Role: Senior Project Manager	**With Current Firm?** Yes
Beginning Date: 05/2014	**End Date**: 05/2016

Specific Responsibilities: Bobby was responsible for the management of every aspect of this project, including: estimating, proposal/bid development, subcontractor coordination, VDOT communication, scheduling crews, ordering/furnishing materials, and everyday construction management to ensure the project was completed ahead of schedule and in complete conformance with all contract documents. The project involved the replacement of the Route 205 bridge and approaches at Mattox Creek (tidal), with a new three span bridge with 29" Bulb-T beams. The two piers were on 24" precast piles. Approach roadway was built utilizing lightweight aggregate and permanent sheet pile walls. Bobby supervised all work, including direct supervision of concrete deck placement. The project required relocation of power poles. Under Bobby's supervision, **Abernathy** crews set and drove caisson and filled 75% with sand. Bobby coordinated contract negotiations with C.W. Wright, the utility contractor for Dominion, to complete the utility contract (pulling the lines) to allow construction of phase two of the bridge. His team fast-tracked construction and completed the project a month and a half ahead of schedule.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

• On-Time/Ahead of Schedule	• Constrained Project Area	• Complex Staging TMP-MOT
• Jointless Bridge Demo/Replacement	• Environmental Restrictions/Mitigation	• Temporary Signals
• Bridge Scour Protection	• Safety Improvements	• Utility Coordination
• Roadway Embankment Fills	• Drainage/Storm Drain Systems	• Stakeholder Coordination

VDOT – Route 621/680 Bridge Replacement Bundle, Isle of Wight County, VA ($1.8M)

Project Role: Senior Project Manager	**With Current Firm?** Yes
Beginning Date: 04/2016	**End Date**: 01/2017

Specific Responsibilities: Bobby was responsible for the management of every aspect of this project, including: estimating, proposal/bid development, subcontractor coordination, VDOT communication, scheduling crews, ordering/furnishing materials, and everyday construction management to ensure the project was completed ahead of schedule and in complete conformance with all contract documents. The project involved constructing the replacement of two single-span bridges on Route 621 and Route 680. The bridges were built concurrently under the same contract. The bridges were on 16" concrete piles with voided slab beams. This project was one of the first in Virginia to use engineered cementitious composite concrete (ECCC). Bobby worked with local ready-mix producers to meet new specifications released by VDOT for ECCC before approved bagged product was even available commercially. Due to the confined space for construction access, Bobby's crews used two cranes to construct the bridges. The team set the larger of the two cranes on the interior of the two bridges so that it could travel back and forth between the bridges for piling operations and slab placement. Despite unforeseen challenges, such as Hurricane/Tropical Storm Matthew sweeping through the area in October 2016, his team completed the bridge replacements five months ahead of schedule.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Ahead of Schedule
- Concurrent Bridge Demo/Replacement
- Bridge Scour Protection
- Environmental Restrictions/Mitigation
- Roadway Embankment Fills
- Safety Improvements
- Drainage/Storm Drain Systems
- Complex Staging TMP-MOT
- Stakeholder Coordination

VDOT – Route 632 over Harrison Creek Bridge Replacement, King William County, VA ($1.1M)

Project Role: Senior Project Manager	**With Current Firm?** Yes
Beginning Date: 10/2019	**End Date**: 07/2020

Specific Responsibilities: Bobby was responsible for the management of every aspect of this project, including: estimating, proposal/bid development, subcontractor coordination, VDOT communication, scheduling crews, ordering/furnishing materials, and everyday construction management to ensure the project was completed ahead of schedule and in complete conformance with all contract documents. The project involved constructing the replacement of the Route 632 bridge over Harrison Creek with a new 59 LF single-span bridge. Bobby supervised all work, including cofferdam construction to allow for instream work in the dry, as well as construction of a temporary diversion channel. His team installed two non-erodible interlocking steel PZ35 sheet pile cofferdams to allow for the demolition of the existing abutments, the installation of the rip rap slope protection, the installation of the steel HP12x53 piles, and the construction of the new abutments. The cofferdams allowed crews to work in the dry with minimum impacts to the flow of Harrison Creek. **Abernathy** used one crane on one abutment to reach and service entire project. Bobby's crews utilized the approach fill as the crane pad. Once the abutments were complete, the cofferdam was removed, and the superstructure was completed. During construction of the superstructure, the large crane was removed, allowing for the roadway approach to be constructed so the roadway items could be completed in conjunction with the superstructure. Bobby met with a local farmer to communicate access across the existing bridge to fields in need of planting/harvesting. **Abernathy** earned a perfect CQIP score on this project and Bobby received a letter of commendation from Bill Collins, VDOT CM, praising the **Abernathy** team for a job well done. Under Bobby's supervision, **Abernathy** completed this project two months ahead of schedule. The project included an early completion clause in the special provision and by finishing two months early, **Abernathy** earned the maximum early completion incentive.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Ahead of Schedule
- Jointless Bridge Demo/Replacement
- Bridge Scour Protection
- Roadway Embankment Fills
- Constrained Project Area
- Environmental Restrictions/Mitigation
- Safety Improvements
- Drainage/Storm Drain Systems
- Complex Staging TMP-MOT
- Stakeholder Coordination

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Syed Khan, PE, CCM, DBIA, Director of Design-Build Services and Special Projects**

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

c. Name of the Firm with which you are employed at the time of submitting SOQ.: **CES Consulting, LLC**

d. Employment History: With this Firm **10** Years With Other Firms **31** Years

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

CES Consulting, LLC

Start Date: June 2013 End Date: Present Position: Director of Design-Build Services and Special Projects

Responsibilities: Syed manages QA, QC, and OIA services and project controls services for alternative delivery projects in the Mid-Atlantic region. He develops and updates QA/QC plans and monitors compliance; conducts QA audits of the design and construction QA/QC plan; manages QA inspection and testing; approves materials testing reports; identifies and resolves non-compliant work and testing results; certifies compliance to contract requirements; leads preparatory inspection meetings; coordinates witness and hold points; prepares QA reports and NCRs; maintains non-conformance logs, deficiency logs, and project testing /frequencies Materials Notebook; and generates punch lists and verifies completion. In addition, Syed conducts business development and project management for projects in Virginia, the District of Columbia, and Maryland.

Aldar and WSP

Start Date: January 2007 End Date: December 2013 Position: Area Construction Engineer

Responsibilities: Syed was responsible for the QA services for $500 million UAE DB projects and construction of 15 miles of roads/bridges, surface parking lots, and multi-level parking structures.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
State University of New York, Buffalo, New York / MS/1989/Construction Management
NED University of Engineering and Technology, Pakistan / BS/1981/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1997/Registered Professional Engineer/VA Registration #0402031057
2015/Design-Build Institute of America (DBIA) Designated Design-Build Professional/#141565
2015/Certified Construction Manager (CCM)/#1669925

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

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

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

VDOT – I-66 Eastbound Widening Inside the Beltway Design-Build, Fairfax and Arlington Counties, VA ($87M)

Project Role: Quality Assurance Manager	**With Current Firm?** Yes
Beginning Date: 01/2018	**End Date**: 10/2021

Specific Responsibilities: Syed managed QA services for the widening and improvements along a four-mile segment of I-66 from the Dulles Connector Road to Fairfax Drive (Exit 71) to reduce bottleneck congestion and accidents. The major components of this DB project included adding a new through lane; widening and rehabilitating nine bridges and constructing a new bridge; ramp modifications at two exits; a new ramp connection to the West Falls Church Metrorail Station from Route 7; ITS upgrades; and local street improvements. Bridge rehabilitations included three single-span bridges (80', 83',and 144'-long); a 154'-long two-span bridge; four three-span bridges (169', 169', 224', and 226'-long); a 353'-long five-span bridge requiring jacking and pier relocation; and a new 623'-long, six-span, steel-girder pedestrian bridge carrying the W&OD Trail over Route 29. Bridge widening involved demolition of decks, removal of parapets, bridge jacking, pier relocations to remove conflicts with future I-66 HOT lanes, and construction of noise barrier walls. The bridges were widened over roadways and waterways. Syed managed QA inspection, testing, documentation, and agency coordination services. These services involved coordinating inspection activities among QC, QA, and OIA inspection teams; managing QA inspections; overseeing QC inspections; monitoring the schedule and budget; providing input on design and constructability issues; conducting quarterly audits of QC records; confirming compliant QA documentation including the Materials Book; reviewing and approving monthly payments; and more. Syed proactively resolved design and field issues. For example, he found an issue with the phasing of the drainage installation. The plans eliminated a drainage structure before the new one could be installed, which would have caused major flooding on EB

I-66. He recommended a minor adjustment to the sequencing and modification to the existing drainage structure (manhole), which allowed it to remain operational until the new drainage structure was installed. This practical solution prevented flooding on I-66 without cost or schedule impacts. Due to Syed's leadership, QA services received a CQIP score of 96.3%, and in a performance evaluation, received 'Exceeded Expectations' in two categories (Construction QA/QC Plan and Inspection).

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time DB Delivery
- Hydraulics/Drainage/ESC
- Roadway Embankment Fills
- Bridge Rehabilitation
- Geotechnical/Foundation Design
- Safety Improvements
- Complex Staging TMP-MOT
- Environmental Mitigation
- Utility Coordination
- Stakeholder Coord./Pub. Outreach

Loudoun County DTCI – Northstar Boulevard Extension Phase II Design-Build, Loudoun County, VA ($48.5M)

Project Role: Quality Assurance Manager	**With Current Firm:** Yes
Beginning Date: 04/2022	**End Date**: Present (11/2024 Est.)

Specific Responsibilities: Syed manages QA services for a DB project involving design and construction of a new, 1.6-mile, four-lane, median-divided segment of Northstar Boulevard including a new two-span bridge with drilled shafts, steel girders, and concrete deck over Broad Run. The project includes relocating gas, water, sanitary sewer, and power lines. Syed drafted the QA plan and manages QA inspections, materials testing, and documentation; conducts audits of QC records; holds preparatory inspection meetings; monitors schedule and budget; resolves field issues and non-compliant work; and confirms corrective actions. There are nearby residential and data center projects under construction as well as a Microsoft facility which require close coordination. Syed and the contractor coordinate activities with adjacent construction projects and the County representatives. The project has constraints related to endangered species mating season from January through April. Syed is at the forefront of coordinating the construction activities with the contractor and related government agencies. The completed project will be absorbed into the VDOT roadway system and thus, all work is carried out per VDOT standards and specifications, and QA/QC testing follows the VDOT DB QA/QC requirements.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- DB Delivery
- Bridge Construction
- Bridge Scour Protection
- Roadway Embankment Fills
- Environmental Compliance
- Safety Improvements
- Staging TMP-MOT
- Geotechnical/Foundation Design
- Hydraulics/Drainage/ESC
- Utility Coordination
- Stakeholder Coord./Pub. Outreach

FHWA EFLHD – George Washington Parkway, Fairfax, VA ($161M)

Project Role: Senior QC Manager	**With Current Firm?** Yes
Beginning Date: 12/2022	**End Date**: Present (06/2024 Est.)

Specific Responsibilities: The National Park Service (NPS), in partnership with the FHWA, is rehabilitating 7.6 miles of the George Washington Parkway (from Spout Run Parkway to I-495), and is rehabilitating and widening 10 bridges spanning waterways and roadways. The QC Manager role for FHWA contracts is a hybrid QA/QC role in that the QC Manager is responsible for reviewing and approving C-25s, the materials book, deficiencies, and NCRs. Construction involves modifying the Route 123 interchange; replacing the asphalt pavement; reconstructing the Route 123 interchange; extensive erosion and sediment control around waterways, including cofferdams, sheeting/shoring and hazardous materials containment, repairing stormwater management systems; reconstructing stone walls and roadside barriers; rehabilitating the historic overlooks; and lengthening entrance and exit lanes at some interchanges. Syed wrote the QC Plan and oversees QC activities. Syed also reviews submittals for conformance to the contract, reviews materials documentation, resolves deficiencies and NCRs, and coordinates documentation approvals from NPS and FHWA. He leads the preparatory meetings, established project controls, and coordinated with the testing laboratory. He established documentation baselines for tree removal and recording of historic monuments and other historical items.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- QC Management
- Bridge Rehabilitation
- Bridge Scour Protection
- Roadway Embankment Fills
- Environmental Compliance
- Safety Improvements
- Complex Staging TMP-MOT
- Geotechnical/Foundation Design
- Hydraulics/Drainage/ESC
- Utility Coordination
- Stakeholder Coord./Pub. Outreach

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Justin Myers, PE, DBIA, Vice President**

b. Project Assignment: **Design Manager**

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

d. Employment History: With this Firm **11** Years With Other Firms **14** Years

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

Wallace Montgomery

Start Date: August 2012 End Date: Present Position: Vice President-Structures

Responsibilities: Justin offers over 25 years of bridge and highway structure experience, including the last ten years as a Design Manager for a wide range of design-bid-build (DBB) and design-build (DB) projects involving bridge replacement and rehabilitation. He successfully coordinates work among all disciplines, expedites long lead items, tracks production and billing, and ensures QA/QC policies are followed to provide a design in conformance with Contract Documents. He oversees production including design and plan preparation, and the review of working plans and shop drawings. Justin has completed projects involving the design and rehabilitation of steel and concrete beam bridges, concrete culverts, retaining walls, and other transportation related structures. He manages and performs detailed analyses, load ratings, and construction phase services; knows the latest AASHTO LRFD bridge design specifications including VDOT modifications; and is very familiar with the VDOT Bridge Manual, IIM's, standards, and specifications. Justin minimizes risks and resolves potential constructability issues during design. He serves as a practice leader for accelerated bridge construction (ABC) projects, focusing on minimizing right-of-way (ROW), utility, and environmental resource impacts through innovative concepts and practical means and methods. Using innovative techniques like prefabricated bridge elements, he limits impact to the motorists and the community, allowing projects to be completed on a fast-track schedule. ***Justin offers a great understanding in managing multi-disciplined projects and can anticipate potential design pitfalls, while maintaining project objectives and critical paths.***

Wagman Heavy Civil, Inc.

Start Date: February 2006 End Date: August 2012 Position: Construction Engineer

Responsibilities: Justin performed construction project management and estimating routine and complex bridges, culverts, noise walls, and retaining walls on both DBB and DB projects. Justin served as part of a management team responsible for over $200 million in construction operations. He oversaw production, schedules, equipment usage, staff allocation, and tracked project performance. He led efforts to coordinate with the Engineer of Record in modifying designs based on field conditions. Justin also managed construction activities related to dismantling and removing portions of existing structures, installing foundation structures, handling and erecting bridge girders, and performing multiple superstructure and substructure repairs.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Maryland, College Park, Maryland / MS/2004/Civil Engineering
West Virginia University, Morgantown, West Virginia / BS/1998/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2016/Registered Professional Engineer/VA Registration #0402055370
2017/Design-Build Institute of America (DBIA) Designated Design-Build Professional/D-2314

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

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

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

Lycoming County – Lycoming County Bridge Bundling, Lycoming County, PA ($6.9M)	
Project Role: Design Manager	**With Current Firm?** Yes
Beginning Date: 07/2021	**End Date**: Present

Specific Responsibilities: Justin serves as the **WM** Design Manager leading efforts, as a subconsultant to Bassett Engineering, for the preliminary design, final design, and construction phase services related to the Lycoming County Bridge Bundling Program. The project consists of providing professional engineering services to design the replacement of 17 bridges in Lycoming County that are owned by local municipalities. Justin oversaw the engineering analysis and design; development of sketches of structural components for incorporation into construction plans; performed a QA/QC

check of the structural construction plans; assisted with questions during the bid phase; oversaw shop drawing reviews; and resolves construction questions. Justin led the design of the new superstructure and substructure for the replacement of the Upper Bodines Road 45'-long, single span bridge in Lewis Township. He oversaw the rehabilitation of T-541 (Old Cement Road) over Tules Run in Fairfield Township, including design of prestressed concrete fascia beams and developing bridge deck waterproofing details; providing a load rating summary; as well as designing the bridge bearings, connection details, and guiderail that conforms to PennDOT Standard BD-609M. Justin oversaw the rehabilitation of Gap Road bridge in Washington Township, including the design of prestressed concrete beams, design of the bridge deck and parapets, providing a load rating summary, and design of the bridge bearings. He oversaw the design for the culvert replacements for both Wilson Street over Pfouts Run in the Jersey Shore Borough and Sheridan Street over McClures Run in Loyalsock Township. Both replacements included the design of a new, 8'x8' concrete box culvert, and development of minor structural details, as required.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Budget
- Delivering Multiple Concurrent Projects
- Geotechnical/Foundation Design
- Bridge Demolition/Construction
- Environmental Mitigation
- Hydraulics/Drainage/ESC
- Bridge Scour Protection
- Safety Improvements
- Utility Coordination
- Roadway Embankment Fills
- Complex MOT
- Stakeholder Coord./Pub. Outreach

SHA – US 113 Dualization (Phase 4) Design-Build, Worcester County, MD ($51M)

Project Role: Structural Design Manager	**With Current Firm?** Yes
Beginning Date: 07/2017	**End Date**: 10/2019

Specific Responsibilities: Justin served as Structural Design Manager on this project to partially realign and provide safety and traffic operation upgrades along 4.5 miles of US 113 (Worcester Highway). The project included culvert replacements, constructing a new bridge, implementing the closed and open drainage systems, establishing stormwater management (SWM) facilities, preparing phased erosion and sediment control (ESC) design, and performing landscaping. Justin was responsible for designing and preparing contract plans to construct a 70'-span prestressed concrete slab bridge over Purnell Branch and to replace four culverts. He incorporated practical design techniques by widening an existing three-span concrete rigid frame with a single-span prestressed-concrete slab panel bridge on concrete bent cap abutments supported by steel pipe piles and steel sheet piles. The design approach simplified and reduced construction duration, minimized environmental impacts, and minimized mobility impacts and cost. He also collaborated with the Owner and contractor to replace two proposed retaining walls with Reinforced Soil Slope systems to reduce impacts to the adjacent wetlands, expedite construction of the widened roadway, and provide cost savings to the project. For each of the structure locations, Justin helped lead efforts to facilitate and incorporate the highway and drainage, geotechnical, SWM, ESC, maintenance of traffic, and environmental permitting aspects into the design, while also ensuring that the proposed structure work could be efficiently and safely constructed to meet the project goals and stay ahead of schedule.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- DB Delivery On-Time/Budget
- Delivering Multiple Concurrent Projects
- Geotechnical/Foundation Design
- Bridge Demolition/Construction
- Innovative Solution to Reduce Impacts
- Hydraulics/Drainage/ESC
- Bridge Scour Protection
- Safety Improvements
- Utility Coordination
- Roadway Embankment Fills
- Complex Staging TMP-MOT
- Stakeholder Coord./Pub. Outreach

SHA – MD 254 over Neale Sound, Charles County, MD ($13M)

Project Role: Design Manager	**With Current Firm?** Yes
Beginning Date: 11/2015	**End Date**: 12/2020

Specific Responsibilities: Justin served as Design Manager for the preliminary and final design to replace an existing bridge with a new seven span, 575' long bridge over navigable water on a new alignment. He managed and oversaw all civil and highway support services for this project to support the bridge design that was completed by SHA's in-house forces. Work included alternative alignment studies; preliminary and final design; ESC design for staged construction; SWM design for two environmental site design facilities (concept, site development, and final approval); traffic engineering; environmental permitting including JPA and Critical Area Commission coordination; decorative pedestrian lighting; signing and pavement marking design; and navigational lighting design. He conducted an independent peer review of the bridge design and performed the load rating of the new bridge. He also provided assistance with constructability reviews and provided complete Phase V services, including shop drawings reviews, consultation, and responding to RFIs. The project involved construction of the bridge on a shifted alignment, that allowed the existing bridge to be used for maintaining traffic, which was critical as the bridge served as the single point of access to/from Cobb Island. Project included consideration for climate change and sea-level rise.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Budget
- Innovative Solution to Reduce Impacts
- Hydraulics/Drainage/ESC
- Bridge Demolition/Construction
- Safety Improvements
- Utility Coordination
- Bridge Scour Protection
- Complex Staging TMP-MOT
- Stakeholder Coord./Pub. Outreach
- Roadway Embankment Fills
- Geotechnical/Foundation Design

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Jeffrey Abernathy, Vice President**

b. Project Assignment: **Construction Manager**

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

d. Employment History: With this Firm **30** Years With Other Firms **0** Years

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

Abernathy Construction Corporation

Start Date: June 1993 End Date: Present Position: Vice President/Construction Manager/Superintendent

Responsibilities: Jeffrey is responsible for the coordination and management of staffing projects, documenting job progress, ensuring quality construction, mentoring, schedule development, schedule adherence, resource allocation, OSHA compliance, environmental sanctioning compliance, and coordination with subcontractors. He coordinates with VDOT and local jurisdictions to meet project goals and objectives while constructing projects in accordance with the Contract Documents. Jeffrey earned the first environmental excellence commendation from Bob Pickett before the C107 program. He is repeatedly sought out by industry members and VDOT for constructability/"how to"/"what if" insight. ***Jeffrey's cofferdams have been used as the industry standard best and also as State's evidence on how to properly build a cofferdam. Jeffrey has consistently achieved high CQIP scores (96+), earning letters of gratitude from his counterparts in VDOT.***

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Bridgewater College, Bridgewater, Virginia / BS/1993/Business Administration
Chesapeake Marine Training Institute, Hayes, Virginia / 1996

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
VDOT Erosion and Sediment Control Contractor Certification (ESCCC)/#1-03586/Expires 10/2027
NCCCO Certified Lift Director and Operator/#444154317/Expires 08/2025 (Operator); 02/2028 (LD)
Jeffrey will obtain a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to the commencement of construction.

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

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

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

VDOT – Route 205 over Mattox Creek Bridge Replacement, Westmoreland County, VA ($5.8M)

Project Role: Construction Manager	**With Current Firm?** Yes
Beginning Date: 05/2014	**End Date**: 05/2016

Specific Responsibilities: Jeffrey served as Construction Manager on this project that involved the replacement of the Route 205 bridge and approaches at Mattox Creek (tidal), with a new three span bridge with 29" Bulb-T beams. The two piers were on 24" precast piles. The approach roadway was built utilizing lightweight aggregate and permanent sheet pile walls. The project included a 10" force main sewer bored under Mattox Creek (1,200' approximately). Jeffrey coordinated and assisted for movement and access of overhead power lines. The original plan included building phase one of the bridge, waiting two months to move the overhead power line, and building phase two once the power line was moved. Through Jeffrey's planning and coordination with Dominion, the team was able to move the power line in conjunction with phase one construction with a result of no loss of time from transition of phase one to phase two. The project included light weight aggregate fill contained by sheet pile in the tidal marsh. It involved two-phase traffic by use of portable stop light hardwired to dedicated electric service. Jeffrey met with the County of Westmoreland and Town of Colonial Beach to design the stop light and how to interact with the stop light allowing emergency vehicle control of the light. The light was designed so that he could monitor/troubleshoot/control the light from anywhere with his laptop. Jeffrey implemented time-saving measures, including redesigning pile caps to allow for precast cap. Jeffrey ensured project conformance to all plans, specifications, standards in worker safety, environmental regulation, traveling public, and final product as required by VDOT. Jeffrey regularly met with all levels of the construction team (inspectors, CM, ACE, and designers) to discuss and coordinate project schedules, updates, material acceptances, and conformance to plans and specifications. His team fast-tracked construction and completed the project a month and a half ahead of schedule.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Ahead of Schedule
- Jointless Bridge Demo/Replacement
- Bridge Scour Protection
- Roadway Embankment Fills
- Constrained Project Area
- Environmental Restrictions/Mitigation
- Safety Improvements
- Drainage/Storm Drain Systems
- Complex Staging TMP-MOT
- Temporary Signals
- Utility Coordination
- Stakeholder Coordination

VDOT – Route 621/680 Bridge Replacement Bundle, Isle of Wight County, VA ($1.8M)

Project Role: Construction Manager	**With Current Firm?** Yes
Beginning Date: 04/2016	**End Date**: 01/2017

Specific Responsibilities: Jeffrey served as Construction Manager on this project that involved the replacement of two single-span bridges on Route 621 and Route 680. The bridges were built concurrently under the same contract. The bridges were on 16" concrete piles with voided slab beams. Jeffrey was responsible for ensuring project conformance to all plans, specifications, standards in worker safety, environmental regulation, traveling public, and final product as required by VDOT. Jeffrey regularly met with all levels of the construction team (inspectors, CM, ACE, and designers) to discuss and coordinate project schedules, updates, material acceptances, and conformance to plans and specifications. Despite unforeseen challenges, such as Hurricane/Tropical Storm Matthew making its way through the area in October 2016, his team completed the bridge replacements five months ahead of schedule.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Ahead of Schedule
- Concurrent Bridge Demo/Replacement
- Bridge Scour Protection
- Environmental Restrictions/Mitigation
- Roadway Embankment Fills
- Safety Improvements
- Drainage/Storm Drain Systems
- Complex Staging TMP-MOT
- Stakeholder Coordination

VDOT – Route 632 over Harrison Creek Bridge Replacement, King William County, VA ($1.1M)

Project Role: Construction Manager	**With Current Firm?** Yes
Beginning Date: 10/2019	**End Date**: 07/2020

Specific Responsibilities: Jeffrey served as Construction Manager on this project that involved constructing the replacement of the Route 632 bridge over Harrison Creek with a new 59 LF single-span bridge. The work included cofferdam construction to allow for in-stream work in the dry. His team installed two non-erodible interlocking steel PZ35 sheet pile cofferdams to allow for the demolition of the existing abutments, the installation of the rip rap slope protection, the installation of the steel HP12x53 piles, and the construction of the new abutments. The cofferdams allowed crews to work in the dry with minimum impacts to the flow of Harrison Creek. Jeffrey was responsible for ensuring project conformance to all plans, specifications, standards in worker safety, environmental regulation, traveling public, and final product as required by VDOT. Jeffrey regularly met with all levels of the construction team (inspectors, CM, ACE, and designers) to discuss and coordinate project schedules, updates, material acceptances, and conformance to plans and specifications. Bill Collins, the VDOT CM, sent a letter to Bobby Abernathy noting Jeffrey's professionalism, knowledge, and partnership to the entire team was the primary result for the perfect CQIP score and the ongoing quality of the project. He stated, ***"Jeffrey is the reason this project, as with other projects in the District, have gone very well for the Department."*** His team completed this project two months ahead of schedule.

Similarities to Fredericksburg District Bridge Bundling Design-Build:

- On-Time/Ahead of Schedule
- Jointless Bridge Demo/Replacement
- Bridge Scour Protection
- Roadway Embankment Fills
- Constrained Project Area
- Environmental Restrictions/Mitigation
- Safety Improvements
- Drainage/Storm Drain Systems
- Complex Staging TMP-MOT
- Stakeholder Coordination

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

County of Henrico – Parham Road over CSX Steel Repairs, Construction Manager/Superintendent, Expected Completion Date – December 2023; City of Colonial Heights – Lake View Dam Repairs, Construction Manager/Superintendent, Expected Completion Date – February 2024; VDOT Fredericksburg – On-Call Pile Driving Services, Construction Manager/Superintendent/Operator, Expected Contract Expiration – August 2025

Appendix 3.4.1

Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Route 621 & Route 680 Bridge Replacement Bundle** Location: **Isle of Wight County, VA**	Name: **HDR Engineering (Route 621)** **Saeed Associates (Route 680)**	Name of Client/ Owner: **VDOT** Phone: **757.705.3797** Project Manager: **Paul S. Moose (ACE)** Phone: **757.705.3797** Email: **paul.moose@vdot.virginia.gov**	**06/2017**	**01/2017**	**$1,776**	**$1,806** (Due to material overruns)	**$1,806**

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

Similarities to Fredericksburg District Bridge Bundling Design-Build

+ Multiple Bridge Reconstructions
+ Rural Location(s) in Virginia
+ Bridges over Waterways
+ Bridge Demolition/ Replacement in Constrained Project Area
+ Roadway Embankment Fills
+ Bridge Scour Protection
+ Environmental Restrictions
+ Safety Improvements
+ Drainage/Storm Drain Systems
+ Complex Staging TMP-MOT
+ Stakeholder Coordination

Abernathy's Role:

+ Overall Project Management
+ Bridge Demolition
+ Bridge Construction
+ Environmental Coordination

Similar Proposed Staff:

Bobby Abernathy (Abernathy) | Jeffrey Abernathy (Abernathy)

Project Narrative and Scope

Abernathy Construction Corporation (**Abernathy**) served as VDOT's prime contractor for the replacement of two single-span bridges in rural areas of Isle of Wight County, VA. The bridges were built concurrently under the same contract:

- Route 621 over Passenger Swamp
- Route 680 over Stallings Creek

The Route 621 bridge consisted of prestressed box beams of 77' in length. The Route 680 bridge consisted of prestressed concrete slab beams of 50' in length. Once the substructure was complete on the Route 680 bridge, **Abernathy** set deck slabs, completed the superstructure, and opened the bridge to traffic while simultaneously completing the Route 621 bridge. Both bridges were supported by 16" concrete piles with voided slab beams. It is notable that these bridges were the first bridges specified with stainless steel prestressed tendon precast pile performed in Virginia. The scope of work on this project similar in nature to the Fredericksburg District Bridge Bundle included:

- Construction of two bridges over water
- Construction with concrete slab beams (Route 614)
- Roadway Embankment Fills (Route 17 NB and Route 695)
- Construction of cofferdams for in-stream work
- Pile driving
- Environmental permitting compliance
- Maintenance of traffic for detoured traffic (Route 17 NB, Route 205, Route 695)

This project was completed concurrently with the Route 722 over Mattaponi River project in the Fredericksburg District, demonstrating **Abernathy**'s ability to manage labor, materials, and equipment resources across multiple active sites—a key experience requirement for the successful completion of a Design-Build Bridge Bundle.

Specific project materials included:

- 64 CY of Concrete
- 510 TN of Class I Rip Rap
- 16 Prestressed Concrete Slabs/Box Beams
- 969 LF of 16" Prestressed Concrete Piles
- 6,640 Lbs. of Steel

On-Time Completion

The water crossings were designed utilizing stainless steel tendons in the precast piling, a first in Virginia. Due to material availability, **Abernathy** faced a 16-week lead time for these critical materials at the outset of the project. **Abernathy** planned their work around this long-lead item, preparing the sites and avoiding immediate road closures while awaiting the materials. In addition to the material lead time, Hurricane Matthew made landfall during construction and caused flooding of the waterways. **Abernathy** was able to provide the resources and management necessary to recover the project schedule and complete the project nearly five months ahead of schedule, earning a $68,000 incentive.

Innovative Design Solutions & Construction Techniques

Abernathy used innovative construction techniques to deliver a high quality project ahead of schedule by:

- "Grouting" Sheer Keys of Beams: This project was one of the first in Virginia to use engineered cementitious composite concrete (ECCC). **Abernathy** worked with local ready-mix producers to meet new specifications released by VDOT for ECCC before approved bagged product was even available commercially. Using ECCC allowed **Abernathy** to grout the shear keys with a material with flexural properties and corrosion resistance far superior to conventional grout. The successful use of this material is a testament to **Abernathy**'s high quality bridge construction practices.
- Site Planning for Maximum Crane Efficiency: **Abernathy** used two cranes to construct the bridges, setting the larger of the two cranes between the two bridges so that it could work piling operations, abutment construction, and slab placement for both bridges without disassembly and remobilization. The second crane was set on the outside of Route 621 so it could service the cofferdam and concrete operations while assisting other operations. This configuration allowed **Abernathy** to maximize production by driving piles on one bridge while awaiting the required restrike period on the other.

Mitigation of Risks Similar to those Identified for Fredericksburg Bridge Bundling Design-Build

- Environmental Permitting: This project involved time of year restriction (TOYR) for bats. **Abernathy** worked with VDOT's Hampton Roads District environmental team to perform a bat study and only selectively cleared/pruned trees adjacent to the Route 621 bridge during the allowable timeframe identified in TOYR. For the Route 680 bridge, **Abernathy** was able to avoid all clearing operations by meticulously planning the crane positioning and operations to utilize the existing roadway space. This included planning the positioning to allow reach to both abutments without remobilization.
- Construction Access: The Route 680 bridge approach was severely constrained by limitations on tree clearing in the project area. To mitigate this issue, **Abernathy** utilized their own properly sized crane to reach both abutments without requiring repositioning. To facilitate this approach, **Abernathy** developed a sequence that first prepared the bridge approach fill for use as a crane pad. Overhead, **Abernathy** identified specific limbs for highly selective clearing to allow crane operation without TOYR impacted clearing. Furthermore, during construction Hurricane Matthew made landfall in the project area, bringing with it substantial precipitation and flooding. **Abernathy**'s water-tight cofferdams were put to the test and withstood the flood conditions, allowing work to continue despite the waterways being at flood stage.
- Maintaining Access to Surrounding Community: When initially designed, the two bridges featured intersecting detour plans. Roadway users using the Route 621 bridge would potentially find themselves on a detour that led them to the closed Route 680 bridge. **Abernathy** observed this conflict between the detour planning and construction sequence and developed a modified conformed detour plan that enabled seamless construction of both bridges while motorists were properly detoured.

Limiting Impacts to the Traveling Public and Affected Communities

As described in the section above, **Abernathy** corrected a flaw in the project detour plan that had not considered the routing of detours against the sequence of construction. The result was one detour leading to the other closed bridge and vice versa. **Abernathy** also recognized the benefit to motorists of modifying the detours to take advantage of the completed construction on the first bridge. Therefore, once the first bridge completed, the detour plan was modified to utilize the completed construction, reducing the overall detour length and impacts to motorists.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Route 205 over Mattox Creek Bridge Replacement** Location: **Westmoreland County, VA**	Name: **Parsons Brinkerhoff, Inc.**	Name of Client/ Owner: **VDOT** Phone: **540.899.4288** Project Manager: **Michael T. Coffey** Phone: **540.899.4225** Email: **michaelt.coffey@vdot.virginia.gov**	**07/2016**	**05/2016**	**$4,506**	**$5,780** (Owner-directed change order for sheet piling)	**$5,780**

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

Similarities to Fredericksburg District Bridge Bundling Design-Build:

+ Rural Location in Virginia
+ Bridge over Waterways
+ Jointless Bridge Demo/Replacement in Constrained Project Area
+ Roadway Embankment Fills
+ Bridge Scour Protection
+ Environmental Restrictions
+ Safety Improvements
+ Drainage/Storm Drain Systems
+ Temporary Signals
+ Utility Coordination
+ Stakeholder Coordination

Abernathy's Role:

+ Overall Project Management
+ Bridge Demolition
+ Bridge Construction
+ Roadway Construction
+ Utility Relocations

Similar Proposed Staff:

Bobby Abernathy (Abernathy) | Jeffrey Abernathy (Abernathy) | Robert Kidd (Abernathy) | Robert Ridgell, PE, DBIA, CCM, ENV SP (WM)

Project Narrative and Scope

Abernathy Construction Corporation (**Abernathy**) served as VDOT's prime contractor for the successful replacement of the Route 205 bridge over Mattox Creek (tidal) in Westmoreland County, VA in VDOT's Fredericksburg District. The existing low-lying flood-prone bridge was replaced with a new elevated three-span structure totaling 175' that included 29" Bulb-T beams and two piers on 24" precast concrete piles. Construction was completed in a phased manner, maintaining one lane of signalized traffic. An owner-directed change order was required due to a design issue in which the permanent sheet pile was initially quantified as temporary sheet piling. The scope of work is similar to the Fredericksburg Bridge Bundle projects in the following ways:

- Bridge and embankment construction over tidal waterways in a limited project area (Route 17 NB, Route 207 NB)
- Relocation of overhead utilities was required (Route 614, Route 695)
- Maintenance of one-way traffic during construction with portable signals (Route 695)
- Susceptibility of built-up approach embankments and foundations to settlement (Route 695, Route 17 NB)

Other elements of the project scope of work include:

- Self-performed installation of caissons for overhead utility relocation to assist Dominion Power in relocations
- 1,200 LF of 10" force main sewer line replacement
- Use of flexi-floats for marine staging of materials, men, and equipment to minimize required access construction

Specific project materials included:

- 3,642 CY of Light Weight Aggregate
- 75,000 LBS of Steel
- 1,172 LF of HP 12x74
- 24,170 SF of Permanent Sheet Pile Wall
- 837 LF of 24" Concrete Piling
- 505 CY of Concrete
- 15 29" Bulb-T Beams

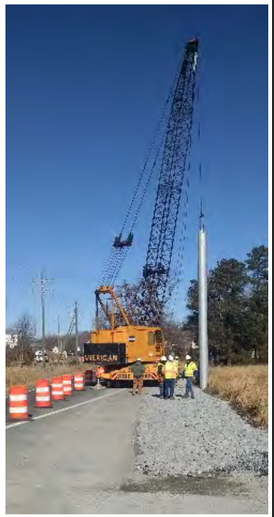
Early Completion

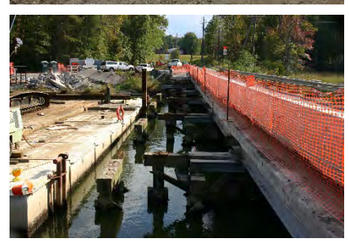
The project was completed nearly 1.5 months ahead of its Fixed Completion Date despite additional work and the phased nature of the project. **Abernathy** utilized several accelerated construction techniques to achieve this, including the use of precast pier caps, lightweight aggregate embankment fills, pile sequencing, and high quality construction to avoid rework.

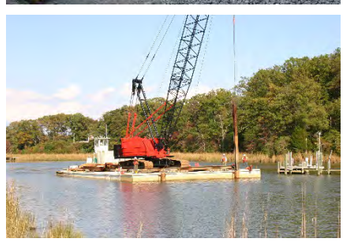
Innovative Solutions & Construction Techniques

Abernathy used innovative construction techniques that ultimately contributed to the speed of construction including:

- Utility Relocation: The project required relocation of Dominion Power electric poles during construction. **Abernathy** coordinated with C.W. Wright, the utility contractor for Dominion, to install caissons at those locations, allowing C.W. Wright to quickly set new poles. Relocations were able to proceed and seamlessly enabled **Abernathy** to begin the second phase of bridge construction.
- Flood Mitigation: **Abernathy**, alongside VDOT's ACE Robert Ridgell, now a part of the Design-Build Team (DBT), recognized that as designed, the final roadway approaches would remain susceptible to flooding at less than a 25-year storm elevation. Together they devised a method to add additional elevation to the asphalt surface to achieve access up to a 25-year storm without significantly increasing overall overburden measures to mitigate long-term settlement. Our DBT brings this kind of holistic solution forward thinking to every project we approach.







Mitigation of Risks Similar to those Identified for Fredericksburg Bridge Bundling Design-Build

- Environmental Permitting: **Abernathy** maintained fencing, perimeter controls, and turbidity curtains at limits of disturbance to avoid impacts to WOUS. Additionally, **Abernathy** workshopped crane movements with District Environmental to allow seamless low-impact transitions from on-land to on-water activities.
- Construction Access: **Abernathy** utilized sectional barges and crawler cranes sitting in Mattox Creek to access the site in an area with minimal staging locations to maintain traffic and minimize additional impacts.
- Maintaining Access to Surrounding Community: For the phased construction, **Abernathy** maintained one-way traffic with the use of a temporary traffic signal featuring pre-emption to allow for fast access by emergency responders.

Limiting Impacts to the Traveling Public and Affected Communities

Abernathy utilized their experience in bridge construction methods to successfully build this project in two phases under traffic over a tidal tributary including proper work zone setup, signalization implementation, and outreach to first responders. No work zone accidents occurred during construction. The project was completed ahead of schedule, and with the additional resiliency to flooding, greatly improved access for residents of Colonial Beach.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Route 58/258 Connector & Bridge Bundle** Location: **Isle of Wight County, VA**	Name: **VDOT** **Hampton Roads District** **C. F. Vaughan**	Name of Client/ Owner: **VDOT** Phone: **757.556.2403** Project Manager: **J.E. Lomax, II** Phone: **757.494.2447** Email: **joe.lomax@vdot.virginia.gov**	**06/2003**	**06/2003**	**$9,772**	**$10,289** (Due to material quantity overages)	**$10,289**

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

Similarities to Fredericksburg District Bridge Bundling Design-Build:

+ Four Bridge Reconstructions
+ Rural Location(s) in Virginia
+ Bridges over Waterways
+ Bridge Demolition/Replacement
+ Roadway Embankment Fills
+ Bridge Scour Protection
+ Environmental Restrictions
+ Drainage/Storm Drain Systems
+ Stakeholder Coordination

Abernathy's Role:

+ Overall Project Management
+ Bridge Demolition
+ Bridge Construction
+ Roadway Construction
+ Environmental Coordination

Similar Proposed Staff:

Bobby Abernathy (Abernathy) | Jeffrey Abernathy (Abernathy) | David Abernathy (Abernathy) | Robert Kidd (Abernathy)

Project Narrative and Scope

Abernathy Construction Corporation (**Abernathy**) served as VDOT's prime contractor responsible for the design-bid-build reconstruction of four bridges and building approximately one mile of a new two-lane primary road from the intersection of Route 258/Great Mill Highway to the intersection of Route 258/Carver Road. The bridges included:

- Route 258 over Beaver Dam Swamp (Bridges 1 and 2)
- Route 258 over Norfolk Southern (NS) Railroad (Bridge 3)
- Route 258 over Route 636 (Lee's Mill Road) (Bridge 4)

All four bridges are located in rural areas of Isle of Wight County and were reconstructed as part of the same contract. The bridges consisted of a 184' and a 197' steel beam single-span structure, a 328' multi-span Type II precast concrete structure, and a 512' multi-span Type II precast concrete structure. All of the structures featured precast concrete piling support. In addition to the construction of the bridges, **Abernathy** constructed and maintained a cast-in-place box culvert and concrete pipe culvert to maintain drainage during construction. Two of the proposed bridge design plans in the contract provided no design or permitting for construction access. **Abernathy** internally developed access concepts and necessary plans to coordinate with the Hampton Roads District to obtain final access designs, environmental permitting, and right-of-way (ROW) to facilitate construction access. This contract included the following similar scopes of work to the Fredericksburg Bridge Bundle:

- Construction of four bridges (steel and precast concrete), including two bridges over creeks/wetlands and one over NS Railroad
- Construction of temporary in-stream access and work area (Route 17 NB, Route 695, Route 614)
- Coordination of environmental permitting
- Confirmation of ROW and easements for construction access
- Administration of a multi-structure construction contract
- Roadway fill placement and construction (Route 695, Route 207 and Route 17 temporary crossovers)
- Clearing operations (Route 614)

Specific project materials included:

- 295,000 CY of Borrow Excavation
- 40,000 CY of Regular Excavation
- 4,200 CY of Concrete
- 104,000 Tons of Aggregate
- 635,000 Lbs. of Steel
- 54,000 LF of Concrete Pile

On-Time Completion

The project was completed on schedule despite having to design, permit, and implement construction access for two of the four bridge sites after award.

Innovative Design Solutions & Construction Techniques

Abernathy used innovative construction techniques to deliver a high quality structures and roadway in a timely, cost-effective, and environmentally compliant manner. Furthermore, **Abernathy** demonstrated their versatility in building almost a mile of new roadway alignment. Innovations on this project included:

- Jointless Construction: Bridge decks were poured in a manner to reduce construction joints at closures over the piers. This provided continuous spans that reduced deterioration of bearings via water intrusion at joints.
- Efficient Sequencing: The delivery of the bridge over Lee's Mill Road was optimized by constructing the bridge piers and setting the center span steel prior to abutment construction. This allowed construction to progress concurrently while allowing controlled settlement of the approaches under surcharge.
- Environmental Excellence: In order to prevent erosion and drainage impoundment, a large diversion channel was constructed and maintained through the fall tropical storm season. The diversion channel included concrete box and elliptical culverts with EC-2 stabilization of all banks. Hydroseeding mulch was used to prevent erosion on adjacent high fill slopes. Furthermore, construction access causeways for Beaverdam Swamp were developed utilizing low impact flexi-float platforms minimizing in-stream impacts while providing efficient access for personnel, materials, and equipment necessary to complete construction.

Mitigation of Risks Similar to those Identified for Fredericksburg Bridge Bundling Design-Build

- Environmental Permitting: **Abernathy** actively coordinated with VDOT and USACE for permitting related to construction access for in-stream work and impacts including development of concept plans.
- Construction Access: Bridges 1 and 2 utilized rock causeway with geotextile and geogrid, sheet piling, and sectional barges. The rock causeway would extend through the permitted area in the marsh/wetland area. When the causeway reached a wet/water area, the rock causeway was contained by sheet piling to facilitate transition to the sectional barges. The sectional barges would then float on the water. Bridge 3 over NS Railroad and Bridge 4 over Lee's Mill Road were constructed while occupying the approach fill for the structure. The piers were constructed first prior to fill placement. Once fill, surcharge, and surcharge wait period was completed, the abutments were constructed, all while occupying the proposed new approach fill.
- Maintaining Access to Surrounding Community: **Abernathy** performed careful planning of roadway intersection tie-ins to avoid impacts during final roadway opening. Construction of the Route 258 over NS Railroad bridge required careful coordination with the comprehensive requirements of NS.

Limiting Impacts to the Traveling Public and Affected Communities

To construct the project, **Abernathy** developed, constructed, and maintained a substantial temporary drainage diversion that successfully mitigated impoundment and potential upstream flooding that may have been introduced by the project in the low-lying Isle of Wight County.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Albemarle Intersection Improvements Bundling Design-Build** Location: **Albemarle County, VA**	Name: **Curtis Contracting, Inc.**	Name of Client: **VDOT** Phone: **540.827.7287** Project Manager: **William Stowe, PE, DBIA** Phone: **540.827.7287** Email: **william.stowe@vdot.virginia.gov**	**09/2019**	**12/2023** (Estimated)	**$28,556**	**$34,429** (Overage due to Owner-directed added safety and mobility scope)	**$3,771**

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

Similarities to Fredericksburg District Bridge Bundling Design-Build

+ VDOT Design-Build Project
+ Designing Multiple Projects Concurrently on Fast-Track Schedule
+ Stream Crossing Structure Replacements
+ Roadway Embankment Fills
+ Env. Restrictions/Mitigation
+ Safety Improvements
+ Complex Staging TMP-MOT
+ Geotechnical/Foundation Design
+ Hydraulics/Drainage/ESC
+ Utility Coordination
+ Stakeholder Coord./Public Outreach

WM's Role: Lead Designer

Office Location: Vienna, VA and Richmond, VA

Similar Proposed Staff:

Justin Myers, PE, DBIA (WM) | Matt Davis, PE (WM) | Julia Simo, PE (WM) | Martin Mathurin (WM) | Diane Durscher, PE (WM) | Ian Westbrook, EIT (WM) | Ryan Mattern, PE, PTOE (WM) | Joseph Grant, PE (WM) | Jon Stamm, PE (WM) | Jessica Klinefelter, CEP, CWB (WM) | Scot Aitkenhead, PWS (WM)

Project Narrative and Scope

Wallace Montgomery (**WM**) served as the Lead Designer, providing complete engineering services through a systematic and concurrent approach for the delivery of this bundled design-build project of six spot location roadway safety/operation improvements in Albemarle County:

- **I-64 and US 250 (Exit 124) Interchange**: Converted the I-64 and US 250 Interchange into a Diverging Diamond Interchange. Design included alternatives analysis, layout, and detailing for the prefabricated retaining wall along the US 250 EB ramp to I-64 WB.
- **I-64 and US 29 (Exit 118) Interchange**: Reconfigured the I-64 and US 29 Interchange to remove two deficient weave movements.
- **US 29NB/Fontaine Avenue**: Widened the single lane ramp at the US 29 northbound/Fontaine Avenue exit to provide an option lane, remove conflict points, and improve current weaving issues.
- **US 250/Route 151 Intersection**: Converted the US 250 (Rockfish Gap Turnpike) and Route 151 (Critzer Shop Rd) intersection into a single-lane roundabout with a Route 151 box culvert replacement for Stockton Creek. The intersection was raised 4' for the new culvert's hydrologic & hydraulic analysis (H&HA) requirements.
- **Routes 20/629/1494 Intersection**: Converted the Routes 20 (Stony Point Rd), 629 (Proffit Rd), and 1494 (Riggory Ridge Rd) intersection to a single-lane roundabout with a small structure pipe culvert replacement at the intersection.
- **Rio Mills Road/Berkmar Drive**: Realigned and extended Rio Mills Road to connect with Berkmar Drive.

The new three-leg US 250 and Route 151 roundabout included the replacement of an existing two-cell box culvert with a four-cell 12'x6' VDOT standard pre-cast box culvert on a spread foundation to convey Stockton Creek under Route 151. **WM** developed details to connect the traffic barrier posts to the top slab of the skewed pre-cast concrete culverts . The new four-leg Routes 20/629/1494 roundabout incorporated the replacement of an existing 30"x42" CMP culvert with a twin 42" VDOT standard concrete pipe culvert to convey a tributary to the North Fork of the Rivanna River through the new intersection.

WM's engineering services included field surveys; utility locating; H&HA; highway, structural, drainage, stormwater management (SWM), erosion and sediment control (ESC), maintenance of stream flow (MOSF), and transportation management plan (TMP)/maintenance of traffic (MOT) design; geotechnical and utility engineering; traffic analysis and engineering (lighting, signing, marking, temporary and final signals); construction plans development; design waivers documentation; environmental permitting (wetland/stream impacts) and mitigation; design QA/QC compliance; right-of-way (ROW) plans development/acquisitions; stakeholder/public outreach; and construction phase services.

Specific project elements for the US 250/Route 151 roundabout included:

- 1.5 AC of Clearing & Grubbing
- 5,600 CY of Regular Excavation
- 2,050 Tons of Asphalt Paving
- 4,450 SY of Pavement Demolition
- 6,200 CY of Borrow Excavation
- 715 LF of Traffic Barrier
- 1,360 LF of Guardrail Removal
- 850 CY of Roadside Swales Grading
- 8,300 LF of Pavement Markings

On-Time Completion

The contract is one of VDOT's first to introduce the concept of project bundling into its design-build portfolio. Project bundling was formally introduced by FHWA as part of the Every Day Counts 5 – Innovations campaign. According to FHWA, bundling projects saves time and cost by streamlining project delivery and leveraging design expertise. **WM** was able to realize significant schedule efficiencies by designing the projects simultaneously. The design schedule was coordinated with the contractor so that plans would be approved for construction in a manner that allowed their crews to seamlessly move from one project to another.

Innovative Design Solutions & Construction Techniques

- **H&HA**: **WM** met with VDOT to determine the H&HA requirements for the Route 151 quad 12'x6' box culvert. The RFP included a Design Waiver for the 18" freeboard; however, the waiver did not account for countersinking or low flow diversion (Standard EC-13) into just two cells. **WM** developed the final H&HA to account for the countersinking and low flow diversion and met the freeboard criteria without needing the waiver.
- **Materials Acquisition**: **WM** received early buy-in from VDOT regarding the quad box culvert's instream features (countersinking, Standard EC-13 low flow diversions), H&HA, MOSF, and MOT, etc.. This allowed the DBT to advance the fabrication of the pre-cast box culvert and other related culvert materials prior to formal plans approval with minimal risk.

Mitigation of Risks Similar to those Identified for Fredericksburg Bridge Bundling Design-Build

- **Environmental Permitting**: **WM's** Environmental Manager coordinated over-the-shoulder reviews with USACE to discuss the limits of disturbance and final stabilized conditions for each project to ensure that temporary and permanent impacts were properly presented in the permit applications. **WM** was able to minimize wetland impacts and avoided mitigation requirements for stream impacts.
- **Construction Access**: **WM** developed a temporary MOSF approach for Stockton Creek that was integrated into the Route 151 MOT phases. This required multiple temporary pipes with supplemental pump arounds for dewatering and diverting low flows to provide adequate construction access while maintaining traffic. The MOSF accommodated the 2-year storm event and avoided impacts to the adjacent historic structure. Additional sandbags were used as a preventative measure to protect the construction area during a more significant flood event.

Limiting Impacts to the Traveling Public and Affected Communities

WM and VDOT collaboratively established a stakeholder coordination plan/processes to continuously engage and inform project stakeholders, such as Albemarle County, the City of Charlottesville, FHWA, USACE, VDHR, adjacent property/business owners, and the traveling public. The stakeholder/public outreach plan's engagement methods included stakeholder meetings, including design briefings and construction kick-off "pardon our dust" meetings, VDOT website/electronic media, and pamphlets that provided ongoing, transparent information.

Construction of the roadways and culvert replacements required maintaining full operations with applicable lane closure provisions. **WM**'s approach maintained two-way, two-lane traffic on the existing roads while constructing the roundabouts and culverts with limited traffic shifts. **WM** developed the Route 151 box culvert to be constructed in two halves (two MOT stages) to reduce construction durations and minimize/avoid Route 151 mobility impacts.

The Albemarle Bundle was recently featured in the Spring 2022 Edition of the ASHE Scanner, a publication that has been around since 1965 to highlight transportation accomplishments by the American Society of Highway Engineers.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Lycoming County Bridge Bundling** Location: **Lycoming County, PA**	Name: **Wolyniec Construction, Inc.; Rylind Construction Company; Kevin E. Raker Construction LLC**	Name of Client: **Lycoming County** Phone: **570.320.2141** Project Manager: **Austin Daily** Phone: **570.320.2141** Email: **adaily@lyco.org**	**07/2021**	**12/2023** (Estimated)	**$7,240**	**$7,602** (Due to Owner-directed change orders)	**$128**

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

Similarities to Fredericksburg District Bridge Bundling Design-Build

+ Designing Multiple Bridge Projects Concurrently on Fast-Track Schedule
+ Rural Location(s)
+ Bridge Reconstruction//Replacement
+ Bridge Joint Elimination
+ Roadway Embankment Fills
+ Roadway Improvements for Tie-ins including Safety Upgrades
+ Bridge Scour Protection
+ Environmental Restrictions/Mitigation
+ Geotechnical/Foundation Design & Analysis
+ Hydraulics/Drainage/ESC
+ Utility Coordination
+ Stakeholder Coord./Public Outreach

WM's Role: Major Subconsultant

Office Location: Hunt Valley, MD; Mechanicsburg, PA; and Richmond, VA

Similar Proposed Staff:
Justin Myers, PE, DBIA (WM) | Dave Borusiewicz, PE, DBIA (WM) | Matt Davis, PE (WM)

Project Narrative and Scope

Wallace Montgomery (**WM**), as a major subconsultant to Bassett Engineering, provided preliminary and final structural design services for a countywide bridge bundling program that was developed to repair 17 structurally deficient bridges.

The project involved structural design and analysis; load ratings; development of structural details and sketches; QA/QC reviews of the structure plans; and bid phase and construction phase services, including shop drawing reviews and responding to contractor requests for information (RFIs).

The scope of work included the following items similar to the Fredericksburg Bridge Bundle project:

- Structural design and load rating for two new single-span prestressed concrete bridges with conventional cantilever abutments and wing walls; a 50'-long prestressed concrete adjacent box beam bridge on **Upper Bodines Road over Slacks Run**; and a 45'-long prestressed concrete adjacent box beam bridge on **Gap Road over Tributary to White Deer Hole Creek**
  - **WM** also established span lengths and substructure layouts to accommodate hydraulic requirements, stream alignment, and roadway geometry
- Structural design and load rating for rehabilitation of existing prestressed concrete box beam bridge on **Old Cement Road over Tules Run**
  - Rehabilitation included removal and replacement of the exterior fascia beams, substructure modifications, replacement of existing overlay with new reinforced concrete deck/overlay, and new concrete traffic barriers
- Independent superstructure and load rating analyses for five new single-span prestressed concrete slab bridges
- Geotechnical evaluation of seven new bridges and two new culverts
- Design and construction of bridges in rural locations susceptible to flooding during adverse weather conditions
- Several structures reused existing structural elements for the proposed structure (Route 207 NB)
- Maintenance of stream flow evaluation for construction sequencing and layout
- Development of structural details for new and rehabilitated structures for inclusion with final bid documents

Specific project elements included:

- 2000 LF of P/S Concrete Beams
- 540 LF of Concrete/Metal Bridge Barriers
- 4000 Tons of Asphalt Paving
- 750 Tons of Riprap
- 1200 LF of Stream Diversion
- 500 CY of Borrow
- 173 LF Concrete Culverts
- 2800 CY Excavation

On-Time Completion

WM worked closely with the County and Bassett Engineering to develop, advertise, and construct the project using an innovative/efficient bridge bundling approach. This approach resulted in significant cost savings of approximately 30% to the Owner and reduced the overall construction duration. Designs were completed on time and under the approved budgets.

Economy of scale was implemented by utilizing the same box beam and plank beams on several bridges to reduce costs, expedite fabrication, and accommodate the accelerated schedule, a hallmark of Bridge Bundling projects.

Innovative Design Solutions & Construction Techniques

- **Beam-Over Structures**: Several bridges within the bundle utilized "beam-over" construction, consisting of superstructure replacements with new stub abutments located behind existing abutments. This significantly reduced the magnitude of instream construction activities from demolition and excavation and simplified the environmental permitting process. Additionally, the existing abutments were able to provide additional scour protection to accommodate challenging hydraulic conditions and mitigate site-specific flood events.
- **GRS-IBS Abutments**: For selected bridges within the bundle, GRS-IBS were utilized to support the new bridge superstructures. This innovative substructure type reduced construction schedule and traffic impacts by expediting construction and shortening road closures. The systems were designed to provide scour protection and hydraulic resiliency for the new bridges.

Mitigation of Risks Similar to those Identified for Fredericksburg Bridge Bundling Design-Build

- **Environmental Permitting**: Significant efforts were made to minimize environmental impacts, particularly through the use of beam-over bridges on stub abutments. This minimized permanent stream impacts, and significantly reduced temporary impacts for instream work. We worked closely with Pennsylvania Fish & Boat Commission (PAFBC) on fish baffles to provide a stable, native streambed after construction that promotes fish migration and stream health.
- **Construction Access**: Right-of-way (ROW) was extremely limited at Old Cement Road, and strategic staging was utilized to reduce limits of disturbance and avoid the need for temporary easements or permanent ROW acquisition. Due to site-specific constraints, significant profile adjustments were not feasible for several bridge replacement locations. Instead, "beam-over" bridge construction reduced LOD and required work areas by incorporating portions of the existing substructure into the proposed bridge, which served as scour protection and stream diversion for the proposed abutment construction, without the need for temporary support of excavation.
- **Maintaining Access to Surrounding Community**: New box culverts were located in residential and commercial areas that directly impacted adjacent property owners. Precast culverts were used in lieu of cast-in-place to reduce project duration and traffic impacts on the community. In situations where bridges required phased construction, **WM** designers implemented sensitive solutions to ensure the adequacy of temporary lane widths, geometries, and structural support.

Limiting Impacts to the Traveling Public and Affected Communities

The project implemented several measures to minimize impacts to the surrounding communities. These included the use of innovative substructure systems, such as GRS-IBS bridge foundations, precast superstructure elements, and precast box culverts. In locations where detours were feasible, these systems allowed construction to be completed in the shortest timeframe. The use of beam-over bridges reduced impacts to the environment and allowed for expedited construction activities. For locations where detours were not feasible, staged construction was utilized to maintain traffic at all times.

Each of the project locations within the bundle was evaluated separately to determine the required maintenance of traffic and the allowable impacts. For some structures, including the culverts and GRS-IBS bridges, full closures were utilized; however, the use of innovative abutment systems, precast concrete superstructures, and precast culverts reduced overall durations. **WM** was able to limit roadway closures for the culverts to a planned weekend closure to construct only the culvert portion below the roadway, further reducing impacts. For other bridge structures, a staged construction approach was utilized to maintain traffic at all times during construction.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Boyers Mill Road over Lake Linganore Bridge Replacement** Location: **Frederick County, MD**	Name: **Concrete General, Inc.**	Name of Client: **Frederick County Office of Transportation Engineering** Phone: **301.600.2932** Project Manager: **Jason Stitt, PE** Phone: **301.600.2932** Email: **jstitt@frederickcountymd.gov**	**05/2014**	**05/2017**	**$12,391**	**$12,739** (Overage due to Owner-directed expanded scope of underground utility relocation conduit installations)	**$1,289**

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

Similarities to Fredericksburg District Bridge Bundling Design-Build

+ Jointless Bridge Demo/ Replacement
+ Roadway Embankment Fills
+ Bridge Scour Protection
+ Environmental Restrictions/ Mitigation
+ Safety Improvements
+ Complex MOT
+ Geotechnical/Foundation Design
+ Hydraulics/Drainage/ESC
+ Utility Coordination
+ Stakeholder Coord./Public Outreach

WM's Role: Lead/Prime Designer

Office Location: Hunt Valley, MD

Similar Proposed Staff:

Justin Myers, PE, DBIA (WM) | Dave Borusiewicz, PE, DBIA (WM) | Matt Davis, PE (WM) | Les Komar, PE (WM) | Diane Durscher, PE (WM) | Joseph Grant, PE (WM) | Jon Stamm, PE (WM) | Bill Wallace, PE (WM) | Jessica Klinefelter, CEP, CWB (WM) | Scot Aitkenhead, PWS (WM)

Project Narrative and Scope

Wallace Montgomery (**WM**) provided comprehensive engineering services to replace the Boyers Mill Road Bridge over Lake Linganore, in Frederick County, MD. The project included demolition of the existing three-span 154'- long bridge and replacement with a new 300'-long, two-span, concrete Bulb-T bridge with a concrete pier and abutments. The approaches were raised significantly to improve safety and sight distance, including paved shoulders to accommodate bicycles, guardrail/barrier safety upgrades, and roadside drainage upgrades. The bridge features a sidewalk, ornamental railings and lighting, and concrete formliners to meet community requests. ***The project was listed as the No. 3 Bridge in Roads & Bridges Magazine's Top 10 Bridges of 2017.***

The scope of work included the following items similar to the Fredericksburg Bridge Bundle:

- Post-planning studies through Advertisement and Construction Phase services
- Right-of-way acquisitions, field surveys, environmental delineations, and utility locating
- Highway, structural, drainage, stormwater management (SWM), erosion and sediment control, maintenance of traffic (with portable temporary signals), and pavement design
- Hydrologic and hydraulic analysis (H&HA) and scour analysis
- Geotechnical, traffic (lighting, signing, marking), and utility (coordination, relocation design) engineering
- Securing permits (wetland impacts) and mitigation with stream/wetland restoration
- Constructability reviews and comprehensive QA/QC compliance
- Stakeholder/public outreach

Specific project elements included:

- 2,520 LF of Driven Piles w/ Testing
- 3,000 LF of 79" Deep PCEF Bulb-Ts
- 15,000 CY of Regular Excavation
- 39,000 Tons of Select Borrow
- 1,000 CY of Instream Excavation
- 10,400 SF of Stream Stabilization
- 1,870 SY of Steel Sheeting
- 1,600 Tons of Asphalt Paving
- 4,000 Tons of Riprap

On-Time Completion

WM expedited completion of the bridge design by preparing a breakout bridge package that could advance to construction and tie into existing roadway elements. **WM**'s bridge design was completed per the approved schedule.

Innovative Design Solutions & Construction Techniques

- Superstructure: The bridge utilized 79" deep PCEF Bulb-Ts made continuous for live load. Beam erection was achieved through launching of the beams during temporary lane closures. The beams were connected using galvanized steel diaphragms to minimize weight, expedite construction, and support a new water main and a utility duct bank.
- Substructure: Abutments were constructed on new peninsula-like embankments in the lake with steel bulkheads to minimize impacts. Bulkheads provided additional staging areas and scour protection. Concrete cantilever abutments with deck extensions reduced future maintenance; and the concrete pier bent eliminated need for a complex cofferdam.
- Roadway Geometrics: To meet the desired 35 mph design speed, the roadway profile needed to be raised 20' at the north approach. **WM** prepared a Design Exception for the profile based on traffic data and accident history and recommended incorporating roadway lighting as mitigation for headlight sight distance issues. The Design Exception was approved and significantly reduced the project footprint, impacts, and construction duration.
- H&HA/Drainage: **WM**'s H&HA considered a 100-year storm event as well as potential dam breach flows based on emptying the reservoir using a tidal prism model. **WM** designed open and closed drainage systems for drainage collection/conveyance and SWM facilities for water quality and quantity runoff control. The additional pavement resulted in increased drainage discharges into the roadside ditches. **WM** calculated velocities to ensured that adequate lining was in place to control erosive runoff.

Mitigation of Risks Similar to those Identified for Fredericksburg Bridge Bundling Design-Build

- Construction Access: The project offered extremely limited areas for staging and mobilization, particularly while maintaining traffic. **WM** developed the proposed alignment that allowed the existing bridge to remain in service during construction, and incorporated new embankments within the lake to provide additional room for staging. **WM** wrote contract provisions for a barge-mounted crane to be launched at a nearby private boat ramp, and coordinated a plan for delivery and erection of precast beams. The steel bulkhead system designed by **WM** also served as stream diversion for the proposed abutment construction, supported the approach embankments, and prevented water from inundating the work areas during storm events. The proposed profile for the approach roadway and bridge was developed to accommodate hydraulic requirements for the 100-year storm elevation and mitigate future flood events.
- Environmental Permitting: **WM** obtained all required environmental permits for the project. **WM** delineated and mapped wetlands, WOUS, and forest stands; completed archaeological and historical architectural surveys; and coordinated with USFWS. Throughout the jurisdictional determination process, the design team coordinated with the USACE to determine the extent of all impacts to the lake, and required mitigation. The project removed fill within the lake at selected locations to mitigate some impacts to the new embankments; the design also incorporated tree and shrub plantings, along with other stream protection and shoreline measures. **WM** designed the restoration of the former bridge's embankment peninsula area as part of the project.
- Maintaining Access to Surrounding Community: Based on extensive public outreach and detour studies, it was found that the bridge could not be closed for extended periods of time. Detours resulted in major impacts to emergency responders and school bus routes, in addition to commuters. **WM** designed the project to build the majority of the bridge on a parallel alignment, and used staged construction to maintain traffic. Temporary signals with one-way operations were used for one stage to allow for construction of roadway tie-ins and selected bridge elements. The shifted alignment required construction of new approach embankments retained by bulkheads.

Limiting Impacts to the Traveling Public and Affected Communities

WM used context-sensitive design and continuous stakeholder coordination to address concerns from the public, including: aesthetics, trail and lake access, and lake/waterway degradation. **WM** worked with the County to support a local citizen group, the Lake Linganore Communities HOA, adjacent property owners, and environmental agencies. **WM** conducted multiple public meetings and incorporated enhancements for trail connectivity and light shields into the proposed design to minimize light pollution.

Temporary traffic signals, with one-way operations, minimized road closures while roadway tie-ins were completed; for which a maximum of 40 days was permitted in the contract with significant penalties. Limited off-peak full closures were permitted for beam erection, while emergency response equipment was temporarily staged on the north side of the bridge. **WM**'s staged construction approach included the use of the sidewalk area on the bridge for maintaining traffic (sidewalk was completed as a last order of work) to reduce the duration that the temporary signal was required.